

**Naval Documents
related to the
Quasi-War between the
United States and France**

**Volume I
Part 2 of 3**

**Naval Operations
from February 1797 to October 1798**

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To Secretary of War from Secretary of Navy

[PHILADELPHIA,]

Navy Department, 1st Aug^t 1798

SECY AT WAR

SIR, There are still to be provided, three Galleys or some small vessels, of the ten authorized by Law. I would wish to know, whether Galley's are essential to the defence of Rhode Island — and if they are, how many you think ought to be stationed there.

This Information I want immediately, as I wish to take immediate steps for procuring The Three Galleys, or other vessels to the Southward, if they are not deemed essential for The defence of Rhode Island. —

[NDA. Sec. War LB, 1798–1824.]

To Josiah Fox, naval constructor, from Secretary of Navy

[PHILADELPHIA,]

Navy Department 1st August 1798

M^r JOSIAH FOX Navy Constructor

SIR You are hereby appointed Navy Constructor, to superintend the building of the Frigate at Norfolk, for which service, a Salary will be allowed you, at the rate of Two Thousand Dollars per annum. — To commence from the first day of last month, July. — Your time having been since that time occupied in making Drafts & other matters relating to the Construction of Ships. —

You will prepare all necessary information, and send it to M^r Pennock, Navy Agent at Norfolk, that the materials may be provided; and when it becomes necessary for you to go to Norfolk, I will give you fuller Instructions. —

I am Sir &c^t

[NDA. GLB, Vol. 1.]

Extract from the journal of Lieutenant John Mulloony, U. S. Frigate *United States*,
1 August 1798

Light breezes and pleasant. At 1 a sail in Sight bearing S. S. W. 5 or 6 leagues made sig^t to the *Delaware* for strange sail being in Sight, at 3 made sig^t to prepare for action all hands to Quarters, all Clear for action. At 4 P. M. discovered the sail to be a Ship of War Cap^t Barry ordered the *Delaware* to keep under our lee. At 2 P. M. spoke the *Thetis* Cap^t Cochran of 44 Guns belonging to Great Britain.

Cap^t requested the honor of Cap^t Barry to come on board his ship & he would give him signal for the Wnd India ships of war Cap^t Barry went on board in Cap^t C's Barge, when Cap^t B returned Cap^t C came on board with several of his officers at 9 they went to their ship when we steered our proper course.

[Lat^g Obs^d 34.18]

[NA.]

[August 1, 1798.]

Extract from log book journal kept by Gilbert Howland, master of the Schooner *Betsy*, of Boston, passage from Curacao towards Boston

"Remarks on Bord Wensday August 1st 1798

first part of this 24 hours frish gails & havey Squales of Rain at 2 p. m. maid the Island of Saiona Baring N B W

Middle part — ditto

Latter part — ditto — at 8 a. m. maid Cape de F. Engono Baring N N W at 10 a. m. Carread away the Jaib Boom on account of a frinch Privateerin Chase of us — Capt Bowen still Capes Companay with us — So Ends all well on Bord

[noon Latitude July 31st 17° 40' N.]

[Har. Coll. Lib.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
1 August 1798, Wednesday

First part this 24 hours clear and pleasant Weather. people employ'd Washing Decks. birth'd the people anew — at 8 P. M. Wore Ship to the North^d & West^d Middle part clear W^t all hands employ'd at Different Jobbs on Examing the Compasses I found they did not [agree] with any Two in the Ship by Reason of So much Iron Work Round the Binnacle had the Binnacles taken to pieces and took out of each 3½^{lb} Nails and put them together again with copper Nails Since which they agree well. Latter part clear Weather Inclinal to Calm.

[Latitude observed 40.13]

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
1 August 1798, Wednesday

Uncertain, squally, and very disagreeable, and unpleasant Weather all these 24 Hours; at 2 PM saw a Sail, made Sail, and gave Chace; at 4 Ditto spoke the *Issabella*,* which Vessel I examined two Days ago, she being a very dull sailing Schooner, and could make no Way close hawled, against the southerly Wind, and Head Sea.

The Master informed me, that last Night in Sight of the Light House of Charleston, he spoke a Prize to a British Vessel, going in. I suppose rather it to have been some Vessel returning Home, that has been captured by Captain Cochran of the *Thetis*, and her Cargo taken out of Hallifax.

At 6 Ditto saw a Sail to the Southward, gave Chace, at half past 7, it being dark, lost Sight of her, shortened Sail, and stood to the Southward.

No observation of the ☉ to Day, Charleston Bar at Noon bore West B. N. ¼ North, 9 Leagues Distance, Depth of Water 16 Fathoms.

Latitude Account 32°.35' N^o

Longitude Account 80.7 W.

[* Also spelled *Essabella* in entry of 30 July, 1798.]

[HS of Pa., NDA photostat.]

To William Winder, Navy Department accountant, from Secretary of Navy

[PHILADELPHIA,]

Navy Department 2nd August 1798

W^m WINDER Esq^r

E. Shore Maryland

SIR I am favoured with your letters of the 22nd & 28th Instant [July?]—I am very sorry that any circumstances should have prevented your coming to Philadelphia soon after the receipt of your Commission, which has been forwarded by the Secretary of State, and which you would no doubt receive soon after mine, informing you of your Appointment.

Real and great inconvenience results daily from the Office of Accountant, not being in operation, — Confusion I fear will be introduced, which it will be difficult to be extricated from.

Besides this — there are people frequently calling for settlement of accounts, which cannot be settled for want of the Accountant Office — It is impossible, that the commencement of this Office can be delayed 'till the 10th of September, and it will be injurious to delay it to the middle of this month —

I hope therefore your affairs can be so arranged as to permit your setting out in a day or two after the receipt of this —

After getting the office arranged and Clerks instructed in their duty, I presume it might not be inconvenient, that you might take time to return home for a fortnight to bring up your Family — which I would not advise you to do at present, on account of the danger of the Yellow Fever — of which however, there is at present no appearance. —

You will have two Clerks, @ 800 D each, and one at 600 Dollars. —

I am &c

(NDA. GLB, Vol. I.)

Extract from journal of Lieutenant John Mulloony, U. S. Frigate *United States*,
2 August 1798

Light airs

From 6 to 10 calm

A 11 a Light air from S^d

At 4 A. M. saw a sail gave chase and at M spoke her — a schooner from Boston bound to demarara

Trim'd ship, with the shifting ballast carried it forward, found her to sail faster.

[Lat^de Obs^d 34.14]

[NA.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
2 August 1798, Thursday

First part this 24 hours Clear W^r all hands employ'd about Sundry Jobs. at 3 P. M. Beat to Quarters and Exercized the Guns. a 6 P. M. Handed Main Sail & Sett the Spanker found our Compasses to agree exactly at 9 P. M. took in T. Gall^s Sails at 11 P. M. wore Ship to the Northw^d and West^d at ½ past 1 T. K. D. Ship to the

N. N. W. at $\frac{1}{2}$ past 3 Sett Jibb at 4 Sett T. G. Sails at 6 Sett
Royals and Main Sail a 9 Musterd the People.

Latter part Clear Weather.

[Latitude observed 40.17]

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
2 August 1798, Thursday

Squally Weather with some Showers of Rain, Wind from South to South South West the first and middle, the latter it hawled to the North North East.

At 10 AM saw a Sail in the South West, gave Chace, at $\frac{1}{2}$ past 10, the Sail proving a Brig, and rigged Something like the Charleston Revenue armed Brig; I hoisted a United States Jack at the fore Top Gallant Mast Head, the Signal I gave the Pilots of Charleston to distinguish this Frigate by; but I soon after discovered, it was not that Vessel; at 11 however we spoke her, and she proved to be the *Eliza* from Savannah, bound to Boston out two Days, and had neither seen, or heard of any french Cruizers. People employed at Sundries.

Cape Roman at Noon bore N. W. eleven Leagues Distance. Depth of Water Twenty Fathoms, fine grey Sand.

Latitude observed $32^{\circ}.41' N^{\circ}$

Longitude Account $79.25 W.$

[HS of Pa. NDA photostat.]

To Captain Mentges from Secretary of Navy

[PHILADELPHIA,]

Navy Department 3 August 1798

Cap^t MENTGES

On the subject of the remaining Prisoners at the Fort, taken in the *La Croyable*, French Schooner — It is desirable that they should be employed by the Farmers in the Country, or on the Works at the Fort, to save the expense of maintaining them — They are not Frenchmen and might become useful Citizens — But no compulsion must be used to induce them to work in the Country or on the Fort, and they must be suffered to make their own bargains as to Wages —

I have the honor to be &c^a

[NDA. GLB, Vol. 1.]

To Gibbs & Channing, agents at Newport R, I., from Secretary of Navy

[PHILADELPHIA,]

Navy Department 3rd August 1798

Mess^{rs} GIBBS & CHANNING

GENT^{ls} Captain Nicholson in the Frigate *Constitution* will appear off Newport with the Swedish Flag hoisted on his main Top Mast head — permit me to solicit the favor of you to send the enclosed letter to him by a pilot Boat or other means — It is necessary he should receive it on his first appearance —

Pray favor me with your opinion as to the Duck, or Canvass made to the Eastward — It being a Home manufacture, it should be used in our Navy, if upon the whole it is not much inferior to the European — and if it is not much dearer — There is a prejudice against it here — but I wish to be able to Judge whether this prejudice be well, or ill founded —

I have the honor to be &c^t

[NDA. GLB, Vol. 1.]

To William and Thomas Walter, merchants, Boston, from Secretary of State

DEPARTMENT OF STATE
Philadelphia Aug^t 3. 1798.

WILLIAM and THO. WALTER Merchants, *Boston*.

GENTLEMEN, I have received your letter of the 28th ult. relative to a commission for the Ship *Merchant*, John Trail, commander, belonging to you, and which has sailed for London.

Expecting that a number of American vessels would wish to arm in England, I have sent to our Minister in London two or three parcels of Commissions, instructions and bonds, by as many different vessels; and I shall continue forwarding them, to increase the stock and multiply the chances of their arrival. I have desired M^r King to make it known, thro' our consuls, in the different parts of England, that all who desire commissions may be furnished. I am gentlemen, Your obed^t Servant,

TIMOTHY PICKERING

[SDA. Dom. L., Vol. 11.]

To President Adams from the Secretary of Navy

[PHILADELPHIA,]
Navy Department 3rd Aug 1798

JOHN ADAMS *Presid^t U. S.*

SIR, The Reg^t of Marines under the Command of Major Burrows, is to supply Detachments of Marines, to the Ships of War, as they shall be wanted.

A Detachment will be wanted in the Course of this Month, for the *Montezuma* at Baltimore, and in next Month, for the *Ganges* and for the *Norfolk*, a Brig of 18 Guns at Norfolk. It seems to be necessary then that a part of this Regiment should be raised without delay. I have the honor, therefore to enclose for your Consideration, a List of Names for officers in this Regiment, with the Names of the Persons by whom they have been recommended. There will be more officers, to appoint for the Marines, but the present Applicants do not appear to be so well divided among the States as they might be, & further Appointments may be delayed without injury.

The ship *Montezuma* at Baltimore, will be ready for sea in this Month and the French Schooner Prize, *La Croyable*, now called *Retaliation*, in twelve days — I have also enclosed List of Officers, with their Recommendations for these Vessels. This latter vessel was purchased for the Public a few days ago, at the sale — and may

be considered as one of the Ten Gallies, or other small vessels, under the Act to "authorize the President of the United States, to cause to be purchased or built a Number of small Vessels to be equipped as Gallies or otherwise. —

I have the honor &c

[NDA. Nom. Appts. LB, 1798–1820.]

Extract from journal of Lieutenant John Mulloony, U. S. Frigate *United States*
3 August 1798

Light airs, warm & clear

Saw a sail standing to the S^d & W^d so far to windward, no probability of overtaking her was we to chase — before it would be dark

Shortened sail the *Delaware* astern. A squall. — flashed powder as a signal for the *Delaware*

[Lat^d Obs. 33.59]

[NA.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
3 August 1798, Friday

First part this 24 hours Pleasant Weather Saw a Sail bearing up before the Wind Call'd all hands hoisted in the Boats and made sail and gave chase to d^o at ½ past 4 P.M. TK Ship to West^d at 6 P.M. TK Ship Northw^d Furl'd T. Gall^y sails gave over chase at 12 A.M. hove too & Sounded & got ground in 40 fath^{ms} blue Clay intermixed with fine Sand.

at 12 A.M. Sounded got ground 38. fath^{ms} D^o Sounded at 4. 33 fm. fine Sand and made Sail at 5 AM Saw a Sail to the Northw^d at ½ past Seven Saw the Land of Long Island bear^s N. W. b. W. dist^{ce} 3 Leagues being West^d of Montok Point 8 Leagues TK Ship South^d & East^d at 9 Southampton N. W. b. W. 3 Leagues T.K.D. Ship so^d D^o bore W. N. W. b. W. Sounded 21 fath^{ms} grey sand with black Specks.

[Latitude observed 40.45]

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
3 August 1798, Friday

Squally uncertain Weather throughout this Day, and a Swell from the Eastward. Stretched to the Eastward, and Westward, but saw no Vessel whatever. Employed the People at various little Repairs, and Fittings. Charleston Bar at Noon bore West B. North, Distance 15 Leagues, Depth of Water 17 Fathoms; Exercised Cannon, &c.

No observations of the ☉.

Latitude Account 32°.33' N^o

Longitude Account 79.47 W.

Variⁿ per E Azimuth 5.16 East.

[HS of Pa. NDA photostat.]



CAPTAIN SAMUEL NICHOLSON, U. S. NAVY.

To Captain Richard Valentine Morris, U. S. Navy, from Secretary of Navy

[PHILADELPHIA,]

Navy Department 4. Aug^t 1798

R^d VALENTINE MORRIS *N York*

SIR, I beg the favor of you to get from the British Officers all the information you can on the subject of proper Guns for our Navy — & to furnish Me as quickly as possible, with all the Information you get, & your own Results.

It is of high importance that the Guns adopted in the Navy, be the best —

[NDA. GLB, Vol. 1.]

To Captain Samuel Nicholson, U. S. Navy, from Secretary of Navy

[PHILADELPHIA,]

Navy Department 4th August 1798

Cap^t SAM^l NICHOLSON

SIR, After receiving this Letter, you will please to stand off and on the Capes of Delaware, untill you hear from me, I mean so as that a Pilot boat may find you, in two or three days after leaving the Capes, and that a Pilot Boat may know in what direction to pursue you — I have to request that you will keep to the Southward of the Capes. —

I have the honor to be &c.

[NDA. OSW, Vol. 1.]

To Captain Richard Dale, U. S. Navy, from Secretary of Navy

[PHILADELPHIA,]

Navy Department 4th August 1798

Cap^t RICH^d DALE

SIR When you receive this by the hands of Cap^t Leonard, you will be pleased to return into Port with your Ship to be refitted properly for a Cruiser.

This City is at present not unhealthy, yet there is some little appearance of Fever about the Docks — not the Yellow Fever — But as that dreadful Calamity, if it prevails at all this year, would probably rage with most violence from the 20th August to the last of September, (the time you would be refitting), I think it most prudent that you should go to New York to have the necessary alterations in your Ship made there. —

You will please therefore go into the Port of New York, and have your Ship fitted there — M^r James Watson, the Naval Agent of that place, will give you all necessary assistance — I should wish to know as early after your arrival as possible, the alterations you deem necessary, to make the Ship as good a Sailor, & War Ship, as She is Capable of being made. —

I have the honor to be &c.

[NDA. OSW, Vol. 1.]

To Captain J. W. Leonard, Revenue Cutter *Governor Jay*, from Secretary of Navy

[PHILADELPHIA,]

Navy Department August 4th 1798

Cap^t J. W. LEONARD

SIR, In my Instructions of the 19th Ult^o you were directed to fall in with the Ship *Ganges*, and to cruise with her under the orders of Cap^t Richard Dale — The Cutter *Gen^l Greene*, Cap^t Price was also to join you. She has been out some time, and I suppose has joined Cap^t Dale — I have now to direct that you will proceed as soon as you are ready, in search of Cap^t Dale, whose cruising Station is from Long-Island to Cape Henry — When he is joined by you and the Cutter *Gen^l Greene*, he will leave that Station, and come into port; of course the protection of that part of the Coast will devolve on Cap^t Price and yourself, untill an additional Force is provided, and I doubt not your united attention will be given to fulfil the object in view; Cruising from Long Island to Cape Henry, as formerly mentioned — You will not be left long without an additional Force, as I intend to order a Ship at Baltimore, now nearly ready to sail from Baltimore, to take the same station. — I have just received your Letter the 3rd Instant, and send you herewith the Marine Rules & Regulations — Also Rules for the Regulation of the Navy &c. &c. which last are in lieu of Articles of War. —

As it will be proper that I should have it in my power to communicate with you occasionally — I wish that once in every 10 or 12 days you would appear off Cape Henlopen, and remain for a day or two, in order that I may by means of a Pilot Boat, send you any additional Instructions that may be necessary. —

Captain Nicholson, in the Frigate *Constitution* will, I expect shortly be on the same Station with you — Keep a lookout for him, and deliver the enclosed Letter as soon as he appears.

I have the honor to be &c.

[NDA. OSW, Vol. 1.]

To James Watson, Navy Agent, New York, from Secretary of Navy

Navy Department 4. Aug^t 1798

JAMES WATSON *New York*

SIR, I have directed Cap^t Dale in the *Ganges* to go into your Port to have alterations which may require a Month, made in his ship — & to put himself upon you — If I overburthen you, say so, that I may endeavour to find some other Gentleman, to take the trouble of smaller matters.

I am &c.

[NDA. GLB, Vol. 1.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
4 August 1798, Saturday

Pleasant W^r at Meridian extreme part of L. Island In sight bear^d fm N. W. to N. E. b N. dis^t 4 Leagues at 2 P. M. T. K. Ship to West^d a 6 D^e the Eastermost part Long Island bore N. E. dist 5 Leagues At y^e Western part W. b N. 5 Leagues, at 7 A^C Ship East^d Southampton

bore N. W. b N. 3 Leagues dist. Sounded 20 fathms grey sand black Specks a 12 \overline{A} Ship Northw^d & West^d Sounded in 20 fath^{ms} as before.

Middle part clear Weather. Set Small Sails at 8 Wore Ship all hands employ'd setting up Rigging, Stays Etc. and prepar^d for bend^d Cables. West part long Island bore W. N. W. 4 Leagues dis^t East d^t N. E. b E. 4 Leagues dis^t a Current Sett^d West^d by the tide Rips which has not been allow^d I find myself short of Long^d 20 or 30 Miles in Latit^{de} 40° 40^m N°

[NDA.]

Extract from journal of Lieutenant John Mullowny, U. S. Frigate *United States*,
4 August 1798

Clear. —

Calm. — warm.

Made false fires, which was answered by the *Delaware*

At 4 A. M. saw a strange sail at 7 spoke her, she was from S^t Croix bound to Copenhagen, where she belongs, out 3 weeks. Spoke the *Delaware*.

[Long. Obs^d 11. 16]

[Lat^{de} Obs. 33.17]

[NA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
4 August 1798, Saturday

Wind and Weather as before, without any very remarkable Circumstance occurring that is worth my Notice, except some Rum having been embezzled in the Hold of the Ship, for which I had just Cause to suppose Daniel Gorman, the Master's first Mate was privy. I accordingly suspended him from ever acting again in that Capacity under my Authority in this, or any other public Ship whatever, that I may command.

At 7 AM saw a Sail in the North North East, made Sail, but the Wind being light, and inclining to Calm; we had not neared her much from the Mast Head at Noon. Find a strong northerly Current.

Cape Roman at Noon bore North West 9 Leagues Distance, Depth of Water 14½ Fathoms.

Latitude observed 32° 47' N°

Longitude Account 79.30 W.

[HS of Pa. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
5 August 1798, Sunday

First part this 24 hours Moder^{te} W^t

Middle Squally with Lightening & Rain. Ship under close Reef^t Top Sails.

at 4 A. M. Wore Ship the land of Never Sink bore N° 7 Leagues dis^t out all Reef^s. a Sail in Sight. gave chace Thick fogg coming on Lost Sight of her. Sett Steer^d Sails. Latter part thick foggy W^t

[No observations.]

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
5 August 1798, Sunday

Light Winds throughout and variable, the first Part from the North Eastward, the Middle from the Southern Quarter, and the latter from the Westward.

At 6 AM saw a Sail, made Sail, and gave Chace, at 9 Ditto spoke the Chace, she proved to be an English Schooner called the *Thetis*, William Dunscomb, Master, from Charleston bound to Bermuda, left the Bar last Evening about 5 o'Clock. I examined his Papers, found them all clear, and suffered him to proceed, and then gave Chace to another Sail, that hove in Sight to the Northward. Shortly after a tremendous Water Spout rose up near to the Ship; kept away, and got ready to fire several Guns, but it soon after broke at a considerable Distance from us. Continued on the Chase at Noon within less than one League of her, fired a Shot athawt her Stern, when she immediately hoisted her Colours, and stood towards us. Cape Roman at Noon bore North North West, 15 Leagues, Depth of Water 55 Fathoms.

Latitude observed 32°.23' N°

Longitude Account 79.30 W.

[HS of Pa. NDA photostat.]

To Secretary of State from U. S. Attorney David L. Barnes, Providence, R. I.

RHODE ISLAND DISTRICT

Providence 6. Aug. 1798 —

SIR I take the liberty to communicate the information I have received from Cap. Wilson Jacobs, who arrived here on the 3^d Instant from Guadaloupe — He was taken on his passage from this port to Guadaloupe, about 5 miles from the harbour of Point Petre, by a small privateer manned & commanded by Blacks, carried in there, & vessel & Cargo. condemned. It was said the privateer belonged to Victor Hughe's Cook; but Cap. Jacobs is well satisfied She was principally owned by Hughes himself — In order to obtain as much favor as possible in purchasing his vessel, Jacobs professed a warm attachment to the French Republic, which was not inconsistent with his feelings at the time he left this place. — In consequence of this, he had frequent conversation with Hughes, and his associates. — He therefore states as within his Knowledge, that Hughes has a mercantile House by the firm of LeMaitre & C^o at Guadaloupe, who carry on an extensive commerce. — That Champaigne of Baltimore and Dames of Guadaloupe, by the firm of Champaigne & Dames carry on business between those places. — That Hughes, Dames, & others proposed to establish a house at Baltimore to insure vessels trading between the United States & Guadaloupe — and that all vessels which should be insured by them, if taken by privateers, should be acquitted by the Court. — That they intended also to purchase a number of fast sailing Schooners in the United States to be sent to the West Indies. — One of Victor Hughe's family & house of trade, by the name of Siemandy came passenger with Cap. Jacobs, and brought with him a large amount of Bills of Exchange on Baltimore, New York & Boston. — Cap. Jacobs says he has no

doubt his object is to purchase vessels to send to the West Indies. — He went so far as to tell Jacobs, that if he would go to Baltimore he would give him "one superb long Schooner" to go in to Guadaloupe — Although I had no doubt of the hostile intentions of this man, I could not find any Law to authorize the detention of him. — Yesterday morning he left this place for New York. — He is about 35 or 40 years old of middling stature, round favored, rather light-complexioned, though very much sunburnt, He told Cap. Jacobs that he was acquainted at New York & Baltimore, & told a Frenchman here that he passed through this Town last winter.

I think it my duty to give this information that such use be made of it, as may be thought proper to prevent the execution of his designs.

With the most perfect respect

I am yr. m^d ob^t Serv^t —

DAVID L BARNES

Attorney of the United States for Rhode Island District

Hon^r TIMOTHY PICKERING

Secretary of State

[SDA. Misc. L., Jan.-Aug. 1798, and RI Hist. Soc.]

To Captain John W. Leonard, Revenue Cutter *Governor Jay*, from Secretary of Navy

[PHILADELPHIA,]

Navy departm^t August 6. 1798.

Cap^t J. W. LEONARD

SIR, Since my Letter of the 4th Instant was written, the Ship *Ganges*, Cap^t Dale, has arrived in our River, of course Cap^t Price and Yourself will have to cruise without him.

It is unnecessary for Me to add more, having already wrote you so fully. —

I am &c.

[NDA. OSW, Vol. 1.]

To Jeremiah Yellott, Navy Agent, Baltimore, from Secretary of Navy

[PHILADELPHIA,]

Navy Departm^t Aug^t 6th 1798

J. YELLOTT

SIR, It is become important, that the Ship *Baltimore* should be got ready for Sea immediately, and I write by this Post urging Cap^t Phillips to use every possible Exertion, by Shipping the remainder of his Men & getting officers in lieu of such as have not come forward in consequence of their Appointments. I beg you will also urge Cap^t Phillips on this score, & that you will at once procure what may be necessary to the compleat Equipment of the ship, so that she may be ready to proceed to Sea, as soon as I forward my orders, which I shall do in the course of a few days.

I am &c.

[NDA. GLB, Vol. 1]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
6 August 1798, Monday

At 2 PM spoke the Chace mentioned in the preceding Day at Noon; she was a Schooner called the *Harriot*, Samuel Campbell, Master, equipt as a Flag of Truce at Charleston to convey from thence to Portorica forty five french Passengers, that were in Distress. After examining the Papers of this Vessel, and being satisfied of their Correctness, I suffered the Master to proceed.

Very unsettled, and disagreeable Weather, with a Flood of Rain pouring down in Quantities, that equalled, and perhaps surpassed whatever before fell in the same Space of Time, in any Quarter of the Globe. In Fact our Scuppers could not carry it off the Decks as fast as it fell, the Consequence of which was, that it run over the Gunwales in immense Quantities. No Vessels in Sight.

At Noon the frying Pan Shoal off Cape Fear, bore West North West, sixteen Leagues Distance, and the Shoals off Cape Look out North East B. North, twenty Leagues Distance. Allowed for the Gulph Stream.

Latitude 33°. 20' North

Longitude 77.20 W.

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant John Mullowny, U. S. Frigate *United States*,
6 August 1798

Disagreeably warm.

At 5 Calm

At 5 A. M. Cap^t Decatur made signal for strange sail, wore ship and gave chase

At 9 came up with a brig of & bound to Boston (Cap^t Bethon) the Cap^t came on board, and after some conversation with the Cap^t he returned.

[Lat^d Obs^d 32.38.]

[NA.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
6 August 1798, Monday

First part this 24 hours fair Weather a 3 P. M. Saw a Sail bear^s S. E. gave chase and hauld our Wind and fired a gun and Shortend sail. She prov^d a Sch^r from Boston bound to Phil^a W^m Hurd Com^r a 7 P. M. the Eastern part Long Island bore N. E. dis^t 4 Leagues. a Even^s furld small sail & Reef'd Top Sails a 8 Sounded in 17. fath^m Clew'd up the foresail.

a Midnight Sounded 25 fath^m black pebbles with black Sand a 2 P. M. wore Ship & Stood Northw^d a 5 D^o saw Montick Point bear^s N. E. 7. Leagues Dis^t at 2 the light house bore N. N. E. 3 Leagues dis^t Saw another Sail close in shore prov'd a Pilot boat. a Meridian Middle part block Island bear^s N^o Dist^s 6 or 7 Miles the Eastern part N. N. E. Western D^o N. W. b N^o clean'd out between decks and found several Hh'ds potatoes damag^d

[Latitude observed 41° 00^m]

[NDA.]

Presumably to Rufus King, United States Minister, London, from
Consul Elias VanderHorst

BRISTOL Aug^t 7th 1798.

DEAR SIR. I have rec^d both your favors of the 2^d & 6th Inst^s also the three Letters they enclosed for M^r Pickering, the *first* & the *Original* of the second (marked 1) I have enclosed in one of my own to that Gentleman & put them on board the American Ship *Roba & Betsey*, Cap^t Vimmo, a very fine Vessel mount^d 16 — 6 & 9 Pounders, with 30 Men, this Ship I expect will Sail this Even^g for Cork to Join Convoy, & then proceed to Virginia — the *Atlas*, for New York, Sailed yesterday for Cork also; to Join the Convoy: I have therefore enclosed your Letter (marked 2) in one of my own to the Secretary of State and delivered them to Cap^t Vimmo enjoining him to put them on board any *good* American Vessel he may meet with at Cork bound to Philadelphia or New York, with or without Convoy, and as I know I can depend on him you may be assured it will be done. I thank you for the information respect^{ly} Gen^l Kosciuszko, and remain

Dear Sir,

Yours most Sincerely

ELIAS VANDERHORST

[SDA. Bristol, Vol. 1, 1791-1799.]

To Captain Samuel Nicholson, U. S. Navy, from Secretary of Navy

[PHILADELPHIA,]

Navy Departm^t August 7th 1798

Cap^t SAM^l NICHOLSON

SIR, This Letter is intended to be delivered to you, when you appear off Sandy Hook; and as I shall have further Instructions to give you, I request that you will hover off that place until you receive them which will be with as little delay as possible — after knowing that you are there.

I have the honor &c.

[NDA. OSW, Vol. 1.]

To John Brown, Providence, R. I., from Secretary of Navy

[PHILADELPHIA,]

Navy Department August 7th 1798

M^r JOHN BROWN Providence (R I)

SIR The Secretary of the Treasury has handed to me, your Letter of the 14th June —

It would afford me the utmost pleasure to buy your Ship, because she is a fine one, and because She could go into immediate service — But the Acts of Congress will not permit this — The sum appropriated by Congress for the procurement &c^t of 6 Vessels not exceeding 18 Guns — 12 not exceeding 24 & 6 not less than 32 Guns is not sufficient to procure more than half the Number, and the public Spirit of the Country must be relied on for the rest — As far as the public Funds will authorize, I have already gone — Most of the Towns distinguished for Federalism, and public Spirit, are making efforts to furnish the vessels still wanted — The Town

of Providence not less able, and not less patriotic, I am afraid has not yet taken up the Subject —

There are still wanted two vessels not exceeding 18 Guns, one not exceeding 24 — and one, not less than 32 Guns — If Providence would with, or without the aid of some public money, furnish one of these vessels, it would be very gratifying, and if you Sir, would use your Influence to bring it about, you would lay an additional obligation on your Country — The vessels intended for the public should be Copper Bolted, and sheathed, with Copper, and prepared to receive Guns by the Merchants, who undertake to furnish vessels, on the Terms of the Act of Congress, in Substance — *That they shall receive 6 per cent stock for their advances.* — But it is highly desirable that the vessels should be ready as early as possible.

I have presumed that Providence would furnish one of the 18 Gun Vessels, with, or without the aid of about 10,000 Dollars from the public. —

[NDA. GLB, Vol. 1.]

To James Barry, Batlimore, from Secretary of Navy

[PHILADELPHIA,]

Navy Depart^{mt} 7th Aug^t 1798

JA^s BARRY *Baltimore,*

D^r SIR, I will take the first opportunity to provide the place of Midshipman for your Nephew. I am not certain, whether the two Ships at Baltimore are not more than provided with Midshipmen.

On the subject of the other part of your Letter — I have the pleasure to say, that the moment Cap^t Phillips, can join another Vessel at Cape Henry, the two will be ordered to Havanna to convey home our Vessels there. I have urged on this account the utmost diligence in getting out Phillips — I trust this to be used as your own discretion shall direct — I am greatly hurried & can only add, that

I am &c^t

[NDA. GLB, Vol. 1.]

To James Watson, Navy Agent, New York, From Secretary of Navy

[PHILADELPHIA,]

Navy Department August 7th 1798

JA^s WATSON Esq^t

SIR Should the Ship *Constitution*, Cap^t Sam^l Nicholson appear off Sandy Hook, as probably she may, I request you will cause the enclosed Letter to be delivered —

I have the honor to be &c^t

P. S. If Nicholson appears off that Hook please inform me of it immediately — He will wait there for orders —

[NDA. GLB, Vol. 1.]

To John Nevison and John Granbury, agents at Norfolk, Va., from
Secretary of Navy

[PHILADELPHIA],
Navy Department August 7th 1798

JOHN NEVISON & JOHN GRANBURY Esq^r Norfolk

GENT^s I have the pleasure to acknowledge the receipt of your favour of the 28th ult., and observe the Measures you had pursued for carrying into effect the patriotic Intentions of the Citizens of Petersburg, Richmond, Manchester & Norfolk — Your Idea that Celerity in bringing into operation the armed Force for the protection of our Commerce, is of primary Importance, coincides exactly with the views of Government, and it will be more agreeable, that a Force comparatively small, should speedily be in readiness — Than that one more considerable should be obtained, at the expense of delay — Either of the Brigs you mention will be acceptable, and as Captain Barron will be appointed to the Command, it may be adviseable, that he select out of the four, the one he most approves of — Copper & Nails shall speedily be sent on, and any other Articles that cannot be procured on the spot please to furnish a List of, and you will receive every aid that can possibly be given from this department, on an Occasion which reflects such high honor on the patriotism of your Citizens — The appearance, however of the Yellow Fever in this City may render supplies from hence very precarious — It will therefore be adviseable that you place as little dependence thereon as possible —

I have the honor &c^t

[NDA. GLB, Vol. 1.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
7 August 1798, Tuesday

The Beginning fresh Gales from the West South West, and cloudy Weather. At 6 PM sounded in Twenty five Fathoms Water off Cape Look out; At half past 10 Ditto, a most violent Thunder Storm came on with a Torrent of Rain, which continued unabated untill half past AM, when we had a small Interval of Appearances of the Weather breaking, but at 2 AM it came on again very severe, and continued untill 4 Ditto, when it cleared away, and the Wind hawled to the Westward, and Northward, the Conductors being got up as soon as possible, after this Gust made it's Appearance, we sustained no Accident.

At noon saw a Sail to the Northward, gave Chace. Allowed for the Gulph Stream, which has run very strong. Cape Hatteras at Noon bore West North West, ten Leagues Distance.

Latitude observed 34°.55' N^o

Longitude Account 75.10 W.

[HS of Pa. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
7 August 1798, Tuesday

First part this 24 Hours fine and pleasant Weather. at Meridian a Pilot boat came from Block Island and put a pilot on board a 5

P. M. Spoke a Sloop from New London bound to New Port a D^o fired a gun & tack'd Ship a 6 Spoke a Ship from New Port bound to Havanna Sam^l Ellis Com^r a 7 \mathcal{K} Ship again and fired 3 Guns a 8 Sounded pumps & found 12 Inches Water in her. a $\frac{1}{2}$ past the Pilot came on b^d with fresh provisions for y^e Officers &^e a 2 P. M. wore Ship East^d Light house bore N. b E. 11 Miles a 9. Musterd the Crew cleand out between Decks Sent up 2 Casks potatoes Damg^d & 1 D^o Indian Meal good.

[Latitude observed 41° 20^m N^o]

[NDA.]

Extract from journal of Lieutenant John Mullowny, U. S. Frigate *United States*,
7 August 1798

Clear.

In light sails appearance of a squall

Shifted Ballast forward found the ship was in trim, shifted it back again.

[Lat^{de} Obs^d 32.10]

[NA.]

To Samuel Hodgdon from Secretary of State

[PHILADELPHIA,]

To SAMUEL HODGDON Esq^r

Be pleased to deliver to the order of the Secretary of the Navy, the eleven six pounders with their appurtenances which belonged to the Corvette *Le Cassius*.

TIMOTHY PICKERING

DEPARTMENT OF STATE

Aug^t 8. 1798.

[SDA. Dom. L., Vol. 11.]

To Secretary of the Navy from Captain John Barry, U. S. Navy

Aug 8 1798

I do hereby Certify that Joseph Brussels has piloted the Frigate *United States*, from Philadelphia to Cape Henlopen, she drawing twenty two Feet 6 Inches Water & that he is entitled to be paid for twenty six lay days —

JOHN BARRY

The Hon^{ble} BENJⁿ STODDERT Esq^r
Sec^r of the Navy.

[GAO. No. 9967.]

To Nehemiah Hubbard, agent, Middletown, Conn., from Secretary of Navy

[PHILADELPHIA,]

Navy departm^t 8th Aug^t 1798

NEHEMIAH HUBBARD *Middletown Connecticut*

SIR, I am honored with yours of the 6th Ins^t — I have requested the Secretary of the Treasury to remit you 3000 dollars — Two parcils of copper Bolts have been forwarded to you, One Parcel by

way of New Port Rhode Island — the other Parcel to the care of M^r Watson New York — Both Parcils will not make up the Quantity wanted — the residue shall be sent as soon as they can be prepared — Means have been adopted to get them in season, but the Effect has not been correspondent to the Means.

I wish you to pursue your own opinion & that of Judges with you, as to giving the ship more depth of hold. All knowledge of the subject of Ship building is not confined to Philadelphia. The ship should have Quarter Galleries. I know of no better Name for her than the *Connecticut* which please to call her — She ought to be provided with 100 rounds of shot — Two Thirds to be round Ball — the other third to be divided between Grape & double headed shot. The size of the ship being reduced, it is thought Nine Pounders will be heavy enough for her Gun Deck — & six pounders for the Quarter deck. I will, perhaps in a few days, send you the sizes of the Guns adopted in the Navy — but you must not wait, for this Information, so as to risk waiting for the Guns. Provisions shall be attended to in Time. —

[NDA. GLB, Vol. 1.]

To Lieutenant Henry Kenyon from Secretary of Navy

[PHILADELPHIA]

Navy departm^t August 8. 1798

Lieut^t HENRY KENYON

SIR, As you have been appointed a Lieutenant of the schooner *Retaliation*, now preparing for a Cruise, it is necessary that you should recruit with all possible expedition, the requisite Number of Men, say Thirty able Seamen and Twenty Landsmen and Boys. You will be careful not to enlist any but healthy sound People, and that no indirect or forcible Measures be used to induce them to enter into the service. No Negroes or Mulattoes are to be admitted, and as far as you can judge, you must be cautious to exclude all Persons whose Characters are suspicious — The Wages to be allowed to able Seamen is 17 dollars p. m^o & ordinary Seamen 10 doll^s and the Term of Enlistment must be One Year. By ordinary Seamen is usually meant Landsmen, but there is a Class of Men who tho' not equal to able Seamen are not very much inferior, Men who have perhaps been many voyages at Sea, and yet would not ship for able Seamen — Should you find it impracticable to procure the full Complement of able Seamen, you must substitute some of those, who you may allow 14 dollars p. Month. You will avoid any Advance of Money until you get them on board if possible, but should you find an Advance indispensable, you must in every Instance get Security to resort to in case of desertion, and will keep a regular Account of the Names and Places of Abode of each Person and a Description of their Persons, so that you may identify them if necessary. The present Appearance of the Yellow fever in this City, renders it important that you should compleat the Complement of Men with the utmost Expedition so as to remove them to get the schooner away before the contagion spreads — Your utmost Activity of Exertion will therefore be required, & I hope you will acquit yourself in such a Manner as to derive credit. It will be expected of every Man you ship, to take an Oath agreeably to a form which will be delivered to you with these

Instructions, and you will see that this is complied with in every Instance. You will also receive herewith a Shipping Paper wherein you will enter the Name Station Pay &c. of each Person on board, and this must be done with great Exactness, so that no Confusion may be. The Form of a Bond to be signed by the Persons, who are Sureties for the Seamen is likewise delivered to you, and you must be particular in ascertaining that they are Men of responsible good Character before you accept of their Security — It will be expected that the United States pay the Board & Wages from the Time of Shipment until the sailing of the vessel, and in this respect you will be required to make use of the strictest Economy in getting them supported on the most moderate Terms — A sum of six hundred dollars now advanced you, with which you will be charged and held accountable for, of course you will take regular Receipts for your Expenditures, so as to produce them & settlement — Without these Vouchers, your Accounts can not be admitted.

I am &c.

[NDA. OSW, Vol. 1.]

To Captain Robert Gill, storekeeper, from Secretary of Navy

[PHILADELPHIA,]

Navy Departm^t Aug^t 8th 1798

CAP^t ROB^t GILL

SIR, You will please to ship the following Articles for Norfolk as speedily as possible, to the address of William Pennock Esquire, for the Brig *Norfolk* Cap^t Williams

18 6 pound Cannon
1350 round shot for d^o
450 " Grape d^o
25 pair of Pistols
50 Muskets & Bayonets, complete
60 Cutlasses
6 Rheams of Musket Cartridge Paper
60 lb. of Match rope
27 Worms & Ladles
A Drum & Fife
18 tons of Iron Ballast
Flannel for 1000 Cartridges
Paper for 600 d^o

[NDA. GLB, Vol. 1.]

To Captain Robert Gill, storekeeper, from Secretary of Navy

[PHILADELPHIA,]

Navy Department 8th Aug^t 1798

CAP^t ROB^t GILL

SIR, You will please to furnish M^r Joshua Humphreys, with such Articles as he may require for the Schooner *Retaliation* now repairing by him & for the *Ganges*.

I am &c &c

[NDA. GLB, Vol. 1.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
8 August 1798, Wednesday

First part this 24 hours pleasant W^t Kept Stan^d off and on Newport harbour under easy Sail the harbour of Newport dis^t 2 Leag^s pilot boat in C^o at Meridian TK to the Eastw^d a 2 D^o TK N.W. Y^e Custom house boat came from Newport with 3 Gent^l hove Ship too Light house bear^t N. b W. 3 Leagues dis^t At 3 P. M. Spoke a N. York packet from D^o Several Gentlemen came on board from Newport Light house bear^t N. b W. 4 Leagues Dis^t Middle part of Block Island W. b. S^o 5 Leagues dis^t Nomans Land E. b S^o 8 Leagues dis^t a 6 pump Ship 13 Inches Water Sent dow[n] T Gall^t Yards & Reeft Top Sails ever Since our mak^t Block Island Kept a Sweedish Jack a^t M. T. G. Head. a 9 calld all hands & set up Rigging.

[Latitude 40°. 15^m N^o]

[NDA.]

Extract from Captain Thomas Truxton's journal, U. S. Frigate *Constellation*,
8 August 1798, Wednesday

Moderate Breezes, and pleasant Weather. At half past 5 PM brought to after firing four Shot the Schooner *Nancy*, Worth Bates, Master, from Charleston, South Carolina, bound to Virginia, out three Days, and laden with Cotton, Sugar, &c., had seen no Cruizers, and had no News. At 9 AM exercised Great Guns &c.

At 10 AM saw a Sail to the North North East, made Sail, and gave Chace; find the Gulph Stream has run strong these Twenty four Hours, at the Rate of two Knots per Hour at least. Got the Sails up to air; employed at various Jobs, and fumigated below &c.

Cape Henry at Noon bore West North West half North, Twenty Leagues Distance.

Latitude observed 36°.30' N^o

Longitude Account 74.46 W.

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant John Mulowny, U. S. Frigate *United States*,
8 August 1798

Weather clear. —

All hands to quarters, exercised the crew at the great guns at small arms.

Saw a sail bearing E. by N.

At 6 A. M. the ship *Delaware* shew a signal for strange sail ans^d her signal

Squally, in light sails.

[Lat^d Obs^d 30.50]

[NA.]

To William Pennock, Navy Agent, Norfolk, from Secretary of Navy

[PHILADELPHIA,]

Navy Department Aug^t 9th 1798

WILLIAM PENNOCK Esq^r

SIR I have just received your favour of the 3rd Instant with the enclosure from Capt^a Truxton and I expect that he will shortly be

in Hampton Roads, where I wish him to remain untill I forward Instructions, which I shall do, by next Mail, and you will please to inform him thereof

[NDA. GLB, Vol. 1.]

To Jeremiah Yellott, Navy Agent, Baltimore, from Secretary of Navy

[PHILADELPHIA,]

Navy Depart. Aug^t 9th 1798

JER^b YELLOTT Esq^r

SIR, By the next Mail, orders will be transmitted for Cap^t Philips — and as you know the importance of dispatch, I pray you to urge his being ready to proceed the moment they arrive

[NDA. GLB, Vol. 1.]

To Nathaniel Fellows, merchant, Boston, from Secretary of State

DEPARTMENT OF STATE PHILADELPHIA Aug^t 9, 1798.

M^r NATHANIEL FELLOWS Merchant Boston

SIR, I inclose a bond to be signed by you and M^r Samuel Brown, who with Captain Malzar Joy, are owners of the private armed Ship *Nancy*, Melzar Joy, commander, for which a commission was yesterday issued from my office, on the application of your agents, Mess^{rs} Joseph Anthony and Son. To prevent any delay to your Ship, I concluded to issue the commission as soon as the bond should be signed by one of the owners who was here, and your agents and sureties. It is now transmitted for signature by you and M^r Brown, in presence of witnesses; after which you will be pleased to return it, to Sir &c

TIMOTHY PICKERING

[SDA. Dom. L., Vol. 11.]

To Captain Isaac Phillips, U. S. Navy, from Secretary of Navy

[PHILADELPHIA,]

Navy Department. Aug^t 9. 1798.

Cap^t ISAAC PHILLIPS.

SIR, Presuming that you Ship the *Baltimore*, must be now ready for sea, it is necessary that I should instruct you as to your future destination in the service of the United States. — Immediately upon the receipt of this Letter, or as soon after as possible you are to proceed with the Ship under your Command to Hampton Road where I expect you will meet with the Frigate *Constellation*, Cap^t Thomas Truxtun, in company with whom, and under whose Orders you are to cruise — Should you not find him at that Place, you are to proceed to sea in search of him, and there is little doubt but you will fall in with him between the Capes of Virginia and Charleston, on which Station he has been cruising some Time. —

It is hardly necessary to remind you of the Importance of discipline and good order on board of Ships of War, and in our Infant Navy particularly, early Attention should be given to introduce them to as high a degree as possible. Good Examples on the part of the Officers, will naturally lead to these Points with the Men.

You will receive herein an Act of Congress passed the Ninth day of July last, authorizing the Capture of the armed Vessels of the French Republic, also the President's Instructions founded on that Act. The Vessels of every other Nation are on no account to be molested, and I wish particularly to impress on your mind, that should you even see an American Vessel captured by the armed Ship of any Nation at War with whom We are at Peace, you can not Lawfully interfere to prevent the Capture, for it is to be taken for granted, that such Nation will compensate for such Capture, if it should prove to have been illegally made. —

It is highly proper that you should inculcate among your Officers and Crew a high respect for the Government to which they belong, & on no account permit them to follow the Example of some unprincipled Americans, who to the dishonor of the Name have not unfrequently indulged themselves in licentious villifying their own Government and the best Characters in it. To command respect from Others, We must respect ourselves — It is Time We should establish a National Character, which ought to be a Love of our Country and Jealousy of it's honor, & amongst Seamen particularly a veneration for our Flag — When you join Cap^t Truxton, it is intended that you both proceed without delay to the Havanna, there to take under Convoy a Number of American Vessels who are afraid to venture home unprotected and are waiting for your Arrival — Dispatch is necessary and should you not have compleated your full Complement of Men at Baltimore, I should suppose it might be as well to proceed to Hampton Road with what you have and obtain the rest at Norfolk. I sincerely wish you a successful Cruise, and by the Time you return on this Coast, arrangements will be taken for your further Employment. —

I have the honor &c.

[NDA. OSW, Vol. 1.]

[August 9 (?) 1798]

Affidavit of Anthony Atwood, of Little Egg Harbor, New Jersey

STATE OF NEW JERSEY }
County of Middlesex } Ss.

I Anthony Atwood of Little Egg Harbour in the County of Burlington and State of New Jersey do Solemnly Swear that on or about Thursday the ninth day of August Instant, I went with Hezekiah Brown and several other persons from the main land to the Beach near Little Egg Harbour Inlet. That there was there a Schooner lying off the Beach, which I took to be an Eastern built Schooner — That when I was on the Beach, a boat came to the shore from the said Schooner and landed a Frenchman, that in conversation with the said Frenchman he informed me that he had lately come from France in a Privateer, that he had cruised off Halifax and had captured two Vessels and had afterwards fell in with a British Ship which had taken him, and said that he would fit out another directly. He also said that the Americans were no better than Pirates in Arming their Vessels and going without Commissions — That the said Schooner on the same day came into the Inlet and laid there for three

or four days or longer that during that time the Custom House Boat from Tuckertown went to the said Schooner, That on Tuesday the fourteenth day of August Instant The said Frenchman set out from Tuckertown for Philadelphia in the Stage. That I have heard from others of various expressions and delarations of the said Frenchman, which had induced me and other as I have been informed by them to believe that the said Frenchman is a dangerous person — The said Frenchman is rather above middle height, well set, rather swarthy, with dark coloured short hair, and has a scar over one of his Eyes. I did not hear his Name.

ANTHONY ATWOOD —

Subscribed and Sworn to at }
Perth Amboy in the said County of }
Middlesex, this 24th day of August }
1798 — Before me }

JOSEPH MARSH,
Justice of the peace for the County of Middlesex.

[Mass. HS. Pickering Papers, Vol. 42, p. 70.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
9 August 1798, Thursday

First part this 24 hours fine Weather with light winds all hands employ'd Setting up rigging Still in chace of a Vessell. a 1 P. M. Spoke a Brig fm New Bedford on a Whaling Voyage 38 Days out Thomas Whipple Com^r who Inform'd us the Sail a head was a Ship fm N York bound to Dublin and that on y^e 1st Aug^t She spoke The *Resolution* of 74 Guns and Y^e *Topaz* Frigate belong^g to the British Gov^t a 3 P. M. Saw a Sail Southw^d a 7 finish'd shet^r Riging & Wore Ship Northw^d a 8 A. M. Saw two Sail a head fired a Gun at a Sloop to Windard but she w^d not heave too' a 9 bore away fore a Brig^t To Lew^d a Meridian fir'd a Gun at her & bro't her two. She was from N. London bound to Martinico out 24 hours Chapman Master.

[Latitude observed 40.22]

[NDA.]

Extract from journal of Lieutenant John Mullowny, U. S. Frigate *United States*,
9 August 1798

Clear.

The crew called to Quarters to exercise at the stations. The *Delaware* hoisted a signal for strange sail, ans^d

Cloudy.

[Lat^d Obs^d 29.19]

[NA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
9 August 1798, Thursday

Moderate Breezes and fine Weather. At 2 PM brought to with a Shot the Chace mentioned in Yesterday's Transactions at Noon; she was the Schooner *American Fabius**, Ebenezer Berry, Master, from

[* Might be the American Schooner *Fabius*.]

George Town, Maryland, bound to Trinadada. Came out last Evening, and saw no Vessels.

At 5 PM brought to by firing two Shot the Ship, *Suffolk* from Alexandria, bound to London, which Vessel came out in Company with the *Fabius*, saw no Cruizers.

At 7 ditto fired a Shot at a Schooner, it being dark we could not discern at first, what she was; she proved however a Pilot Boat, out of which I got a Pilot, and agreed to pay him one Dollar per Day, and four Pounds Pilotage in to Hampton Roads, and four Pounds out.

At 5 AM saw a Sail, gave Chace, and at 7 Ditto spoke the Brig *Maria* from Philadelphia bound to Charleston; informed me, the Frigate *United States* and *Delaware* Sloop of War were gone to Boston, and the *Ganges* had left the Coast, and gone up to Philadelphia. At 10 spoke a Dogger from Baltimore bound to Bremen, after having fired two Shot to bring her to. At 11 Ditto brought to by a Shot a Danish Ship from Norfolk bound to Hamburg; employed at Sundries.

Cape Henry at Noon bore West North West, ten Leagues Distance; Depth of Water sixteen Fathoms.

Latitude observed $36^{\circ}.46' N^{\circ}$

Longitude Account $75.16 W.$

[HS of Pa. NDA photostat.]

To William Pennock, Navy Agent, Norfolk, Va., From Secretary of Navy

[PHILADELPHIA,]

Navy Department 10th August 1798

Wth PENNOCK Esq^r Norfolk

SIR The enclosed Letter for Cap^t Truxton directs him to proceed to the Havanna, taking Cap^t Philips under his command — Duplicates are sent to Charleston, and by Cap^t Philips

Please to take the best means to get this Letter to Cap^t Truxton — If the last Letter I sent you for him, has been received — He will sometimes appear off the Light House, with a Swedish Flag hoisted on his main top Mast head — The Frigate *Constitution* will be on your Coast immediately — so that your Trade will have it's full share of protection.

I have the honor to be &c^t

[NDA. GLB, Vol. 1.]

To James Simons, Charleston, from Secretary of Navy

[PHILADELPHIA,]

Navy Department 10th August 1798

JAMES SIMONS Esq^r Charleston

SIR The enclosed Letter for Cap^t Truxton directs him to proceed to the Havanna, to convoy from thence the American Vessels I write also, by way of Norfolk — Be so good as to take the speediest means of getting this Letter to him — Cap^t Nicholson, in the Frigate *Constitution*, will proceed immediately to the southern Coast — so

that your Trade will have its full share of the protection in the power of government to afford —

I have the honor to be &c^t

[NDA. GLB, Vol. 1.]

[Enclosure]

To Captain Thomas Truxtun, U. S. Navy, from Secretary of Navy

Navy Departm^t 10 August. 1798

Cap^t TRUXTUN,

SIR, The enclosed Instructions were sent to W^m Pennock, to be forwarded to you, immediately after date. I am uncertain, whether you have yet received Them. —

Government have received Information to be relied on, that at least sixty American Vessels of considerable Value, are now at the Havanna, & will remain for Convoy, as without Convoy there is but little Chance of their escaping the French Cruisers in the same port, & prepared to follow them out.

Cap^t Phillips in the Ship *Baltimore* of 20 Guns, now at Baltimore will be ordered down to Hampton road, & to join you with all possible Expedition between that Place and Charleston, if he should not find you at Hampton road. You will endeavour to fall in with this Vessel as early as possible, and taking her under your Command, proceed without delay to the Havanna, where you will take under your Protection the American Vessels, in that Port, and convoy them to our Coasts, 'till you shall judge them to be out of danger. When you have performed this Service, You will repair to the Station pointed out in my Letter of 14 July, & so dispose of the force you will find on that Station, as you shall judge best for the Security of our Coast from Cape Henry to our Southern Extremities. This Force will consist of the *Baltimore*, and two or three Cutters.

It is not necessary to a Man of your understanding, to be particular on the subject of your expedition to the Havanna. You know the service to be performed, and you know the Importance of it. It is not doubted, that you will perform it well — avoiding to the Utmost, affording any cause of Irritation to the Spanish Government. We wish to keep Peace and preserve Friendship with all Nations who will permit us. We are at peace with Spain, Yet such is the influence of the French over Spain, that it may be prudent for you to keep out of the reach of the Guns of the —

Enclosed you will receive a Letter from the Secretary of State to the Governor of the Havanna.

Enclosed you have also a Copy of the Letter from the Secretary of State, to the Governor of the Havanna — It can not be presumed that the Governor will interpose to detain our Vessels — If he should, it will be contrary to Treaty & you will in that Case forcibly demand Them.

I have the honor &c.

To the same, 10 Aug^t

Enclosed are Signals proposed by Admiral Vandeport to be observed between the American & British Ships of War — and which have been agreed to on our Part.

I have the honor &c.

[NDA. OSW, Vol. 1.]

To Jeremiah Yellott, Navy Agent, Baltimore, from Secretary of Navy

[PHILADELPHIA,]

Navy Department 10th August 1798

JER^t YELLOTT Esq^t *Baltimore*

SIR The *Baltimore* I hope is ready — orders for Cap^t Philips to proceed immediately to join Truxton at Cape Henry go with this — You know the importance of the service he is to perform, and I hope will suffer nothing to delay him —

I have the honor to be &c^t

[NDA. GLB, Vol. 1.]

To Captain Isaac Phillips, U. S. Navy, from Secretary of Navy

[PHILADELPHIA,]

Navy Department Aug^t 10, 1798

Cap^t PHILLIPS

SIR, You will receive herein a List of Signals, furnished by Admiral Vandevent*, by which British and American Vessels may know each other at sea, and which have been agreed to on our Part —

SIR: This Letter will be handed to you by M^t Harrison Walker, a young Gentleman who has been particularly recommended to Cap^t Barry of the Frigate *United States* who destined him for one of his Midshipmen, but unfortunately he did not arrive from Virginia before Cap^t Barry's departure. I wish you, therefore, to receive him on board your ship the *Baltimore* in the Capacity of Midshipman, until an opportunity offers of his joining Cap^t Barry, which it is his intention to do.

I am &c.

[*Admiral Vandevent.]

[NDA. OSW, Vol. 1.]

To Thomas Lewis, marshal, from Secretary of Navy

[PHILADELPHIA,]

Navy Department 10 August 1798

THO^t LEWIS Esq^t *Marshall New Jersey*

SIR There will be delivered to you with this a few French Prisoners, who have been captured on board a privateer — I have the honor to request that you will have them received in some jail of New Jersey — The Jail at Burlington if convenient —

I am &c^t

Col^o Nicholls will arrange with you for their maintenance.

[NDA. GLB, Vol. 1.]

To Stephen Higginson, Navy Agent, Boston from Secretary of Navy

[PHILADELPHIA,]

Navy Department 10 August 1798

STEPⁿ HIGGINSON Esq^t

SIR I am honored with your Letter of the 4th Instant. I am gratified that you approve of the Enterprize under Barry — I

am this day dispatching orders to Truxton in the Frigate *Constellation*, and a 20 Gun Ship at Baltimore, to proceed without delay to the Havanna, to convoy our Merchant Vessels — Truxton is on the southern Coast, but I expect my Letters will meet him at Norfolk — and that these Vessels will leave Cape Henry by the 20th Instant, perhaps sooner —

I requested the Secretary of the Treasury several days ago to remit you 20,000 Doll^s

[NDA. GLB, Vol. 1.]

To Superintendent of the Mint from Secretary of Navy

[PHILADELPHIA,]

Navy Department. Aug^t 10th 1798

THE SUPERINTENDENT OF THE MINT

SIR In addition to the Clippings of Cents already purchased for the Navy Department you will be so obliging as to pack up with all possible expedition — The Copper in small Bars, and that of a Black Cast which you was spoken to about this morning — The price to be what M^r Tench Francis has been in the Habit of paying for Copper of the same description —

As this Copper is intended to be shipped to another port, it will be of the utmost consequence that it be packed in strong casks well coopered —

When this is done — The superintendent will be good enough to deliver the whole to Cap^t Robert Gill, Storekeeper for this department, taking his receipt for the same —

[NDA. GLB, Vol. 1.]

[10 August, 1798]

Good Friends brings home crew of Ship *William Penn*

FROM THE LOG BOOK OF THE *Good Friends*

May 19, left the *Cordovan*; afterwards boarded by a British frigate (another in company) and after examination, politely dismissed. June 24, lat. 38, 24, long. 48, 50, spoke the brig *Nancy*, out 14 days from New York to Madeira, all well. July 12, spoke a Prussian brig, out 12 days from Baltimore to Oporto; 29th, spoke a British brig, 3 days out from New York to New-Foundland.

In the *Good Friends* came home, the crew of the ship *William Penn*, except the mate, who is detained as a prisoner of war, being an Englishman.

[LC, "Claypoole's American Daily Advertiser" (Phila.), 10 August 1798.]

[10 August 1798]

To Lieutenant Triplett, U. S. Marine Corps, from Captain Thomas Truxton,
U. S. Navy

SIR, It would only be regular, and proper, to have the Centinels for the Night always fixed in each Watch, before the Retreat is beat at Sun Down, as has always been my Practice, and as I have before

mentioned and directed here. Last Evening, however, as I walked towards the Barricado, after 8 o'Clock, I heard a Noise, and high Altercations between the Marines, as to where they were to be placed, and stand Guard during the Night. — Being tired at finding Fault, I for the Moment resolved not to take Notice of this Impropriety untill to Day, and I now inform you, that a particular, and minute attention to this Order is expected, for the Conduct of those Marines would disgrace the most common and meanest of Privateers, if not checked.

I am Sir

Your most Obed^t humble Servant —

THOMAS TRUXTUN.

UNITED STATE'S SHIP, *Constellation* }
at Sea 10th August 1798 — }

Lieutenant TRIPLETT of Marines.

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

[10 August 1798]

Captain Thomas Truxtun's order respecting water

The Scuttle Casks may be filled; and kept filled with water, in future, provided the ordinary Seamen, and Others use it with Moderation, and not so, as to injure themselves, or risk the Introduction of a Dysentery among the Crew, which would probably prove fatal to many, and injurious to the Service.

THOMAS TRUXTUN.

UNITED STATE'S SHIP *Constellation* }
at Sea, 10th August 1798. — }

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
10 August 1798, Friday

Moderate Breezes and pleasant Weather. At 7 PM dispatched the Virginia * Revenue Cutter with a Letter for William Pennock Esquire, Naval Agent at Norfolk, requesting him to send me any Letters he may have from the Government for me. Stood off untill Day Light into seventeen Fathoms Water; then tacked, and stood in, and at 8 AM brought to with a Shot the Snow *Fair Columbia*, from Alexandria bound to Havannah, she left the Cape about 3 AM, and had seen, nor heard, of any Cruizers. Depth of Water ten Fathoms. Cape Henry North West, seven League Distance. At 11 ditto spoke a Pilot Boat, who informed me, a Coaster from North Carolina had seen a small french Privateer to the Southward; Schooner rigged but without Top Masts, not a very likely Circumstance; I therefore infer, it must have been some small Coaster lying to for a Pilot.

This day took off the Allowance of Water altogether, and filled the Scuttle Cask for the Use of the People.

Latitude observed 36°.42' N^o

Longitude Account 75.32 W.

[*This may be the name of the cutter, *Virginia*.]

[HS of Pa. NDA photostat.]

To Captain Francis Bright, Revenue Cutter *Virginia*, from Secretary of Navy

[PHILADELPHIA,]

Navy Department. 11th Aug^t 1798

Cap^t FRANCIS BRIGHT

of the Cutter *Virginia* at Norfolk.

SIR, The Secretary of the Treasury has delivered me your Letter of the 28th ult^o addressed to him, it being arranged, that when the Cutters are ready for Sea, they are to be placed under the direction of this department —

I have read this Letter with attention, & am sensible of your merits, and they will not be overlooked, when an Opportunity offers of promoting your Views — At present however it is necessary that You should cruise in the Cutter *Virginia* now under your Command, and as your force is too small to promise much success if unsupported, you will as soon as possible join the Frigate *Constitution* Commanded by Cap^t Sam^l Nicholson, which vessel is to Cruise from Cape Henry to the Extremity of our Southern limits, and probably at the time you receive this, may be on that Station — You will therefore proceed to sea, and use all diligence to fall in with her, and when found you will act under the orders of Cap^t Nicholson — Should you from any unforeseen Circumstance not meet with him, You will then have to cruise alone, within the limits above mentioned — paying however most attention to the Chesapeake — as there is a 16 Gun Brig out of Charleston. —

You will find herein, an Act of Congress passed the 9th of July last, authorizing the Capture of all armed vessels belonging to the French Republic, and Instructions founded on that Act. —

You will no doubt take care to promote good Order & discipline on board your vessel, and you must be careful not to molest the Vessels of any other Nation than the French, You must not even attempt the Recapture of any American Vessel that may be captured by the Ships of any of the other Nations who may be at War, but who are at peace with us, because it is to be presumed if such captures prove illegal, Compensation will be made therefor — In the Course of your Cruise it may be of importance that I should have an opportunity of communicating with you by Letter, for which purpose it will be proper, that every 12 or 15 days you appear off Cape Henry, hoisting the Swedish Flag by which you will be known, and I will take measures for having Dispatches lodged with M^r Pennock of Norfolk to be forwarded to you if necessary — to facilitate which, you may Sail off & on for two or three days.

This precaution is taken in case you should not join Cap^t Nicholson, but if you should, he will of course received the Instructions, and you will, as beforementioned, act under his orders — Should you take any prizes, you are to send them to the nearest Port in the United States. —

It is desirable that I should hear from you, as often as opportunities offer — and it is probable you will frequently fall in with Vessels bound to our Ports. —

Wishing you success &c.

[NDA. OSW, Vol. 1.]

To President John Adams from Attorneys David L. Barnes, Providence, R. I.

PROVIDENCE Aug^t 11. 1798

SIR: The original, of which the inclosed* is a copy was sent by mail to the Secretary of State last Tuesday. — but hearing of your being at Quincy, I take the liberty to trouble you with this directly, in order that you may have the earliest information, of the arrival & object of Victory Hughes: partner and agent — To the inclosed I would add, that being at Newport this week, I found that the same Siemandy had been there twice or three times before — particularly last winter, he came down there in a Snow from New York, bound to Guadaloupe. — he came down the Sound to avoid some British privateers said to be off the Hook. — a French emigrant at Newport from Guadaloupe, told me that Siemandy mentioned last winter his being particularly connected in business with Victor Hughes. — I mention these circumstances as they serve to corroborate the information received from Cap. Jacobs. —

With the most perfect Respect

I am Sir

Y^r M^o h^e Serv^t

(Signed) DAVID L. BARNES

JOHN ADAMS

President of the United States. —

[*NOTE.—For enclosure see letter of Aug. 6, 1798.]

[SDA. Misc. L. Jan.—Aug. 1798 and NDA.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
11 August 1798, Saturday

Thick foggy Weather a 1 P. M. Sounded in 18 fath^{ms} Water Grey Sand intermix^d wth pebbles and Shells @ 2 P. M. Sounded in 28 fath^{ms} a 6 Reef^t Top Sails.

At 11 A. M. Sounded in 25 fath^{ms} water

At 2 A. M. Sounded in 45 fath^{ms} white Sand with Shells.

At ½ past Sounded got ground 34 fath^{ms} fine black Sand Brown pebbles & White Shells.

Latter part foggy W^t

[No observations.]

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
11 August 1798, Saturday

Fresh Breezes, and clear Weather; Stretched within three Leagues of Cape Henry, then stood off, and at 5 PM brought to with a Shot the Schooner *Sea Flower* of Philadelphia from Norfolk bound to Antigua, left the Capes two Hours ago.

At 8 AM fired a Shot, and brought to the Schooner *Marcia* of and from Norfolk bound to Charleston out fourteen Hours, and saw no Vessel.

At 11 ditto the Virginia Revenue Cutter returned, and brought me Dispatches from the Secretary of the Navy, to which I shall pay due attention.

Cape Henry at Noon bore West B. North half North, Distance nine Leagues, Depth of Water twelve Fathoms. Dispatched the Revenue Cutter with my Letters to the Secretary of the Navy, under Cover to Mr Pennock, Naval Agent, at Norfolk, with Directions to forward them to him without Loss of Time.

Latitude observed $36^{\circ} 49' N^{\circ}$

Longitude Account $75.20 W.$

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant John Mulloony, U. S. Frigate *United States*,
11 August 1798, Saturday

Clear weather.

Shewed false fires for the *Delaware*, not answer'd.

[Lat^d Obs^d 27.23]

[NA.]

Extract from journal of James Pity, U. S. Frigate *Constitution*, 12 August 1798, Sunday

First part this 24 hours — Light Winds and Hazy —

a 11 oC A. M. call'd all hands aft to attend prayers. Doct^r Blake stood Chaplain.

Middle part pleasant Number Porpoises in Sight Try'd catch some but could not —

Sounded white blk & yellow sand a 6 A. M. Set Main Sail **K** Ship South & Eastw^d Sounded 27 fath^m —

Latter part Thick foggy Weather.

[Latitude observed $40^{\circ} 47^m N^{\circ}$]

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
12 August 1798, Sunday

Fresh Breezes and squally the first Part, the Middle moderate, and the latter light Winds, and clear Weather. At one PM discovered two Sail in Shore of us, gave Chace, and at two ditto fired a Shot, when one of them (a sloop from Boston bound to Charleston called the *Rangor*) shortened Sail, and stood towards us; the other was a Schooner, that I suspected from the Manuvres, was a French Privateer, particularly as he stood towards the Shore, and obliged me to chace him into six Fathoms Water, pretty near to the Beach, and then did not bring to untill I had fired five Shot over him. This Vessel however proved to be from Boston, and bound to Charleston also. Her Owner's Name Amory. Bearings at Noon Cape Henry North West B. West $\frac{1}{4}$ West, twenty Leagues Distance, Depth of Water $19\frac{1}{2}$ Fathoms over a Bottom of fine whitish Sand, and some broken Shells. No other Vessels in Sight, or any other Circumstance worth recording.

Latitude observed $36^{\circ} 26' N^{\circ}$

Longitude Account $74.45 W.$

[HS of Pa. NDA photostat.]

From Secretary of Navy to Lieutenant William Bainbridge, U. S. Navy

[PHILADELPHIA,]

Navy departm^t Aug^t 13. 1798.

The Commanding Officer, of the schooner *Retaliation*,
(W^m BAINBRIDGE.)

SIR, You will as early as possible, examine the Stores belonging to the Schooner *Retaliation* — and let Me know what will be wanted to fit her out for a Cruise of four Months — including every Article of Provision — Arms — Ammunition &^c

[NDA. OSW, Vol 1.]

To James Watson, Navy Agent, New York, from Secretary of Navy

[PHILADELPHIA,]

Navy Department Aug^t 13th 1798

JA^s WATTSON ESQ^t *New York*

SIR I am honoured with the receipt of your Letter of the 11th Instant, seven Tons of Copper have been purchased, and directions are given, to send it on to you with all possible dispatch — The Public offices are about to be removed this day to Trenton — from whence my next Letters will be dated, and to which place you will please to write me in future —

I shall leave orders to procure a further quantity of old Copper, but fear the prevailing Malady will render it difficult —

The enclosed Letter for Cap^t Nicholson of the Frigate *Constitution*, you will please to have delivered on board when she shall appear off Sandy Hook —

I have the honor to be &^c

[NDA. GLB, Vol. 1.]

To Colonel Ebenezer Stevens, New York, from Secretary of Navy

[PHILADELPHIA,]

Navy Department 13th August 1798

Col^o EB^t STEVENS, *New York*

SIR I am honoured with your letter of the 11th Instant — Being Just about to move to Trenton, on account of the Fever here, I have merely time to say, that of the Galleys authorized by Congress, only two remain to be procured — It is desireable to construct these two, so as to be most useful to New York & Rhode Island — Would you advise that these (there being only two) should be of the kind you recommend? Please to answer as soon as convenient, to Trenton

I have the honor to be &^c

[NDA. GLB, Vol. 1.]

To Captain Samuel Nicholson, U. S. Navy, from Secretary of Navy

[PHILADELPHIA,]

Navy Department 13th Aug^t 1798

Cap^t SAM^l NICHOLSON

SIR Cap^t Truxton being ordered on a different service, you will proceed without delay to the Southward, and consider your Cruising

Ground to extend from Cape Henry to our Southern Extremity. —

You will find on this Station a Revenue Cutter of 14 Guns, Cap^t Bright, from Norfolk, and a vessel of the same size, Cap^t Cochran from Charleston, and it is probable that in two or three Weeks, two other Vessels of 10 & 14 Guns will join you — You will take this force under your Command, and so dispose it as best to protect our Commerce & to annoy the French Cruisers — It is not meant that you should be confined to a certain distance from the shores — Greater Latitude is allowed you for Enterprize — and it is imagined you may occasionally find French Cruisers in Latitude 34 & 33 & Longitude 72 to 60. —

On Cap^t Truxtons return from the Havanna it is probable other service may be found for you — In the mean time as it may be necessary that I should communicate with you — you will when convenient appear off Charleston, & the light House at Cape Henry from one or other of which places, I shall communicate with you. —

It will be agreeable to hear from you by all opportunities — Enclosed you will receive a List of Signals proposed by Admiral Vandepoort [Vandiput], and agreee to, on our part, to be used between the American & British Ships of War.

Wishing you great success, &c.

[NDA. OSW, Vol. 1.]

To Captain Richard Dale, U. S. Navy, from Secretary of Navy

[PHILADELPHIA,]

Navy Department 13th Aug^t 1798

Cap^t R^d DALE

SIR, I am this day removing my office to Trenton, & shall be so distant from you, that I shall not be able to give you so much aid as I wish, in fitting Your Ship — The more must depend on yourself.

If you will give me as early as you can, an Account of all the Articles you will want for four Months I will have them provided in time if practicable.

I shall be glad to hear from you frequently at Trenton.

[NDA. OSW, Vol. 1.]

Extract from journal of James Pity, U. S. Frigate *Constitution*, 13 August 1798, Monday

First part this 24 hours clear Weather.

at 4 P. M. Sounded bottom 40 f^m at 5 P. M. D^o Bottom 35 fath^m
Dark Sand

at 8. K Ship to S. E.

At Midnight Sounded got bottom 45 fath^m fine blk Sand

at 4 A. M. Sounded got bottom 50 fath^m hard Bottom at Ditto
K Ship to the N. W.

Latter part Thick foggy Weather.

[No observations.]

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
13 August 1798, Monday

Moderate Breezes, and a Swell from the Southward. Set up the Rigging and employed the People pointing Ropes, grafting the Straps of Blocks, repairing Rigging and Sails, washing, scraping, and at a great Variety of other necessary Matters. At 6 PM saw a Sail in the South East (standing to the Northward) at a great Distance from the Mast Head, gave Chace and at 7 Ditto, it being dark, lost Sight of her, and in order to fall in with her again in the Morning, I observed the following Plan. Having previously observed her sailing, as we only altered her Bearing one Point of the Compass from the Time she was first [?] [discovered] to our losing Sight of her. As soon as it was dark, I kept the Ship away North East, untill I run seven Miles, then hawled up East North East, and run in that Direction four Miles, then hawled up East, and run four Miles, making on these three angles fifteen Miles; I then bore away North by Compass, and at four AM (it being Dawn of Day, after having run on that Course six Miles, she was discovered bearing about North B. West, one Quarter of a Mile Distance, at 5 ditto brought her to with a Shot. She was the Schooner *Polly* from Washington North Carolina, bound to New York, had seen no Cruizers.

Immediately after speaking this Vessel I gave Chace to another, and at 11 I spoke the *Betsey* from Boston bound to Wilmington North Carolina, had seen no Cruizers, saw a Brig to the Northward, to which we gave Chace. At Noon Cape Henry bore West, eleven Leagues Distance, Depth of Water seventeen Fathoms.

Latitude observed 36°.57' N°

Longitude Account 75.10 W.

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant John Mullowny, U. S. Frigate *United States*,
13 August 1798

Clear weather

Calm

Cap^t Barry went on board to see Cap^t Decatur, returned at 4 P. M.

[Latitude Obs^d 27.7]

[NA.]

To Joshua Humphreys, Naval Constructor, from Secretary of Navy

[TRENTON]

Navy Department 14th August 1798*

JOSHUA HUMPHREYS Esq^r

SIR I have your Letter of the 12th Inst^t Col^o Pickering agrees that 6th Shot, or any thing wanting for the Cutters &c* may be taken from the Algerine Vessels — pray so order it — And pray let Captain's Campbell & Brown wait for nothing — I want Brown to carry Arms &c* to Carolina & Georgia — & Campbell to be at Norfolk by the 1st of October. —

[*NOTE.—This letter is located in the Letter Book among those dated 14th September 1798, and possibly 14th August is written in error.]

[NDA. GLB, Vol. I.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
14 August 1798, Tuesday

Fresh Breezes and cloudy, threatening a Gale, which terminated about 6 PM in a Squall only; the Night after was moderate, with some Intervals Calm, but the Morning brought us fine pleasant Weather, with smooth Water.

At 5 PM brought to, and spoke the Sloop *Drucilia*, of and from New Bedford, bound to Alexandria, out thirteen Days, and had seen no Cruisers.

At 7 PM a Pilot Boat came near us, and sent me some Norfolk News Papers; and at 11 AM another came along Side, when I endeavoured to negotiate with him to run up to Norfolk, and bring us off some Beans, Molasses, and other Supplies the Ship is now in Need of; but his Demands were so exorbitant, that I gave the Matter up. Exercised Great Guns &c: Bearings of Cape Henry at Noon West $3\frac{1}{4}$ North, eight Leagues Distance. Depth of Water twelve Fathoms.

Latitude observed $36^{\circ} 53' N^{\circ}$

Longitude Account $75.21 W.$

[HS of Pa. NDA photostat.]

Extract from Journal of James Pity, U. S. Frigate *Constitution*,
14 August 1798, Tuesday

First part this 24 hours foggy W^t & Calm. Swell f^m S. b. W. at 2 P. M. Unbent the Courses and took all the points out of them and bent the New Royalls. people employ'd Variously. 1st Lieu^t employ'd taking the Discription of the people. a $1\frac{1}{2}$ past 7. furd Royalls a 9 furd F & Mizen T. G. Sails $1\frac{1}{2}$ past 6 Set F & Mizen T G Sails. Royalls & Stay sails a 8 Sounded got bottom 65 f^m green & Oozy.

a 10 A. M. Set Spanker. a 11 Set foretop mast & Lower Steering Sails

a Swell f^m N. W.

Latter part this 24 hours Thick foggy W^t

[No Observation.]

[NDA.]

To Lieutenant Cowper from Captain Thomas Truxtun, U. S. Navy

U. STATE'S SHIP *Constellation* 15th August 1798.

SIR, Agreeable to the eighth Article of my printed Instructions, it is ordered, "that at fair Day Light as well as at all other Times when necessary, the Sails are to be nicely trim'd, and the Ropes got up out of the Water" — So far from this being done, particularly in your Watch, that I have frequently, very frequently indeed, been on Deck, when I have been ashamed, after writing, printing, and speaking as I have done, to see the Lifts, and Trusses hanging slack, the Back Stays not set up, and not a Sail trimmed or Brace hawled properly in, and taught from one End of the Ship to the other, and often various Ropes, as well as the Weather main and fore Sheets, and the Lee, main,

and fore Tacks towing in the Water. Sometimes I have of late even mentioned these Matters to you, at other Times again, *being almost exhausted*, I have passed them over, and directed the needful to be done myself.

Every Allowance has been made for your Want of seeing Regularity on Ship Board, and having Experience, but when the Duty is made so plain, as it is on Board of this Frigate; Surely with a little Attention it would be an easy Matter for you to perform, what has been assigned to you, and expected from you.

It is not to be expected, that in a Service so young as our's, where every Thing is to organize, and the most minute and trifling Matters to arrange that the Lieutenants of Ship are to remain idle, and indifferent Spectators of what is going on; but on the Contrary it is, and for Some Time to come, will be absolutely necessary, that they overlook the Duty of every Department on Board, and carry the Views of their Commander into Effect. A most minute Attention to Duty I have frequently observed, was highly and indispensibly necessary to the Making of a good Officer at Sea, and that to be such, great Circumspection in his Conduct, and Department, was necessary. Let me ask you, whether you have attended to this Part of my Observations, and say, if it is not beneath the Character of a Commissioned Officer, to converse with Seamen, and to suffer, and to see Pettee Officers box on Deck, independant of it's being positively forbid by the Articles of War; it is distressing for me to be obliged to address you on these Subjects, but the Salvation, the Existence of the Naval Service has called aloud for it, and I must do my Duty in every situation.

I have been told, that you say it would take an Attorney, to learn, and retain the Instructions in Print, I have only to observe, that when a School Boy at a Vacation, I have had three Times as much assigned me as a Task, and did not think it difficult.

It is unnecessary for me at present to add, I therefore shall expect in future the Orders of the Ship more attended to, and a Consistency more in Character observed.

You may rely, Sir, that it would give me at all Times, infinitely greater Pleasure to report favourably of my Officers, than to enter Complaints, but as it is of the greatest Consequence to the Public, to have good Officers in the Naval Service, I shall be obliged to state Things with Candor, and as I find them. I have frequently forbid the Setting on the Nettings, and Railing, still you practice it, tho' my Orders have been very pointed indeed.

If you have supposed, that Orders may be unattended to in our Naval Service, and that a democratic System is to govern on Board our Ships, I must inform you, that the Reverse is, and must be the Case.

I shall be extremely pleased to find the Good I have anticipated, arise from this Note, and that my Endeavors to put things right may have the desired Effect. I am, Sir,

Your Obedient humble Servant

THOMAS TRUXTUN

Lieutenant COWPER.

[HS of Pa. NDA photostat. Truxtun's LB, 1798-99.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
15 August 1798, Wednesday

First part this 24 hours Calm W^r all hands employ'd bend^d M. Top Sail and Main Stay Sail.

at 8 P. M. furl'd small Sails Sounded in 80 fath^{ms} fine dark Sand. Middle part Calm. Sounded in 100 fath^{ms} Sand.

At Meridian Sounded in 97 fath^{ms} black Sand. Light breeze from Southward watch employ'd Sway^d up Main Yard and clearing between Decks Carpenters employ'd build^d a Boat

Latter part pleasant W^r Light breezes.

[Latitude observed 39° 58ⁿ N^o]

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
15 August 1798, Wednesday

On examining the small Stores, and finding only two or three Days Allowance on Board, concluded on running into Hampton Roads in Order to get a Supply, and to make such Repairs as became indispensibly necessary, previous to the Autumnal Equinox.

At 4 PM we were abreast of the Light House on Cape Henry, and at 6 ditto, anchored at the upper Part of Lynn Haven Bay near to Willoughby's Spit. Old Point Comfort bearing West, Depth of Water five Fathoms.

At 8 AM Got under Way, and at Noon anchored in Hampton Roads in ten Fathoms Water, Sowel's Point bearing South South East, and Hampton Town North B. East. Employed putting the Ship in Order, and at the same Time the best Bower, and Sheet Anchors were ready to let go.

Hance Anderson, Gunner's first Mate, and Thomas Gummerson, a Quarter Gunner, having behaved exceeding ill to the Master's second Mate, M^r Smith, and in a mutinous Manner, I had them put in Irons and sent to Norfolk Jail.

[HS of Pa. NDA photostat.]

To Secretary of the Navy from Captain Thomas Truxtun, U. S. Navy

UNITED STATE'S SHIP *Constellation*
Hampton Roads 16th August 1798.

SIR, Having examined the Provisions, and finding only two or three Day's Allowance of small Stores remaining; I concluded on running into these Roads, In order to get a Supply, and to put the Ship in a State to meet any Weather previous to the approaching Equinox, which was highly necessary, as not only the Outside Work wanted Caulking, but the Decks were so open, that it has been with Difficulty, the various Stores could be preserved, and all this is owing to the Ship being caulked in the Winter Season, as I have before observed, without any Blame being imputable to any one.

Six Month's Beef and Pork being put on Board, previous to the Ship's Departure from this Bay, the Hold was so filled, that only two Months' Allowance of small Articles could conveniently be taken in, and as the Potatoes soon became rotten, and unfit for Men to eat,

which was to be expected at this Season of the Year, I was obliged to substitute other Things in Lieu thereof, which is the Cause of the almost total Consumption of small Stores, and of my Return here sooner than I intended by several Days.

In Order to make Room in the Hold, I purpose throwing out some of the Shingle Ballast, and taking in Thirty Tons of Kentledge or Pig Iron, if the Agent at Norfolk can furnish either of those Articles; I have always been an Advocate for a Ship of War, carrying only one half of her Ballast at most, of Iron, on account of making her easy at Sea, and of obviating the Necessity of such heavy Rigging, as Vessels are often loaded with Aloft, which has a Tendency to make them Crank, strain their Spars by the Weight, and finally holds Wind, which obstructs their going (particularly by the Wind) makes them much more unhandy to work, and adds to their Cost in the first Instance, and of their being kept in Repair after.

The other half of the Ballast, should be clean Shingle, that is of small Stones, about the Size of Pease, and all stowed in the Cuntlings of the Water Casks, consequently it's being kept from the Bottom of the Vessel, and thus raised, has a Tendency to make a Ship roll, and pitch easy.

The *Constellation* being so uncommonly sharp, we have in proportion to that Sharpness, less Room in the Hold, than the Frigates of other Nations; so that I find it expedient to carry on Board of this Vessel $\frac{1}{2}$ of the Ballast of Iron, and only $\frac{1}{4}$ of Shingle. It is surprizing however, how little Ballast she takes, when compared with the English, and French Ships of 36 Guns, tho' her Size is so much greater, the whole Quantity of Kentledge &c (or Iron and Shingle Ballast) being only 135 Tons.

I have seen so much in the public Prints of the Sailing of Barry's Ship, and so much more bombastical Nonsense of that at Boston, that I am at a Loss to make a Report, with Respect to the Sailing of this Frigate on that Score, with any Degree of Satisfaction to myself. I shall therefore only say, that in no Instance of Chace during our Cruize, was half our Canvass necessary, to overhawl the fastest sailing Vessel we met, some of which were termed before Flyers.

Should we therefore meet the *United States*, and *Constitution*, you need not be surprized, if you hear, that in going by or large, she outsails them both, and she is in every Situation the easiest Ship I ever was in.

As there would have been too much Time lossed in waiting a Reply to my last of the 11th I shall set the Caulkers at Work immediately and as soon as they have done, and the Water and Stores replenished, the Ship will be ready (provided Mr. Pennock furnishes the Ballast) for any Expedition, and I expect this Business will all be completed before I can receive, in the usual Way, your Reply.

The Ventilators so often mentioned in my Letters, are much wanted, and would have saved double their Cost at least in Stores, had they been Sent round in May last.

For Want of these Apparatus, many Articles have been spoiled; but from the great Pains that have been taken to keep the Ship, and People clean, and sweet, the Crew perhaps at this Day surpass in Health, that of any other Ship in any Country, there being at this Day, only seven Men in the Surgeon's List with trifling Complaints) inclusive of one Man discharged on Account of Inability to do Duty from a Complaint of a dropsical Nature; and one other, sent to Norfolk, having met with an Accident in falling.

The Number of Men allowed this Ship are not sufficient; her Crew ought to consist of 330 at least, in Order to work her with Facility, & man the Guns well, and then a few out of this Number confined with Indisposition, or put on Board a Prize, would leave but a bare Sufficiency to sustain an Action with a Ship of equal Force. The Cannon of this Frigate are heavy, as also the Spars, there being only twenty seven feet in Length of a Difference between her Spars, and that of an English 64 Gun Ship, when the Length of every Mast and Yard &c: are added together, and a Comparison made between the two, as you will observe at the End of the Copy of my Journal. I enclose you herewith the following Papers to Viz^t No. 1 Copy of my Journal. 2 Muster Roll, 3 Certificate of lost Anchor, 4 Copies of various Orders, 5 Charges against Hance Anderson, and Thomas Gummerson of Gunner's Crew. 6, 7. and 8 Charges against Mathew Talcott, a Midshipman; these Papers with this Letter will throw all the Light on the various Subjects. I have thought proper to communicate, that could be wished at present. The Dispatches forwarded me by Express Boat, has caused me to be rather more particular, perhaps, than I should otherwise have deemed necessary.

THOMAS TRUXTUN.

HON^{ble} BENJAMIN STODDERT

Secretary of Navy

[HS of PA. NDA photostat. Truxtun's LB, 1798-9.]

To Lieutenant William Cowper from Captain Thomas Truxtun, U. S. Navy

UNITED STATE'S SHIP *Constellation*
Hampton Roads August 16th 1798

Lieutenant W^m COWPER,

I have received your Note of last Evening in Answer to mine of same Date, An Attentive Zeal to promote the naval Service of the United States of America, with a becoming modest Deportment on Duty, and at the same Time Firmness, when necessary, will always be most agreeable to me, while acting as a Commander of any Ship in the Service.

I have spoken with Truth of the Want of Experience in Officers on several Occasions, for it has been pled as an Excuse to me, when I have had Occasion to mention repeated Neglects.

If Officers have not had Experience on Board Men of War, I do not consider that as a Crime; but when they have had the Foundation laid on Seamanship in Merchantmen, or other Vessels, they may soon become experienced, if attentive, and if a Man does not acquire in his Profession, that Knowledge, that is necessary, for the faithful and complete Discharge of his Duty (particularly in public Life) having Opportunity, I consider him guilty of a heinous Crime indeed.

You and every Man sailing, or acting under my Orders, in any Situation, may rest assured, that I shall always be infinitely happier to promote their Views, if deserving, than to be compelled to observe a contrary Conduct towards them; I therefore receive your fair Promises with Pleasure.

The Infancy of the American Navy, holds out Prospects and Allurements to young, active, and expert Gentlemen of your Age, that ought

to stimulate them to Exertions, that will cause their being noticed every where, as Men and Officers daily striving, and of Course daily gaining more & more Information in the wonderful and extensive Science of Naval Tactics, and naval Matters generally. In the organizing of a *Young Man of War*, and putting Things right from Time to Time, Matters by the Commander must be stated with Candor, and in such a Way, that no Mistakes, or Misconceptions happen.

Good Subordination must always be strictly kept up, among a Number of Men, but in being strict in Discipline, Justness must not be forgotten, or the Savage Character had Recourse to. Ordering of Punishment is to a Man possessing the Principles of a Gentleman, always painful, and however irritable he may become from vexatious Circumstances, frequently occurring; the more he reflects, and the less frequent his Punishments are, the better; In Fact they should only happen, when indispensibly necessary, and their Effect will be the greater.

I am, Sir,

Your very Obedient Servant,

THOMAS TRUXTUN.

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
16 August 1798, Thursday

First part this 24 hours pleasant W^r

at 5 P.M. beat to Q^r and Exerciz^d the great Guns & Small Arms.

At Meridian took in T. G. Sails and Sounded No bottom. TK Ship to Southw^d & Eastw^d at 4 P. M. TK Ship N. b. W. set Main sail & M. T. M. Stay Sail at ½ past 10 Made Sail got the Spanker Boom on Deck & Reduced it

all Hands Employ'd at Diff^t Jobbs.

[Latitude observed 40.36 —]

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
16 August 1798, Thursday

All these Twenty four Hours, moderate Breezes, and pleasant Weather. This Day had a Copy of my Journal completed for the Secretary of the Navy, including the Transactions of Yesterday. Consequently in the next Copy, the Transactions of this Day must be included. The Carpenter employed searching for the Leak, and the People at getting up the Water Casks out of the Hold, and over-hawling them, repairing the Rigging, drying the Sails, and doing of various other necessary Jobs. M^r Garretson the Purser, dispatched with Anderson and Gummerson to Norfolk, and to procure Thirty Tons of Kentledge, or Pig Iron from the Agent, and fresh Provisions &c. for the Crew; returned a little after twelve o'Clock. Made up my Dispatches for the Secretary of the Navy (see Letter Book) which will be forwarded to Morrow the 17th Instant.

Many Vessels have arrived, since we anchored in these Roads, which inform that they have seen no Cruizers on the Coast.

[HS of Pa. NDA photostat.]

[16 August 1798.]

No 1 Muster Roll of the Officers, Petty Officers, and Seamen, Ordinary Seamen, and Marines, on board the Frigate *Constellation* under the command of Captain Thomas Truxtun in the service of the United States, from the 16th day of August the time they were last mustered, to the 17th day of November 1798

No.	Names	Rank	date of appointment or Entrance	for what time engaged	Advanced Pay by Mr Rodgers	Advanced Pay by Mr Cowper	Advanced Pay by Mr Triplett	Remarks and Alterations since last Muster
x 1.	Thomas Truxtun x.....	Comdr.....	Regt W. O.	[illegible]	"			Those marked with a Cross [x] to be sanctioned by the Government, as they are appointed by me. Signed. Thomas Truxtun.
x 2.	John Rodgers x.....	Lieut.....	d ^o	"	"			
x 3.	W ^m Cowper x.....	d ^o	d ^o	"	"			
x 4.	Andrew Sterett x.....	d ^o	d ^o	"	"			
x 5.	John Archer x.....	d ^o	8 th Novr	"	"			Sent Home in the Prize L'UNION 14 March 1799.
x 6.	Barthol ^y Clinch x.....	d ^o Marine	15 th d ^o	"	"			
x 7.	George Balfour x.....	Surgeon	Regt W. O.	"	"			Turned over into L'INSURGENTE 15 th Feby. 1799.
x 8.	Isaac Henry x.....	d ^o Mate	d ^o	"	"			
x 9.	Ambrose Shirly x.....	Master	d ^o	"	"			
x 10.	Isaac Garretson x.....	Purser	d ^o	"	"			
x 11.	John Allen x.....	Boats ^o	12 th Novr	"	Drs.			Disch ^d St Kitts 14 th January 1799.
x 12.	James Morgan x.....	Gunner	9 th May	"	40			
x 13.	James Yeomans x.....	Carp ^r	23 rd March	"	40			
x 14.	James Webb x.....	Sail Mr	30 th Apl	"	40			
x 15.	Henry Vandyke.....	Midsh ^o	Regt W. O.	"				
x 16.	John H. Dent.....	d ^o	d ^o	"				
x 17.	John M. Clogget.....	d ^o	d ^o	"				
x 18.	P. C. Wederstrant.....	d ^o	d ^o	"				
x 19.	James McDonough.....	d ^o	d ^o	"				Disch ^d 6 th April 1799 Bussateer, St Kitts, having lost his Foot in Action of the 9 th Feby 1799, & sent Home in the Prize Schooner UNION to the U. S.
x 20.	David Porter.....	d ^o	16 th Apl	"				Went in the Prize Schooner L'UNION 14 March 1799. Ret ^d on B ^t 1 June 1799.
x 21.	William Davis.....	d ^o	24 th June	"				Entered as an Ordinary Midshipman, & Lieutenant at Arms to receive full Seamans Pay 'till 1 Novr; & full Mid ^l Pay after and turned over into L'INSURGENTE 15 Feby. 1799.
x 22.	Joshua Herbert.....	d ^o	13 th Novr	"				
x 23.	Arthur Sinclair.....	d ^o	15 th d ^o	"				Turned over into L'INSURGENTE 15. Feby 1799 returned
x 24.	Samuel Brooks.....	Mr Mate	14. May	"	34.			Made 4 th Lieutenant 1 st March 1799
x 25.	Daniel Gorman.....	d ^o	26 th March	"	40.			Disch ^d 30 th May 1799
x 26.	Jo ^s S. Smith.....	d ^o	21 st May	"	40.			Turned over into L'INSURG ^t 15 Feby 1799
x 27.	John Pomery.....	Capt Clk	23 rd May	"	20.			
x 28.	Tho ^s M ^c Namara.....	B ^t Mate	3 rd d ^o	"	36.			
x 29.	Jo ^s Atkinson.....	d ^o	14 th June	"		34.		Turned over into L'INSURGENTE 5 March 1799
x 30.	David Mulat.....	Coxen	7 May	"	34.			Disch ^d 30 May 1799

x 31.	Joshua Herbert	S. M. Mate	21. d ^o
x 32.	James Pinkerton	Gun ^r Mate	11 d ^o
x 33.	William Melvin	d ^o	11. d ^o
x 34.	John Tilden	Gun ^r Yeoman	11. d ^o
x 35.	George McEzey	Carpt Mate	2 April
x 36.	James Butler	d ^o	5 May
x 37.	Joseph O. Bankson	Armor	1 d ^o
x 38.	John McHenry	Stewart	26 th March
x 39.	Thomas Kelly	Cooper	5 th May
x 40.	John Marshall	M. at Arms & filer	11 th d ^o
x 41.	Joseph Brown	Qr Gunner	21 Febr ^y
x 42.	John Lancaster	ditto	22 ^d May
x 43.	John Williams	ditto	21. ditto
x 44.	Alexander Mackey	ditto	3. d ^o
x 45.	Enoch Brown	ditto	24. d ^o
x 46.	George Robinson	ditto	22. d ^o
x 47.	Charles Chase	ditto	30. d ^o
x 48.	W ^m Wall	ditto	26. d ^o
x 49.	John Barnes	ditto	30. d ^o
x 50.	Timothy Shields	Cook	30. April
x 51.	Nathaniel Strong	Qr Master	26. May
x 52.	Miehl Clansy	ditto	11. d ^o
x 53.	John Light	ditto	1. June
x 54.	John Ponsonby	ditto	28. May
x 55.	John Wall	Lob ^r Boy	1. June
x 56.	Benjamin Deane	Seaman & Carp.	24. April
		Yeom ^{as}	
x 57.	Richard Jackson	Seaman	11. May
x 58.	John Phillips	ditto	30. d ^o
x 59.	Thomas Bolam	ditto	25. d ^o
x 60.	Archibald Matthews	ditto	28. d ^o
x 61.	John Williams	d ^o	23. Aug st
x 62.	Emanuel Causdell	d ^o	8. June
x 63.	John Hutt	d ^o	30. May
x 64.	John Robinson	d ^o	25. d ^o
x 65.	John Welsh	d ^o	30. April
x 66.	John Lamp	d ^o	8. June
x 67.	Joseph Livingston	d ^o	30. May
x 68.	Thomas Green	d ^o	17. d ^o
x 69.	Robt Townsend	d ^o	29. d ^o
x 70.	William Byron	Seaman	28 th June
x 71.	William Brown	d ^o	22. May

	34.	20	Discharged 30 th [?] May 1799
"			Disch ^d 27 th May 1799.
"	30.		Entered as Seaman 11 th May, & remained so 'till 18 th Aug st from which Time he is to receive Gunner's Mate Pay. Disch ^d 27 May 1799.
"	66.		Disch ^d 30 th May 1799
"	34.		Run 6 th April 1799 Bassateer Road, St Christophors.
"	30.		Disch ^d 30 th May 1799.
"	36.		d ^o 31 D ^o 1799.
"	38.		disch ^d
"	36.		Disch ^d 30 th May 1799.
"	30.		Disch ^d 23 th May 1799.
"	20.		d ^o 27 th d ^o 1799.
"		34.	D ^o 26 th D ^o 1799.
"		34.	Entered as Seaman 21 st May, & remained so, 'till 18 Aug st from which Time he is to receive Qr Gunner's Pay. Disch ^d 28 th May 1799.
"	30.		Discharged at Bassaterre, St Christopher's 6 th April 1799, being sick of the Flux, and sent Home to the U. S. in the Prize UNION, Schooner.
"	20.		Made Midshipman and turned over into L'INSURGENTE 1 st March 1799.
"		34.	Disch ^d 26 th May 1799.
"		34.	Entered as Seaman 30 May, & remained so 'till 29 th October, from which Time he is to receive Qr Gunner's Pay. Disch ^d 30 May 1799.
"		34.	Discharged 27 May 1799.
"		34.	D ^o 30 D ^o 1799.
"	20.		D ^o 30 D ^o 1799.
"		34.	D ^o 30 D ^o 1799.
"	34.		Sent to the U. S. in the Prize Schooner L'UNION 15 th March 1799.
"		29.	Turned over into the L'INSURGENTE 5 th March 1799.
"		\$55. 72½	D ^o into D ^o 9 D ^o 1799.
"			Discharged 1 June 1799.
"	34.		Sent to Sick Quarters at Norfolk the 22 ^d May 1799.
"	34.		Disch ^d 26 May 1799.
"	34.		Turned over into the L'INSURGENTE 15. Febr ^y 99.
"		6	Disch ^d 26 May 99.
"	31.		D ^o 30 D ^o 99.
"			Disch ^d 29 Decr 98 sick Norf ^o
"	34.		Run St Piere's Martinica 28 th April 1799.
"	34.		Disch ^d 30 th May 99.
"		20.	Disch ^d 26 th May 99.
"	30.		D ^o 26 May 99.
"		34.	D ^o 9 June
"		34.	Disch ^d 30 th May 99.
"	10.		Disch ^d 27. May 99.
"	34.		D ^o 30 D ^o 99.
"		34.	Disch ^d 9 th June
"	34.		Discharged 26. May 99.

Nº 1 Muster roll of the Officers, Petty Officers, and Seamen, Ordinary Seamen, and Marines, on board the Frigate *Constellation* under the command of Captain Thomas Truxtun in the service of the United States, from the 16th day of August the time they were last mustered, to the 17th day of November 1798—Continued

No.	Names	Rank	date of ap- pointment or Entrance	for what time en- gaged	Advanced Pay by Mr Rodgers	Advanced Pay by Mr Cowper	Advanced Pay by Mr Triplett	Remarks and Alterations since last Muster
x 72.	Samuel Thompson	Seaman	28. dº	"			5.	Sent to Sick Quarters at Norfolk 22 ^d May 1799.
x 73.	Peter Peas	dº	29. dº	"	30.			Disch ^d 30. May 99.
x 74.	George White	dº	30. April	"	30.			Disch ^d 26 May 99.
x 75.	James Scott	dº	4. June	"	34.			Dº 5 June 99.
x 76.	John Koster	dº	17. May	"	30.			Disch ^d 26 May 99.
x 77.	Peter Sanonsan	dº	30. April	"	30.			Dº 26 Dº 99.
x 78.	George Appy	dº	25. May	"			\$26.33	Dº 26 Dº 99.
x 79.	Charles Carter	dº	2 ^d June	"	34.			Dº 3 June 99.
x 80.	Samuel Sparks	dº	8. dº	"		34.		Disch ^d 9 th June 1799.
x 81.	William Harvey	dº	21. May	"		34.		Disch ^d 23 May 99.
x 82.	Thomas Rounde	dº	30. dº	"		34.		Dº 30 Dº .
x 83.	James Morrison	dº	30. dº	"		34.		Dº 30 Dº .
x 84.	Daniel Phillips	dº	10. dº	"	20.			Run or drown 5 th December 1798 in Newport Newse
x 85.	Owen Pritchard	dº	30. dº	"		20.		Disch ^d 30 May 99.
x 86.	Yergan Zebance	dº	17. dº	"	30.			Disch ^d 26 May 1799.
x 87.	Thomas Hornsby	dº	29. dº	"	30.			Dº 30 Dº 99
x 88.	Thomas Walter	dº	1. June	"	34.			Dº 1 June 99
x 89.	Joseph Hart	dº	8. dº	"		34.		Dº 9 June 99
x 90.	Joseph Bradshaw	dº	25. May	"			7.	Disch ^d 26. May 99.
x 91.	Amos Loomoss	dº	4. June	"				Sent to Sick Quarters at Norfolk 22 ^d May 1799.
x 92.	Ephrim Little	dº	30. May	"		34.		Disch ^d 30 th May 99.
x 93.	Thos Wilson	dº	2 ^d June	"		34.		Died of wounds rec ^d in Action 9 th Feby 99, 10 Feby.
x 94.	Neal Harvey	dº	2 ^d June	"	34.			Killed in Action 9 th Dº
x 95.	John Brown	dº	22. dº	"		34.		26 June disch ^d '99
x 96.	Henry Varnam	dº	8. dº	"		34.		8 June dº '99
x 97.	Robert Purvants	dº	4. April	"				disch ^d
x 98.	W ^m Bellam	dº	8. June	"		34.		Sent to Sick Quarters at Norfolk 22 ^d May 1799.
x 99.	Nicholas Broughen	dº	8 dº	"		34.		Disch ^d 9 June 1799
x 100.	John DrJust	dº	8 dº	"		34.		Dº 9 dº 99
101.	David Royalt	Seaman	8. June	[illegible]		34.		Discharged 9 June 1799.
102.	Anges McInnis	dº	8. dº	"		34.		Disch ^d 9 June 99.
103.	George Creighton	dº	4. June	"			\$32.66	Dº 5 Dº 99.
104.	John Jones	dº	28. May	"	34.			Turned over into L'INSURGENTE 34 March 1799
105.	James Thomas	dº	21. dº	"		34.		Disch ^d 27 May 99.
106.	Gideon Saul	dº	29. dº	"	34.			Dº 30 Dº 99.
107.	Abraham Lang	dº	26. dº	"		34.		Disch ^d 27 May 99.
108.	John Ballet	dº	29. dº	"	34.			Turned over into L'INSURG: 15 th Feby 99.
109.	William Armstrong	dº	22. dº	"		34.		Dº Dº 15 Dº
110.	John Slater	dº	22. dº	"		34.		Disch ^d 27 th May 99.

111.	Nathan Brown	d ^e	21. d ^e	"	34.	Turned over into L'INSURGENTE 15 th Febr'y 99.
112.	George Mortimore	d ^e	2. d ^e	30.	34.	Disch ^d 26 May 99.
113.	Thomas Jones	d ^e	22. d ^e	"	34.	Disch ^d 27 May 99.
114.	Peter Eddy	d ^e	26. d ^e	"	34.	D ^e 27 D ^e 99.
115.	Henry Jennings	d ^e	8. June	"	34.	Turned over into L'INSURGENTE 15 th Febr'y 99.
116.	James Boos	d ^e	30. May	"	34.	Disch ^d 30 th May 99.
117.	William Hackett	d ^e	30. d ^e	"	34.	Turned over into L'INSURGENTE 15 th Febr'y 1799.
118.	Edward Phillips	d ^e	8. June	"	34.	Disch ^d 9 June 1799.
119.	Thomas Chisley	d ^e	30. May	"	34.	Turned over into L'INSURGENTE 15 th Febr'y 99.
120.	Raymond Lee Kimble	d ^e	22. d ^e	"	34.	Discharged 27. May 99.
121.	John Clark	d ^e	29. d ^e	34.	"	D ^e 30 D ^e
122.	W ^e Amon	d ^e	30. d ^e	34.	"	Run, the 21 st April 1799 Bassateer; St Christopher's.
123.	Michael Neal	d ^e	28. d ^e	34.	"	Disch ^d 30 th May 99.
124.	Thomas Lee	d ^e	21. d ^e	"	34.	Disch ^d 26 May 99.
125.	Joseph Hawkins	d ^e	29. d ^e	30.	"	D ^e 30 D ^e 99.
126.	John Torksey	d ^e	30. d ^e	"	34.	D ^e 30 D ^e 99.
127.	Charles Malone	d ^e	29. d ^e	34.	"	Turned over into L'INSURGENTE 15 th Febr'y 99.
128.	John Oustend	d ^e	22. d ^e	"	34.	Disch ^d 26 May 99.
129.	W ^e Young	d ^e	4. June	34.	"	Turned over into L'INSURGENTE 15 th Febr'y 99.
130.	Ephraim Smith	d ^e	21. May	"	34.	Disch ^d 30 May 99.
131.	Gresham Flagg	d ^e	30. d ^e	"	34.	Disch ^d 30 May 99.
132.	W ^e Faner	d ^e	8. June	"	34.	D ^e 9 June 99.
133.	Isaac Martin	d ^e	30. April	30.	"	Disch ^d 26. May 99.
134.	W ^e Chester	d ^e	29. May	30.	"	D ^e 30 D ^e
135.	Edmund Cowan	d ^e	30. d ^e	34.	"	D ^e 30 D ^e
136.	Alexander Addams	d ^e	26. d ^e	"	34.	Turned over into L'INSURGENTE 15 th Febr'y 99.
137.	Francis Donel	d ^e	24. d ^e	"	34.	D ^e 5 th March
138.	John Cooper	d ^e	24. d ^e	"	34.	Disch ^d 26 May 99.
139.	George Walters	d ^e	8. June	"	34.	Disch ^d 8 June 99.
140.	John Excel	d ^e	25. May	"	8.	Disch ^d 26 May 99.
141.	W ^e Harrison	d ^e	29. d ^e	30.	"	D ^e 30 D ^e
142.	Robert Johnson	Seaman	12. June	34.	"	Turned over into L'INSURGENTE 15 th Febr'y 99.
143.	Charles O'Neal	d ^e	8. d ^e	"	34.	Disch ^d 9 th June 99.
144.	Phillip Hunff	d ^e	8. d ^e	"	34.	D ^e 9 D ^e
145.	George Stoddart	d ^e	8. d ^e	"	34.	D ^e 9 D ^e
146.	W ^e Dale	d ^e	19. d ^e	"	34.	Turn'd to In. —
147.	John Finlay	d ^e	22. d ^e	"	34.	Turned over into L'INSURGENTE 15 th Febr'y 99.
148.	Henry Hobart	d ^e	22. d ^e	"	"	"
149.	Joseph Gravell	d ^e	23. d ^e	"	"	"
150.	W ^e Balfour	Seaman	31. Aug ^r	"	"	Disch ^d 17 June 99.
151.	James Row	d ^e	6. Nov ^r	"	"	"
152.	Thomas Yam	d ^e	6. d ^e	"	"	"
153.	Matthew Rawlings	d ^e	6. d ^e	"	"	Turned over into L'INSURGENTE 15 th Febr'y 99.
154.	John Smith	d ^e	6. d ^e	"	"	"
155.	W ^e Walker	d ^e	6. d ^e	"	"	Run from Bassateer Road St Christophers, 8 th March 1799.
156.	Abraham Howard	d ^e	6. d ^e	"	"	"
157.	Peter Sum	d ^e	6. d ^e	"	"	Sent to Sick Quarters at Norfolk 22 ^d May 1799.
158.	Owen Perry	d ^e	6. d ^e	"	"	"
159.	John Frazer	d ^e	6. d ^e	"	"	"
160.	John Jones	d ^e	6. d ^e	"	"	"
161.	Joseph Carter	d ^e	6. d ^e	"	"	"
162.	W ^e Wright	d ^e	6. d ^e	"	"	"

No 1 Muster Roll of the Officers, Petty Officers, and Seamen, Ordinary Seamen, and Marines, on board the Frigate *Constellation* under the command of Captain Thomas Truxtun in the service of the United States, from the 16th day of August the time they were last mustered, to the 17th day of November 1798—Continued

No.	Names	Rank	date of ap- pointment or Entrance	for what time en- gaged	Advanced Pay by Mr Rodgers	Advanced Pay by Mr Cowper	Advanced Pay by Mr Triplett	Remarks and Alterations since last Muster
163.	Stephen Kennelly	Seaman	8. Novr	"				Run, St Pieres, Martinica 28 th April 1799.
164.	Robert Walden	d ^e	8. d ^e	"				
165.	Robert Cooper	d ^e	8. d ^e	"				
166.	W ^m Rice	d ^e	8. d ^e	"				
167.	John Rush	d ^e	9. d ^e	"				
168.	Henry Allen	Ord ^y	22. May	"		20.		Turned over into L'INSURGENTE 15 th Febr'y 99.
169.	Benjamin Cox	d ^e	24. d ^e	"		20.		Disch ^d 26 May 99.
170.	Richard Fry	d ^e	18. d ^e	"	20.			D ^e 26 D ^e
171.	James Barr	d ^e	18. d ^e	"	20.			D ^e 26 D ^e
172.	W ^m Burnett	d ^e	10. d ^e	"	20.			D ^e 26 D ^e
173.	W ^m Fresson	d ^e	22. d ^e	"		20.		D ^e 30 D ^e
174.	Charles King	d ^e	8. June	"		34.		D ^e 9 June 99.
175.	Spencer Grayson	d ^e	22. May	"		20.		Turned over into L'INSURGENTE 15 th Febr'y 1799.
176.	Francis Thompson	d ^e	28. ditto	"			5.	Disch ^d 30 th May 1799.
177.	John Walsburn	d ^e	28. ditto	"			4.	Fell overboard and was drown on Wednesday the 5 th Day of December 1798. in Newport Newse.
178.	John Mayberry	d ^e	10. ditto	"	20.			Discharged 26 May 99.
179.	Hugh Courtney	d ^e	23. d ^e	"	20.			Disch ^d 26 May 99.
180.	Thomas Kelly	d ^e	19. d ^e	"				Discharged 26 May 99.
181.	John Brien	d ^e	22. d ^e	"	20.			Died, Bassattere Road St Christophers, 3 ^d May 1799 of a Fever.
182.	Samuel Brown	d ^e	24. d ^e	"		20.		Disch ^d 26. May 1799.
183.	W ^m Jolly	d ^e	22. d ^e	"	20.			Disch ^d 27. May 99.
184.	Jacob Elsworth	d ^e	28. d ^e	"	20.			Turned over into L'INSURGENTE 15 Febr'y 99.
185.	W ^m Taylor	d ^e	21. d ^e	"		20.		Turned over into L'INSURGENTE 15 Febr'y 99.
186.	Abraham Vermott	d ^e	7. June	"	30.			Disch ^d 18 June 1799.
187.	Frederick Keener	d ^e	21. May	"		20.		Disch ^d 26 May 99.
188.	Morris Dorsey	d ^e	7. d ^e	"	20.			D ^e 26 D ^e
189.	John Key	d ^e	18. d ^e	"	20.			Disch ^d 27 May 99.
190.	John Hodge	d ^e	30. d ^e	"			9.	D ^e 30 D ^e
191.	Richard B. Randolph	d ^e	21. d ^e	"		20.		Disch ^d 26 May 99.
192.	Daniel Wood	d ^e	15. April	"				D ^e 26 May
193.	W ^m Barry	d ^e	11. May	"				Disch ^d 27 May 99.
194.	Simon Jones	d ^e	14. d ^e	"	20.			D ^e 27 May 99.
195.	Lewis Clarey	d ^e	11. d ^e	"	20.			Sent to Sick Quarters at Norfolk 22 ^d May 1799 —
196.	James Allen	d ^e	30. d ^e	"		20.		D ^e 30 th May 99.
197.	Rich ^d Reeves	d ^e	28. d ^e	"	20.			D ^e 30 D ^e
198.	Sam ^l Woodcock	d ^e	14. d ^e	"	20.			Made Carpenter's 1 st Mate 12 th April 1799 from which time he is to receive C. Mate's pay Disch ^d 27 May 99.
199.	W ^m Baker	d ^e	8. June	"				Disch ^d 9 June 99.
200.	Willis Simmons	d ^e	21. May	"		20.		Disch ^d 26 May 99.
201.	John Good	d ^e	22. d ^e	"	20.			Sent to Sick Quarters at Norfolk 24 May 1799 —
202.	Patrick Kelly	d ^e	19. d ^e	"				Discharged 27 May 1799.

203.	Edward Fitzgerrald.	d ^e	26. d ^e	"		2.	Disch ^d 26 May 99.
204.	Michael Smith.	d ^e	8. June	"	34.		D ^e 9 June 99.
205.	W ^m Dunn.	d ^e	8. May	"	20.		Disch ^d 27 May 99.
206.	Hiram Conan.	d ^e	21. d ^e	"	20.		Disch ^d
207.	John Fullerton.	d ^e	30. April.	"	20.		Disch ^d 26 May 99.
208.	Edward Allen.	d ^e	2. May	"	20.		Disch ^d 27 May 1799.
209.	James Doran.	d ^e	24. May	[[illegible]]	20.		Disch ^d 26 May 99.
210.	W ^m McHutton.	d ^e	28. d ^e	"	20.		Turned over into L'INS: 15 Feby 99. & made Mas ^t 1 st March 99.
211.	James Moore.	d ^e	15. d ^e	"	30.		Disch ^d 30 May 99.
212.	Fairfax Ross.	d ^e	30. d ^e	"	20.		D ^e 30 D ^e
213.	Conrad Baxter.	d ^e	2 ^d d ^e	"	20.		Turned over into L'INSURGENTE 15 Feby 99.
214.	John Rawlings.	d ^e	2. d ^e	"	20.		D ^e 15 D ^e
215.	Robert Bell.	d ^e	8. June	"	34.		Disch ^d 9 June 99
216.	James Ash.	d ^e	22. May	"	20.		Turned over into L'INSURGENTE 15 Feby 99.
217.	John Andrews.	d ^e	30. d ^e	"	34.		(Sent to Bassateer Hospital, St Christophers, being wounded on the 14 th Feby, & disch ^d 6 th April 1799 at Bassateer, St[C.] & sent Home in the Prize Schooner UNION to the U. S.
218.	Anthony Demmervill.	d ^e	30 th April.	"	20.		Disch ^d 26 May 99.
219.	W ^m Thompson.	d ^e	22. May	"	20.		D ^e 26 D ^e
220.	W ^m Leonard.	d ^e	19. d ^e	"	20.		d ^e 26 D ^e
221.	Dennis Bryan.	d ^e	15. d ^e	"	20.		Disch ^d 27 May 1799.
222.	W ^m Denny.	d ^e	30. d ^e	"	34.		Disch ^d 30 D ^e
223.	Samuel Burney.	d ^e	10. d ^e	"	20.		D ^e 26 May 99.
224.	James O'Neale.	d ^e	30. April	"	20.		D ^e 26 D ^e
225.	Robert W. Boyd.	d ^e	1. May	"	20.		D ^e 26 D ^e
226.	Francis Gnumervil.	d ^e	26. d ^e	"	15.		D ^e 26 D ^e
227.	Barnard Harley.	d ^e	16. d ^e	"	20.		Disch ^d 27 May 99.
228.	Thomas Mahaffy.	d ^e	4. May	"	20.		D ^e 26 D ^e 99.
229.	John Cornelius.	d ^e	24. d ^e	"	20.		D ^e 26 D ^e
230.	Joseph Henderson.	d ^e	30. d ^e	"	20.		D ^e 30 D ^e
231.	Roger McBride.	d ^e	17. d ^e	"	20.		Discharged 26 May 99.
232.	Edward O'Gisburn.	d ^e	21. d ^e	"	20.		D ^e 26 D ^e
233.	Richard Dalley.	d ^e	19. d ^e	"	20.		Disch ^d 27 May 99.
234.	George Miller.	d ^e	28. d ^e	"	20.		D ^e 1 June.
235.	Samuel Brown.	d ^e	26. d ^e	"		\$7. 44	Turned over into L'INSURGENTE 15 Feby 99.
236.	Peter Freeburne.	d ^e	19. d ^e	"	20.		Disch ^d 27. May 99.
237.	Dennis Haley.	d ^e	19. d ^e	"	10.		D ^e 26 D ^e 99.
238.	Daniel Pointer.	d ^e	26. d ^e	"		12.	D ^e 30 D ^e
239.	W ^m Smithers.	d ^e	31. d ^e	"		\$17. 50	D ^e 31 D ^e
240.	Edward Fitzgerrald.	d ^e	17. d ^e	"	30.		Disch ^d 27 May 99.
241.	Robert Woodward.	d ^e	26. d ^e	"		12.	D ^e 30 D ^e
242.	Timothy Driscoll.	d ^e	21. d ^e	"		20.	Disch ^d 26. May 99.
243.	John Joice.	d ^e	17. d ^e	"	20.		Disch ^d 27. May 99.
244.	James Coyle.	d ^e	30. April.	"	20.		Turned over into L'INSURGENTE 15 Feby 99.
245.	Thomas Brown.	d ^e	22. June.	"			Discharged 29 June 1799.
246.	Thomas Dennis.	d ^e	13. Nov ^r	"			Turned over into L'INSURGENTE 15 Feby 99.
247.	David Fitzgibbons x.	d ^e	23. Aug ^t	"			
248.	George Blueford x.	d ^e	23. d ^e	"			
249.	John Hollensworth x.	d ^e	23. d ^e	"			
250.	Joseph Vanderslice x.	d ^e	23. d ^e	"			
251.	Matthew Poor x.	d ^e	27. d ^e	"			
252.	James Wandrum.	d ^e	23. d ^e	"			Disch ^d 1 June 99.
253.	Peter Turner x.	d ^e	1. Sept ^r	"			

No 1 Muster Roll of the Officers, Petty Officers, and Seamen, Ordinary Seamen, and Marines, on board the Frigate *Constellation* under the command of Captain Thomas Truxtun in the service of the United States, from the 16th day of August the time they were last mustered, to the 17th day of November 1798—Continued

No.	Names	Rank	date of ap- pointment or Entrance	for what time en- gaged	Advanced Pay by Mr Rodgers	Advanced Pay by Mr Cowper	Advanced Pay by Mr Triplett	Remarks and Alterations since last Muster
254.	George Hubert.....	Boy.....	26. May.....	"		12.		Discharged 27 May 99.
255.	Edward Frair.....	d ^o	8. June.....	"		12.		Fell from fore Top, and was killed 14 March 1799.
256.	Miles Welsh.....	d ^o	14. May.....	"	12.			Disch ^d 30. May 99.
257.	Eppes Prudeman.....	d ^o	11. d ^o	"	12.			D ^o 30. D ^o
258.	Samuel Wilson.....	d ^o	25. D ^o	"			\$21. 33	Disch ^d 27 May 99.
259.	Allen Herst.....	d ^o	22. June.....	"		12.		Disch ^d 17 June
260.	John Carter.....	d ^o	22. d ^o	"		12.		Disch ^d 27. May 99.
261.	Rich ^d Bossley.....	d ^o	31. May.....	"				D ^o 31 D ^o
262.	Joel Jackson.....	d ^o	22. d ^o	"		20.		Disch ^d 27 May 99.
263.	Gustavus Sines.....	d ^o	30. April.....	"				Do. 27 May 99.
264.	Peter Mosset.....	d ^o	6. Nov ^r	"				
265.	W ^m Jacobs.....	d ^o	13. June.....	"			\$9. 40	Disch ^d 13 June 99.
266.	Sam ^l Hodges.....	d ^o	22. May.....	"		12.		Disch ^d 1 June 99.
267.	Benjamin West.....	d ^o	30. April.....	"	12.			Disch ^d 27 May 99.
268.	Joshua Lovett.....	d ^o	21. May.....	"		12.		D ^o 27 D ^o
269.	Thomas Diamond.....	d ^o	21. d ^o	"		12.		D ^o 27 D ^o
270.	W ^m Howel.....	d ^o	30. d ^o	"		12.		Turned over into L'INSURGENTE 15 th Febr ^y 99.
271.	Thomas Collin.....	d ^o	30. d ^o	"		12.		Disch ^d 30 May 99.
272.	Thomas Benton.....	d ^o	21. d ^o	"		12.		Disch ^d 27. May 99.
273.	Robert Weir.....	d ^o	28. d ^o	"	12.			D ^o 30 D ^o 99.
274.	John Croger.....	d ^o	22. d ^o	"		12.		Disch ^d 27. May 99.
275.	W ^m Miller.....	d ^o	30. April.....	"	12.			D ^o 27. D ^o
276.	John Lawless.....	d ^o	14. May.....	"	12.			D ^o 27. D ^o
277.	Alexander Innis.....	1 S Marine.....	26. April.....	"			\$6. 85	Entered as 2 ^d Corporal the 26 April, and remained so 'till 1 st Nov ^r from which Time he is to rec. Serj ^t Pay.
278.	Samuel Coleman.....	2 ^d d ^o	5. May.....	"			9.	
279.	Edward Mercer.....	1 Corporal.....	7. April.....	"			6. 60	
280.	James Hague.....	2 d ^o	27. d ^o	"			5. 20	Entered as Private the 27 th April, & remained so 'till 1 st Nov ^r from which Time he is to rec. Corpor ^t Pay
281.	Thos H. Dunn.....	Private.....	14. d ^o	"			3. 20	
282.	Isaac Gardner.....	d ^o	16. d ^o	"			2. 80	
283.	Hezekiah Owens.....	d ^o	16. d ^o	"			2. 80	
284.	John Dinin.....	d ^o	20. d ^o	"			4.	
285.	Stephen Collins.....	d ^o	24. d ^o	"			3. 20	Disch ^d 31 st May 99.
286.	George Herbert.....	d ^o	13. d ^o	"			12. 80	
287.	W ^m Justice.....	d ^o	13. d ^o	"			9. 40	
288.	Rich ^d Price.....	d ^o	19. d ^o	"			5. 20	
289.	Bartho ^w Duffy.....	d ^o	1. May.....	"			7. 50	
290.	Mich ^l McEntire.....	d ^o	3. d ^o	"				
291.	James Robb.....	d ^o	8. d ^o	"				
292.	Thomas Murry.....	d ^o	8. d ^o	"			4. 50	Died 18 th May 1799 of the Fleux, at Sea
293.	W ^m Hook.....	d ^o	11. d ^o	"			1. 50	

294.	James Hambleton	d ^o	11. d ^o	"		7.	
295.	Daniel M ^c Carty	d ^o	11. d ^o	"		2.	
296.	Michael Reynolds	d ^o	10. d ^o	"		2.	
297.	James O'Carroll	d ^o	17. d ^o	"		2.	
298.	George Simpson	d ^o	21. d ^o	"		2.	
299.	Oliver Arnold	d ^o	21. D ^o	"		3.	
300.	Daniel Smith	d ^o	22. d ^o	"		10.	
301.	David Griffiths	d ^o	22. d ^o	"		1.	
302.	Edward Kenen	d ^o	9 th d ^o	"		3.	
303.	W ^m Williamson	d ^o	25. d ^o	"		\$2.33	
304.	W ^m Rawlings	d ^o	25. d ^o	"		3.75	
305.	Benjamin Brown	d ^o	25. d ^o	"		2.	
306.	Christopher M ^c Cormick	d ^o	28. d ^o	"		20.	
307.	James Fitzmorris	d ^o	26. d ^o	"		4.	
308.	W ^m Nighon	d ^o	25. d ^o	"		4.	
309.	James Coughlan	d ^o	2. June	"		4.	
310.	Joseph Butler	d ^o	26. May	"		8.	
311.	John Shirley	d ^o	29. d ^o	"		5.33	
312.	John Hunt	d ^o	29. d ^o	"		3.	
313.	James Mahoney	Private	26 th May	"		5.	
314.	Timothy Flaherty	d ^o	2 ^d June	"		5.	
315.	Aquilla Norris	d ^o	30. May	"		10.	
316.	Thomas Hardman	d ^o	31. d ^o	"		7.75	
317.	Thomas Hall	d ^o	25. d ^o	"			
318.	Hiram Chapin	d ^o	28. d ^o	"			
319.	W. Robinson	Midship ^e	6 th Decr	"			
320.	John Evans	Ordinary	25. ditto	"			
321.	David Cook	Seaman	16. ditto	"			
322.	James Linch	Boy	19. ditto	"			
323.	Elisha Dick	Ordinary	6 th ditto	"			
324.	John Morrisson	Boy	18. Febr ^y	"			
325.	xJohn Ankles	Ordinary	25. d ^o	"			
326.	xIsaac Williams	Seaman	25. d ^o	"			
327.	xJohn Richards	d ^o	25. d ^o	"			
328.	xJohn Dorman	d ^o	1 st March	"			
329.	xIsaac Nye	[illegible] Mate	3. ditto	"			

Disch^d 31st May 1799

Disch^d 31st May 1799

Made Mids^e & turned over into L. INSURGENTE 9th March 99.

Sent Home in Prize Schooner L UNION 14th March 99 —

Run 8th Piers, Martinica, 28th April 1799.

The following Men accounted for, that were formerly entered, registered, and returned to Navy Office (per Muster Roll) to Viz^t

Matthew Falcott	Midship					Disch ^d 14 th Aug ^t at Norfolk, as per Advice to Secty of Navy.
Samuel R. D. Henry	ditto					Disch ^d on Acct of his Health at his own Request 28 th Aug ^t .
Hance Anderson	G ^r Mate		36.			Committed to Norf. Jail 16 Aug ^t as per Advice to Sr of Navy.
Tho ^r Gummerson	Q ^r Gunner		34.			D ^o do D ^o 16 Aug ^t as per Advice to D ^o
Joseph Bull	ditto		30.			Discharged 29. October having an old Rupture.
Thomas Howard	Seaman			34.		D ^o 7. November.
John Anderson	ditto			34.		Missed at Sea 27. June, supposed to be drown.
Thomas Green	Boatsw ⁿ		40.			Disch ^d 12 th Nov ^r as per Advice to Secretary of Navy.
John Cole	Seaman		30.			Drown at Sea 11 th September.

The following Men accounted for, that were formerly entered, registered, and returned to Navy Office (per Muster Roll) to Vizt—Cont.

No.	Names	Rank	date of appointment or Entrance	for what time engaged	Advanced Pay by Mr Rodgers	Advanced Pay by Mr Cowper	Advanced Pay by Mr Triplett	Remarks and Alterations since last Muster
	Laban Whitehurst.....							Disch ^d at his own Request by sending John Brown on Board, a Seaman in his Room.
	Seth Hulbert.....	ditto				34.		Run, or drown 29. August.
	Thomas Sweet.....	ditto			34.			Disch ^d at his own Request 31. Aug ^r being sick.
	Hugh Williams.....	ditto			30.			Acknowledged himself to be one of the Mutineers on Board the B. Frigate HERMOINE, deliv ^d to the B. Consul, Norfolk 20 th Aug ^r 1798.
	Thomas Gilfoyle.....	ditto					\$23. 33	Disch ^d having a Dropsy 17. Aug ^r Norfolk.
	Anthony Smith.....							Disch ^d at his own Request by sending on Board John Finlay a Seamen in his Room.
	Thomas Foss.....	Seaman					17. 46	Disch ^d 29. Oct ^r and sent to Norfolk, sick.
	Thomas Anderson.....	Ord ^y .				20.		Do ^t at his own Request by sending on Board James Row, Seaman, in his Room.
	Jeremiah Cowan.....	ditto						Disch ^d at his own Request by sending on B ^d Peter Sum, Seaman, in his Room.
	William Street.....	Boy						Discharged at his own Request by sending Peter Mosset, another Boy, in his Room.
	Peter Walter.....	Ord ^y .				20.		Disch ^d 29 th October sick sent to Norfolk.
	Patrick Leonard.....	ditto			20.			Died at Sea 23 ^d July.
	George Shore.....	ditto				20.		Disch ^d at his own Request, and sent to Norfolk sick 31 August.
	John Hillsberry.....	ditto				20.		Disch ^d deranged by a Fall, sent to Nor ^t 31 st August.
	John Best.....	ditto			20.			Disch ^d 23 ^d June.
	John Doyle.....	Seaman						Do 31 st August, sent to Norfolk sick.
	James Renton.....	Ord ^y .			20.			Do 31. Do sent to Do sick.
	George Alexander.....	ditto			20.			Do 29 Oct ^r Norfolk, having an old Rupture.
	John Whelan.....	ditto			20.			Do 17 Aug ^r sick at Norfolk.
	Job Swain.....	Marine.					3. 60	Do at his own Request 30 th Aug ^r and sent to Norfolk.
	William Loughborough.....	Ord ^y .			20.			Discharged 17. November 1798 unfit for Service —
330.	Draper Nourthen.....	Seaman	5 March 99.	} From the U. S. Brig NORFOLK				Run Bassateer S ^t Kitts 18 th March 1799.
331.	William Lawrence.....	ditto	5 ditto.					
332.	Christian Sampson.....	ditto	5 ditto.					
333.	George Bass.....	ditto	5 ditto.					
334.	Frederick Elder.....	ditto	5 ditto.					
335.	W ^m Conner.....	ditto	5 ditto.	} From L'INSURGENTE				Run Bassateer S ^t Kitts 21 st April 1799.
336.	John Wilson.....	Boatswain	5 ditto.					
337.	John Morgan.....	Seaman	5 ditto.					
338.	Edward Abbot.....	ditto	4 ditto.					
339.	Fanna Aquetan.....	Ordinary	4 ditto.					
340.	George Alexander.....	ditto	7 ditto.					Run S ^t Pieres, Martinica, 28 th April 1799.
341.	John Durant.....	Qr Master	7 ditto.					Run S ^t Kitt's, 4 th May 1799.
342.	David Carnes.....	ditto	7 ditto.					Run S ^t Piere's, Martinica, 23 th April 1799.
343.	W ^m Humphreys.....	Seaman	7 ditto.					

344.	John Maescale	Qr Master	7	ditto				
345.	Thomas Scott	Ordinary	1	ditto				
346.	John Lewis	Seaman	16	ditto				
347.	George Waters	ditto	16	ditto				
348.	Patrick Martin	ditto	19	ditto				
349.	Benjamin Bradford	ditto	19	ditto				
350.	Adam Sanit	ditto	20	ditto				
351.	James Scott	ditto	20	ditto				
352.	Antonio Joseph	Ordinary	3	ditto				
353.	Marno Blanco	ditto	3	ditto				
354.	Joseph Antonio	ditto	4	ditto				
355.	Francisco Antonio	ditto	4	ditto				
356.	Lewis Peteln	ditto	4	ditto				
357.	George Hobdy	ditto	18	ditto				
358.	John Oldman	ditto	18	ditto				
359.	Francis Corsay	ditto	18	ditto				
360.	Thomas Marshall	Seamen	10	ditto				
361.	John Price	ditto	6	May				
362.	John Prim	ditto	6	de				
363.	Philip Smith	Boy	6	de				
364.	John Baptist	ditto	6	March				
365.	Mr John T. Fisher	Sailing Mast	28	April				
366.	James Thomas	Ordinary	31	May				
367.	Benjamin Kingsman	De	31.	De				
368.	John Lin	Seaman	31.	De				
369.	Owen Owens	De	31.	De				
370.	Fleet Potts	Ord	30.	De				
371.	Felix Branigan	De	30.	De				
372.	John Hogan	De	30.	De				
373.	W ^m Potts	De	30.	De				
374.	W ^m Lovett	De	30.	De				
375.	James Camby	Boy	30.	De				
376.	Tenison Booker	De	30.	De				
377.	James Hill	De	30.	De				
378.	Benjamin Allen	De	30.	De				
379.	James Godfray	De	30.	De				
380.	George Clemon	Ord	1.	June				
381.	Robert Blakely	Cooper	1.	De				
382.	John Bressie	Ord	1.	De				
383.	W ^m Taniss	De	1.	De				
384.	W ^m Powell	De	1.	De				
385.	George Matthews	De	1.	De				
386.	John Robinson	Ord	1.	June				
387.	William Altman	Boy	1.	De				
388.	Charles White	De	1.	De				
389.	Dempsey Powell	Ord	2.	De				
390.	Thomas Moore	Carp ^s Mate	3.	De				
391.	James Collie	Ordinary	3.	De				
392.	John Baker	De	3.	De				
393.	Jonathan Bell	M. Mate	5.	De				
394.	Thos Derbyshire	Ord	5.	De				
395.	John Innes	De	5.	De				

From LA INSURGENTE
or Francisco Pierre (?) to distinguish

Disch^d 1 June 1799 having a Rupture.
Run, St Pieres, Martinica 29th April 1799.

Run St Pieres Martinica 28th April 1799.
Run St Pieres, Martinica 28th April 1799.

Disch^d 31. May 1799

Run, St Pieres, Martinica 28 April 1799.
Died Staten Island 16 July 99.

Disch^d 24 June 1799.

The following Men accounted for, that were formerly entered, registered, and returned to Navy Office (per Muster Roll) to Vizt—Con.

No.	Names	Rank	date of ap- pointment or Entrance	for what time en- gaged	Advanced Pay by Mr Rodgers	Advanced Pay by Mr Cowper	Advanced Pay by Mr Triplett	Remarks and Alterations since last Muster
396.	John Theveatt.....	Ordy.....	5. June					
397.	James Nash.....	Coxsw ⁿ	5. D ^e					
398.	George Davis.....	Boy.....	5. D ^e					
399.	Danl Pointer.....	Ordy.....	5. D ^e					
400.	John Fullerton.....	D ^e	6. D ^e					
401.	Frederick Graves.....	Boy.....	7. D ^e					
402.	James Davis.....	Seaman B.....	7. D ^e					
403.	William Sutton.....	D ^e B.....	7. D ^e					
404.	Thomas Sulvy.....	D ^e B.....	7. D ^e					
405.	John Gilphin.....	D ^e B.....	7. D ^e					
406.	James Bidgood.....	Ordy.....	7. D ^e					
407.	Edward Card.....	D ^e	7. D ^e					
408.	Edward Vaughan.....	Seaman.....	7. D ^e					
409.	John Dobbin.....	D ^e	9. D ^e					
410.	John Smith.....	D ^e	9. D ^e					
411.	Robt Howes.....	Lt.....	9. D ^e					
412.	John Reed.....	Ordy.....	9. D ^e					
413.	W ^m Howell.....	D ^e	9. D ^e					
414.	John Wades.....	Boy.....	9. D ^e					
415.	Thomas Diamond.....	D ^e	9. D ^e					
416.	W ^m Anderson.....	Mast ^r Mate.....	11. June	Ran				
417.	Thomas Longwith.....	Seaman.....	11. D ^e					
418.	John Telfea.....	D ^e	11. D ^e					
419.	John Jones.....	Ordy.....	11. D ^e					
420.	W ^m Jones.....	D ^e	11. D ^e					
421.	Tho ^s Stanfield.....	D ^e	11. D ^e					
422.	W ^m Owens.....	D ^e	11. D ^e					
423.	Joseph Farley.....	D ^e	11. D ^e					
424.	Hugh Baker.....	M. at Arms.....	13 June					
425.	Benjamin Brown.....	Ordinary.....	13 D ^e					
426.	William Taylor.....	D ^e	13 D ^e					
427.	Edward Compton (L:In:)	D ^e	13 D ^e					
428.	Thomas Wood (L:In:)	S. Steward.....	13 D ^e					
429.	John Highland.....	G. Mate.....	15. June B.					
430.	Newton Bose [or Rose].....	Seaman.....	15 D ^e d ^e					
431.	John Cook.....	D ^e	15 D ^e d ^e					
432.	Emanuel Delst.....	D ^e	15 D ^e d ^e					
433.	Josiah Elwell.....	D ^e	15 D ^e d ^e					
434.	John Baker.....	D ^e	15 D ^e d ^e					
435.	Edward Keener.....	Ordy.....	15 D ^e d ^e					
436.	John Munroe.....	D ^e	15 D ^e d ^e					

Run 19th June 1799. Brought on B^d 22^d D^e

437.	Revil Shipham.....	D ^e	15	D ^e	d ^e				
438.	John Study.....	D ^e	15	D ^e	d ^e				
439.	George Brown.....	D ^e	15	D ^e	d ^e				
440.	George Watts.....	D ^e	15	D ^e	d ^e				
441.	John Trader.....	D ^e	15	D ^e	d ^e				
442.	Matthew Delany.....	D ^e	15	D ^e	d ^e				
443.	Asole East.....	D ^e	15	D ^e	d ^e				
444.	Tho ^r Fitzgerrald.....	D ^e	15	D ^e	d ^e				
445.	Archib ^t Maffats.....	D ^e	15	D ^e	d ^e				
446.	George Johnson.....	D ^e	15	D ^e	d ^e				
447.	Tho ^r Stephenson.....	D ^e	15	D ^e	d ^e				
448.	Joshua Commings.....	D ^e	15	D ^e	d ^e				
449.	Cha ^r Savage.....	D ^e	15	D ^e	d ^e				
450.	Tho ^r Saucer.....	D ^e	15	D ^e	d ^e				
451.	W ^m Thomas.....	D ^e	15	D ^e	d ^e				
452.	Michl Nealen.....	D ^e	15	D ^e	d ^e				
453.	Thomas Ennis.....	D ^e	15	D ^e	d ^e				
454.	Ridsen Walston.....	Boy	15	D ^e	d ^e				
455.	Henry Richardson.....	Seaman	15	D ^e					
456.	Charles Walker.....	D ^e	15	D ^e					
457.	Alexander Hutchinson.....	D ^e	15	D ^e					
458.	Gersham Flag.....	D ^e	15	D ^e					
459.	John Hodge.....	Ordinary	15	D ^e					
460.	Michl Smith.....	Cook	15	D ^e					
461.	John Swinson.....	Boy	15	D ^e					
462.	Charles Bently.....	D ^e	15	D ^e					
463.	Michl McIntire.....	Ordy	17	D ^e					
464.	Stephen White.....	D ^e	17	D ^e					
465.	Eliga Moseley.....	Boy	17	D ^e					
466.	John Emory.....	Seaman	17	D ^e					
467.	John Joseph.....	D ^e	17	D ^e					
468.	Joshua Hewbert.....	S.M.	17	D ^e					
469.	John Livingston.....	Qr Master	19	D ^e					
470.	Matthew Rawlings.....	Seaman	19	June B					
471.	John Mayberry.....	Seaman	19	D ^e					
472.	Robt Jacques.....	D ^e	19	D ^e					
473.	Alexander M ^r Carter.....	D ^e	19	D ^e					
474.	John Mahoney.....	D ^e	19	D ^e					
475.	James Davinson.....	D ^e	19	D ^e					
476.	Benjamin Phillips.....	Ordy	19	D ^e					
477.	William Parson.....	D ^e	19	D ^e					
478.	Aquilla Norris.....	D ^e	19	D ^e					
479.	Serjeant Rodgers.....	Marine	19	D ^e					
480.	Corporal Crissmon.....	D ^e	19	D ^e					
481.	Robt Anderson.....	Private	19	D ^e					
482.	Robt Hutson.....	D ^e	19	D ^e					
483.	Christopher M ^r Cormick.....	D ^e	19	D ^e					
484.	Willis Nelms.....	D ^e	19	D ^e					
485.	Josiah Nelms.....	D ^e	19	D ^e					
486.	W ^m Nighton.....	D ^e	19	D ^e					
487.	John Dinin.....	D ^e	19	D ^e					

{ Fell Overboard in the Jolly Boat, in Consequence of the Tackle giving Way the 23^d June 1799.
Hampton Roads, and was drown.

Dischz 28 June 1799.

Drown in coming from Norfolk

The following Men accounted for, that were formerly entered, registered, and returned to Navy Office (per Muster Roll) to Viz^t—Con.

	Names	Rank	Date of Appointment or Entrance	for what time engaged	Advanced Pay by M; Rodgers	Advanced Pay by M; Cowper	Advanced Pay by M; Triplett	Remarks and Alterations since last Muster
488.	John Hible.....	D ^e	19 D ^e					
489.	Elija Simpson.....	D ^e	19 D ^e					
490.	James Ware.....	Ordy	19 D ^e					
491.	Phillip Collins.....	Seaman	20 D ^e					
492.	John Hays.....	D ^e	20 D ^e					
493.	William Smith.....	D ^e	20 D ^e					
494.	Thomas Martin.....	Qr Gunr	20 D ^e					
495.	John Hatfield.....	Qr Gunr	20 D ^e					
496.	Thomas Steward.....	Ordy	20 D ^e					
497.	William Oatis.....	D ^e	20 D ^e					
498.	Joseph Dill.....	C ^t Mate	22 D ^e					
499.	William Clark.....	Seaman	22 D ^e					
500.	George Frazer.....	D ^e	22 D ^e					
501.	John Evans.....	D ^e	25 D ^e					
502.	George Snell.....	D ^e	25 D ^e					
503.	John Holden.....	D ^e	26 D ^e					
504.	John Weaver.....	D ^e	26 D ^e					
505.	Thomas Carroll.....	D ^e	26 D ^e					
506.	Walter Commissio [?]	Marine	26 D ^e					
507.	John Marshall.....	Seaman	28 D ^e					
	William M ^r Causland [?]	Gunner's Yeoman.	13 June					
	W ^r Miller.....	Seaman	11 June					
	James Graves.....	D ^e	16 June					
	Charles Lewis.....	Boy	10 June					

Rec^d on Board 5th July 1799, ent^d 16 June.
[or 1st June]

[HS of Pa. NDA photostat.]

[16 August 1798]

Sale of the Revenue Cutter *Scammel*

Amount Sales of the Old Revenue Cutter *Scammel*, Hopley Jeaton late Commander, on the 16th of August 1798 by Jack Walden Auctioneer for Account of the United States — Viz.

By Clement Jackson being the highest Bidder for... 565 Doll^r Charges Viz^t:

None, all expence on Said Schooner having been Carried in to the Quarterly Accounts, and the Amount remains for future Instruction — District of Portsmouth N Hampshire April 23rd 1799

THOS MARTIN

Agent for the Old Cutter Scammel.

I Certify that the above-mentioned Cutter, was sold by direction of the Secretary of the Treasury.

EDWARD JONES.

[GAO. No. 10, 588.]

To Tench Francis, Purveyor, from Secretary of Navy

[TRENTON,]

Navy Department 17th Aug^t 1798

TENCH FRANCIS Esq^r

SIR The Bearer Garrett Hulschecamp has an account against the United States for services in carrying dispatches to our Ships of War — He has been employed 15 days & he charges 165 Dollars.

Having no money here, M^r Cottringer not having arrived — I request the favor of you to pay M^r Hulschecamp, his acc^t if he does not charge too much per day, of which you are a better Judge than I am —

I have the honor to be &c^a

[NDA. Req. on US T, 1798–1803.]

To Joshua Humphreys, Naval Constructor, from Secretary of Navy

[TRENTON,]

Navy Department 17th Aug^t 1798

JOSHUA HUMPHREYS Esq^r

SIR I fear the French Cruisers will be on our Coasts before we are prepared for them — I hope you can get as many Carpenters as you can employ to advantage on the *Ganges*, and the more you can employ without being in each others way, The sooner the Ship will be prepared — The schooner *Retaliation* I presume will be down at Marcus Hook as soon as you receive this Letter — Pray do not let her be detained a moment longer than necessary — The getting her off in a few days—she may be able to join a Cutter which will sail from New York in a week, and together they will be able to meet French Privateers said to be on the Coast — Be pleased to let me know frequently how you go on, that I may endeavour to have every thing depending on me, ready as soon as Needful —

I have the honor &c^a

[NDA. GLB, Vol. 1.]

To Rufus King, United States Minister, London, from United States Consul
Elias VanderHorst

BRISTOL Aug^t 17th 1798.

DEAR SIR. Your three Letters, which were enclosed in M^r Munro's to me of the 14th Inst^a have all been safely delivered to Capⁿ Bliss, of

the *Philadelphia*, which Vessel is now in King-Road waiting only for a fair Wind to proceed on her Voyage to that Port. — She is armed with 12 — 4 & 6 Pounders, with Men &^e proportionate, and is in every respect a very complete Ship. — The *Roba & Betsey*, Cap^t Vimmo, Sailed hence the 14th Inst. for the Cove of Cork, in expectation of being in time to Join the Convoy there. I remain with great truth. Dear Sir.

Yours very sincerely

ELIAS VANDERHORST

RUFUS KING Esq^r }
London

[SDA. Bristol, Vol. 1, 1791–1799.]

To Captain Richard Dale, U. S. Navy, from Secretary of Navy

[TRENTON,]

Navy Department August 17th 1798

Cap^t RICH^d DALE

SIR I have written to M^r Humpreys [Humphreys] to employ as many Clerks as can work to advantage on the *Ganges* — And the situation of Phil^s I presume will enable him to get as many as he pleases, so that I hope the Carpenters Work of the Ship will go on with great expedition

Will you be pleased to furnish me as early as you can with an account of every thing the Ship will want for six months — Including every kind of Stores, that I may make Arrangements in time for having them procured —

If your present Guns will answer it will be fortunate — But I think you said some of them wanted boring — not being quite large enough for a Nine pound Ball — In this Case, such guns had better be sent to M^r Foxall near Philadelphia, & on the Schuylkill, soon, that he may have them bored in time — I think the French will not fight our Ships of equal force at a distance — But will depend much on boarding and that we ought to be provided with every Instrument necessary to repel such attempts — you are a better judge than I am —

I should be glad to hear from you frequently how you progress that I may endeavour to be prepared in time with every thing depending on me. —

[NDA. OSW, Vol. 1.]

[17 Aug. 1798]

To Mr. Yeomans, master carpenter, from Captain Thomas Truxtun, U. S. Navy

M^r YEOMANS

SIR, As the Master Carpenter of the Frigate, *Constellation*, under my Command, you will consider this as your Order, to search for the Leak, and to have the same well stopt, by ripping off such Copper, as may be necessary above Light Water Mark, and to caulk the Seams well underneath the same, and then to put the Copper on again. You will also overhawl the Bends, and other Works outside, and caulk where necessary, this being done; the Gun, and lower Deck is to be well caulked; this is the best Season for this Sort of

Work, and as a faithful Officer, you are to have it done with all possible Expedition, as we shall go to Sea, as soon after as possible, a twenty foot Mark must be put on forehead. A Gang of Caulkers to assist your Crew will come off from Norfolk. I am Sir

Your Obedient humble Servant

THOMAS TRUXTUN.

UNITED STATES SHIP, *Constellation*
Hampton Roads 17th Augst 1798.

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

Extract from journal of Lieutenant John Mulloony, U. S. Frigate
United States, 17 August 1798

Clear and pleasant.
Here the trade wind struck us
Squally, in all the light sails.
Fresh breezes.

[Lat^d Obs^d 21.27]

[NA.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
17 August 1798, Friday

First part this 24 hours Steady breezes and clear Weather.

at 4 P. M. Saw Block Island bear^s N. W. $\frac{1}{2}$ N. dist 4 Leag^s at D^o
Saw a Small Sail boat Stand^s tow^d us. Hauld up the Courses and
Sound^d in 7 fath^{ms} hard Gravell wth black Shells. at 6 P. M. reef^d the
Top Sails a D^o Spoke a Sloop from N. London a 2 A. M. 'K Ship
to the N. W. a 4 Saw a Sail to Lew^d gave chase prov^d a Sch^r from
N. London bound to Cape Nichola Mole Jn^o Griffin Com^t a 5 A. M.
Saw block Island Light N. N. W. 5 Leagues dist a 9 Pilot boat came
along Side took a pilot and Disch^d the former. people employ^d
Sundry Jobbs.

[Latitude observed 40°.41^m. N^o]

[NDA.]

From President John Adams to Secretary Benjamin Stoddert

QUINCY August 18. 1798

SIR, M^r William Gray of Salem, a capital merchant of that place
called on me to request a Convoy, for an hundred Sail of American
vessels now at the Havanna, watched by twenty or thirty French
Privateers. I desired him to write to you and to pray you to afford
them a Convoy, if possible. M^r Simmons of Charleston S C on a
visit to me yesterday informed me, that Dispatches & Petitions to
Government had been forwarded, from the Havanna by the way of
Charleston, requesting a Convoy. —

If it is possible for you to afford them the Protection they want, I
wish you to give the necessary orders for that Purpose. I am, —

Sir, Y^r m^o ob^t Servant

JOHN ADAMS

M^r STODDERT
Secretary of the Navy. —

[NDA photostat.]

To Major Commandant Burrows, U. S. M. C., from Secretary of Navy

[TRENTON,]

N. Department 18th Aug^t 1798

Major BURROWS

Commanding the Corps of Marines

SIR You will be pleased to order a detachment of fifteen Marines with the proper officers, on board the schooner *Retaliation* — for a cruise — The men should be clothed properly — They will probably be out 3 or 4 months —

[NDA. GLB, Vol. 1.]

To Lieutenant William Bainbridge, U. S. Navy, from Secretary of Navy

[TRENTON,]

Navy Department 18th Aug^t 1798

Lieut^t & Commander BAINBRIDGE

SIR You will be allowed the following Officers & Men for the Schooner *Retaliation*

- 1 Lieutenant
- 1 Midshipman — If he also acts as Clerk his pay must be 25 Dollars p. month
- 1 Surgeon's Mate
- 1 Gunners Mate
- 1 Boatswains Mate
- 1 Masters first Mate
- 1 ditto second do
- 1 Steward to act as Steward & Purser at 25 Dollars per month
- 1 Cook —
- 45 Seamen, ordinary Seamen & Boys
- The Pay of able Seamen 17 dollars p. month
- Boys & ordinary Seamen from 5 to 14 dollars per month according to merit.—

There is a Lieutenant & a Midshipman already appointed, and I will get a Surgeons Mate — You will select proper characters to fill the other Appointments, who will be approved of, and proceed to engage your men as soon as may be — Lieutenant Kenyon has already engaged some — I refer you to the Instructions given to him, and which you will receive from him, and be governed by them. —

You will receive from M^r Francis through the hands of Cap^t Robert Gill, every thing you will require for a cruise of four months. —

You will please to let me hear from you by all opportunities your progress. —

[NDA. OSW, Vol. 1.]

To Tench Francis, Purveyor, from Secretary of Navy

[TRENTON,]

Navy Depart^t 18th Aug^t 1798

TENCH FRANCIS Esq^r

SIR Altho it may not be strictly in the line of your duty — yet knowing that you had rather do more than duty requires, than less, and not Knowing how else to get the business done, I have the honor to request that you will provide every article of Provision, Arms and

Military Stores, Wanted by Lieutenant Commandant Bainbridge of the Schooner *Retaliation*, to fit that vessel out for a four months cruise — The Commander thinks that but few of the present Guns will answer and that the Schooner will carry 14 Guns to advantage — 4 of 6 pounders, and the rest four pounders — I could get the 4 pounders at once at New York, but that would be attended with delay, and I trust to your management to procure both these and the Six pounders at once.

Cannot some of those Cast for the Revenue Cutters be borrowed? Whatever you furnish (and you will please to furnish everything M^r Bainbridge requires, you will put into the hands of Cap^t Rob^t Gill, who will deliver them for the Schooner — I understand there is Russia Hemp arrived at the Eastward. Be pleased to make arrangements to procure one hundred Tons —

[NDA. Req. on US T, 1798–1803.]

To Captain Alexander Murray, U. S. Navy, from Secretary of Navy

[TRENTON,]

Navy Department 18th August 1798

Cap^t ALEX^d MURRY

SIR I have the pleasure to enclose your Commission as Captain in the Navy of the United States — You are to command the Ship *Montezuma* at Baltimore, now fitting under the direction of Jeremiah Yellott Esq^r and it is desirable that you proceed to that place as soon as convenient, and make the necessary arrangements for procuring a Crew in time, and to see that your Ship be fitted & armed to your mind. —

I will by the stage which leaves this on Tuesday next, write to you at Baltimore and send recruiting Instructions — & money, In order that you may put the recruiting Business in motion before you leave Baltimore. — The following Officers are appointed to the *Montezuma*, —

M. Simmons Bunbury of Balt^o Lieut^t

John Shaw of d^o d^o

Surgeon's Mate Hanson Catlett Maryl^d

Purser — Joseph Richardson Balt^o

Midshipmen

Rich^d B. Brandt, Ch^s Co^{ty} Maryl^d

Richard Thomas } E. Shore of d^o

Horace Smith }

You will please to look out for proper characters to fill the other appointments? —

[NDA. OSW, Vol. 1.]

[August 18, 1798]

Extract from letter to President Adams from Secretary of State

* * * * *

The Toulon fleet, consisting of 400 transports, convoyed by 13 sail of the line and as many frigates departed from Toulon the 19th of May: Lord S^t Vincents was then off Cadiz with 25 sail of the line: Secret orders had been dispatched to Sir Roger Curtis to quit the

Irish Station and join Lord S^t Vincent with 10 sail of the line. This reinforcement probably joined Lord S^t Vincent by the 22^d of May. And immediately after the junction Lord S^t Vincents, leaving a sufficient force to block up Cadiz and watch the Gut of Gibraltar, was to enter the Mediterranean, to look for and fight the Toulon fleet which had Buonaparte on board.

It appears that Russia is endeavouring to form a new coalition against France: but difficulties are to be overcome, and particularly to bring together Austria and Prussia. Russia has recently promised to aid England as far as possible; and 10 Ships of the line and frigates were soon to appear in the North Seas. The authenticity of the proclamation which has lately appeared in the name of the Emperor Paul, relative to a fleet to oppose the French on account of their unjust proceedings against neutral commerce, seems to be doubted.

* * * * *

[SDA. Dom. L. Vol. 11.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
18 August 1798, Saturday

First Part this 24 hours fair & Pleasant Weather. At 4 P. M. Tack'd Ship to the Southward & Eastward.

At ½ past 5 T.K. Ship Northw^d & West^d

At 7 P. M. furl'd T. G^t Sail TK Ship South^d & Eastw^d The Light on Montick point, Long Island bear^e N. N. E. dist. 3 Leagues. a D^o Reef Top Sails —

Sultry Weather —

At 2 A. M. Tack'd Ship to the Northw^d & Made Sail at 5 A. M. Saw the Land N. W. dist 5 Leagues. Unbent F. T. Sails & bent a new one.

[Latitude observed 40°.46^m. N^o]

[NDA.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
19 August 1798, Sunday

First part this 24 hours pleasant W^t Bent M. S. Sails. Coiled away Sheet Cable & Stream D^o clear^d the lower and upper Decks.

Armourers employ fitting Slings for yard & cross Jack Yard. Sail Makers Employ'd variously a Mer^a in Small Sails TK Ship N. W. a 9 TK Ship to the Southw^d Sounded in 25 fathoms white sand & black Specks. Spoke a N. York Pilot boat She G^e Cap^t her News papers on B^t made Sail in Com^z with her and beat her. a M^a high land Never Sink bear^e N. W. 4 Leagues dist.

[Latitude observed 40°.34^m.N^o]

[NDA.]

To Tench Francis, Purveyor, from Secretary of Navy

[TRENTON,]

Navy Department 20th August 1798

TENCH FRANCIS Esq^r

SIR Blunderbusses are highly essential for our vessels to prevent their being boarded. — Be pleased to make enquiry and find out the

size and kind most useful, and have 100 of such made or purchased, as early as possible — and delivered over to Cap^t Gill. —

[NDA. Req. on US T, 1798–1803.]

To Captain Hugh George Campbell, Revenue Cutter *Eagle*, from Secretary of Navy

[TRENTON,]

Navy Department 20th Aug^t 1798

Captⁿ HUGH GEORGE CAMPBELL *Cutter Eagle*

SIR The Brig *Eagle*, Revenue Cutter, under your command being nearly ready to receive her Guns; you will take the speediest means in your power, to get all your Stores on board, and provisions for three, or, if you can find room, four months, — M^r Humphreys as heretofore, will pay for the different Articles you want — I have written to M^r Fitzsimons to make enquiry about proper characters for your Mates, and I expect in a few days they will be appointed —

In the mean time, you will endeavour to enlist not exceeding 40 able Seamen, at the rate of 17 Dollars p. Month, out of whom you will make your Carpenter, Boatswain & Gunner, on an addition of 3 Dollars per month, and a Cook on an addition of one dollar p. month. — You will also enlist 16 Boys, & ordinary Seamen, at such pay as their qualifications deserve, Between 5 Dollars and 14 Dollars p. month. —

When you are ready to receive them, there will be ordered on board from Major Burrow's Marine Corps, a Serjeant, Corporal & 12 Men for your Vessel. — M^r Humphreys will furnish money to recruit the men — You may, if necessary advance them two Months pay; taking care to get such Security as will enable you to recover the money if the men desert after receiving the advance. —

Enlist none but healthy, white men, and give a preference to Natives if they are to be had. —

[NDA. OSW, Vol. 1.]

To Rufus King, United States Minister, London, from United States Consul
Elias VanderHorst

BRISTOL Aug^t 20th 1798 —

DEAR SIR. I yesterday rec^d a Letter from M^r Munro dated the 18th Inst^a enclosing one from you to M^r Pickering, but I am sorry to inform you that it came too late for the *Philadelphia*, which Ship sailed on Saturday morn^g last for Cork in hopes of Joining the Convoy there, and which it is probable she will effect, as the wind has ever since been favorable; thus circumstanced your Letter will be forwarded by the *Ranger*, which Vessel is not only armed with 16 Guns but is a remarkable swift Sailer, and it is intended shall be ready for Sea by the first of next month. — If you can inform me what are the Rates of Salvage on recaptured American Vessels the favor of it would particularly oblige.

Dear Sir.

Yours very sincerely. —

ELIAS VANDERHORST

RUFUS KING Esq^r}
London. }

[SDA. Bristol, Vol. 1, 1791–1799.]

To Joshua Humphreys, naval constructor, from Secretary of Navy

[TRENTON,]

Navy Department August 20th 1798

JOSHUA HUMPHREYS Esq^r

SIR By an arrangement with the Secretary of the Treasury, he was to have the Cutters prepared for Sea; and when ready to sail to turn them over to me — But the pressure of his other business, has induced him to request me to take the direction of them, in their present state — To which I have consented, and have accordingly given Cap^t Campbell of the *Eagle* Cutter, orders to get on board his military and other kinds of Stores for four months; and to recruit his men as quickly as possible — The money for the Stores &c^s, and to be advanced for the recruiting service to Cap^t Campbell, must still, as heretofore, go through your hands — You are still to consider yourself as agent for this Vessel; and will still get your supplies of Cash as before arranged with M^r Wolcott — I have desired the Captain to provide himself with every thing necessary to keep the French from boarding — The most material thing to be guarded against in all our Vessels —

Pray suffer as little delay as possible in getting out both this Vessel, and the Schooner *Retaliation* — These Vessels are on different Establishments — Nothing in the store kept by Cap^t Gill, must be taken for the *Eagle* —

I have written to M^r Francis to have 100 Blunderbusses made; but fear they cannot be prepared in time, for either of these Vessels. —

[NDA. GLB, Vol. 1.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
20 August 1798, Monday

First part this 24 hours fair & pleasant. the high land Never Sink in Sight dist 6 Leagues. a 2 P. M. Light house Sandy hook bore N. W. b. N. dist 5 Leagues a D^o ⚓ Ship to the S. E. a 3 d^o Shortend Sail a 6 P. M. North Part Long Island bore N. E. b. N. 6 Leagues dist. ⚓ to S. & Eastw^d at Extreme Long Island f^m N. E. to N. b. W 5 Leagues.

Middle part Sultry Wea^r Sounded every hour fm 25 to 27 fath^m white & black Sand with Shells.

At 7 P. M. furl'd Small Sails and Reeft. F. T. Sail wet lower deck with Vinegar. all hands employ'd differently.

[Latitude observed 39° 56^m N^o]

[NDA.]

Extract from Journal of Lieutenant John Mulloony, U. S. Frigate *United States*,
20 August 1798

Pleasant weather

Bore away to speak the *Delaware* Cap^t Barry directed Cap^t Decatur to keep at a Distance in the morning as far as signals was Discoverable

Squally and rain

Set Studding sails

In royals & studding sails, joined the *Delaware*.

[Lat^d Obs^d 13.]

[NA.]

Extract from journal of Lieutenant John Mulloony, U. S. Frigate *United States*,
21 August 1798

Made signal to speak the *Delaware*
Spoke the *Delaware*
Cloudy, rain, & lightning
Wore Ship to the N^d
Wore ship to the S^d clear & pleasant.

Spoke the *Delaware*, at 11 A. M. the *Delaware* shew'd signal, that they saw land. At M. Saw the East end of Barbadoes bearing W by N. dist 6 Leagues.

[Latth Obs^d 13.8]

[NA.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
21 August 1798, Tuesday

First part this 24 hours Light Airs.

At 3 P. M. Saw a Strange sail to Wind^d haul our wind & gave chase at ½ past d^o fired a gun at the chase & Shortend Sail prov^d a Sch^r from New Bedford bound to Phila^a beat to Quarters and exercised the great guns a 7 Spoke a Sloop fm N. London bound to Phila^a Shortnd Sail Sounded Sail from 8 to 12 depth f^m 23 to 26 fath^{ms} black & white Sand with hakes Teeth & Shells. Saw Long Island bear^e N. E. 3 Leagues dist. made Sail Steer^e Sails Set a 8 Saw Montock Light N. E. b. E dist. 5 Leag^s Latter part pleas^t Block Island Meet^e house N. N. W. 5 miles.

[Latitude observed 41°. 5^m. N^o]

Land In Sight Still.

at 1 P. M. Shortend Sail for a Pilot Boat from Block Island a 3 Made Sail and past the Island clear^d our Anchors and Cables got a Range of &^e a 4 P. M. Anchor'd in 10 fath^{ms} water. — the Town Newport bear^e E. S. E. 1 Mile distance Lighthouse S. W. b. W. Ross [or Rose] Island N. N. W. ¾ of a Mile fired a Salute of 15 Guns which was Answerd Gun for Gun from fort Wollcott. at Midnight Squally with Sharp Lightning cleard our Cables.

[NDA.]

To Captain Alexander Murray, U. S. Navy, from Secretary of Navy

[TRENTON,]

Navy Department 22nd August 1798

ALEX^s MURRAY Esq^r

SIR It is necessary that you should make arrangements to commence recruiting the Crew of the Ship *Montezuma*, now under your command, that the Complement may be completed by the time the ship is ready for a cruise.

The Acts of Congress authorize the President, to regulate the number of Men, and the kind to be employed; but the Arrangements on this head, I conceive to be extremely incomplete, and very susceptible of Improvement. I have much confidence in your Judgment, you will therefore be pleased to take the subject under your consideration, and determine for yourself, and I shall be glad to learn the principles

of your determination as soon as you can make it convenient to give me the Information — I hope some general arrangements will soon be adopted on this Subject, and your opinion will have its due weight in forming them. —

The Wages allowed to able seamen, are 17 Dollars p. month — and ordinary seamen 10 D.

It is certainly important and indispensibly necessary, that you should have a sufficient Number of able seamen; but it is good policy to creat seamen, and attention must be paid to the convenience of the Marchant-service — It is therefore desirable that no more than the requisite number of able seamen, should be taken and that your Crew be composed of as great a proportion of ordinary seamen & boys, as will consist with the good of the service. These you may allow from 5, to 14 dollars p. Month, according to merit.

You will see by a paper enclosed the number of Men heretofore allowed to ships of 20 Guns — I send this paper for your Information — not your Government. —

You will take a general view of this subject. — Employ as many, and such a proportion of each Class of Men, as you shall determine to be proper, and communicate your decision, at large, and as early as your convenience will permit. —

Marines will be sent you from Philadelphia, by the time you are ready to receive them. —

You will Instruct your recruiting officers to be careful, not to enlist any, but sound and healthy Persons; and that no indirect, or forcible measures be used, to induce them to enter into the Service. — No Negroes or Mulattoes are to be admitted, and as far as you can Judge, you will exclude, all persons of a suspicious Character. —

Avoid any advance of money if possible untill the men are got on board, but should it be impracticable to procure them on this Condition; Care in every case should be taken to obtain sufficient security, to resort to in the event of desertion. — And a regular Account must be kept of their Names, and places of abode of each individual, together with a description of his person, so that he may be Identified at any future period — Every man shipped must take an Oath agreeably to the Form you will receive herewith —

Enclosed is the form of a Shipping Paper Wherein the name, Station, Pay &c. of each person on board must be entered. — It will be necessary, to avoid Confusion, that this business be executed with the utmost exactness. —

The Form of a Bond to be signed by the sureties for the seamen &c* you will likewise receive, and particular care must be taken in ascertaining that the sureties are persons of good & responsible character, before they are accepted.

Lewis Bayly, son of Gen^l Bayly of Fred^s Town, is appointed Midshipman — You will have no occasion therefore to appoint one. —

I have the honor to be &c*

[NDA. OSW, Vol. 1.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
22 August 1798, Wednesday

Wind at N. E. and clear. Wash'd Decks and Ships Sides hoisted out our Pinnace & 1 Spare Lower Yard & 1 Spare Steer^s Sail Booms.

Rec^d p^r Lighter 21 Hhd. Water 46½ bush^{ls} Potatoes the Packet came along Side with a Number Gen^l & Ladys stay'd the fore mast fore T. Mast & Set up the Rig^g Rec^d 600 lbs. Beef (fresh) for Ships Use. M^r Dogget the pilot went a Shore

[NDA.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, 22 August 1798

This 24 hours first Moderate gales and heazy Weather at 2 P M Spoak a British 64 gun Ship the *St Albin* Cap^t Pinder Comand had in Company a Brig from Bourdaux Bound To New York the Brig Belloning George Townd on hur Way To Halifax At 8 P M Tact Ship To the S S E Duble Reef^t Topsails

Midle Part at 11 am Spoak a Ship from Jamaica Bound Kenebeck. Saw another Ship To the Leward Spoak hur She was from Portland Bound to the Westindies Cap^t Skinner Comander This is a mistake Speaking with the *St Albans* in this Days work----

Latter part pleasant Breezes and foggy Weather at Mrdn Brought Ship Tue under Short Sail

Latt^d Ohrs 42ⁿ 26 North

[NDA. Journal kept by Joseph Strout, 1798.]

Extract from journal of Lieutenant John Mullowny, U. S. Frigate *United States*, 22 August 1798

At 1/2 1 P. M. spoke the *Delaware*, wore ship to the south^d the S. E. point of Barbadoes bearing S. W. by S. dist 4 Leagues. At 3 P. M. saw a small sail, found her to be a fishing boat from barbadoes, at 5 P. M. stood in for Carlile Bay, an officer came on board from the Fort. Haled an American Ship and requested they would send a boat on board, which was complied with. the American Cap^t came on board, wore ship and stood off 2 American ship saluted us with 15 Guns each we ans^d the Salute with 3 Guns.

At 8 P. M. the S. W. point of Barbadoes bore E by N dist 4 Leagues. A 6 A. M. saw the E. end of Martinico bearing W. N. W. dist 5 leagues. At 10 saw a strange sail shewed a signal to the *Delaware* accordingly, set all sail & gave chase.

At M. the chase a head 8 Miles, West point of Martinico bearing S. W. by W. dist. about 4 Leagues Dominica bearing N W by N 6 leagues. At 1/2 P. M. the Chace bore away, with all sail set. out all studding sails royals &, spanker.

[NA.]

To First Lieutenant S. W. Geddes, U. S. M. C., from Commandant, U. S. Marine Corps

PHILA^d August 23^d 1798

Lieut. S W GEDDES

SIR You are to repair to Marcus Hook to relieve Lieut Carmick and place yourself under the orders of the Captain or Commanding Officer of the Ship —

As all orders will immediately come from the Captain to you it is expected you will pay implicit obedience to your superior officers as

by your Example your soldiers will be taught to respect you and cheerfully obey you —

The Marines in all foreign services are excused from going aloft so that you must attend particularly to this regulation and by no means allow them to be ordered aloft, but if they wish to go — you may permit but not force them

You must notice all Deserters to me under Cover to the secretary of the Navy and advertize them immediately at the nearest town

Your Ob'd Ser

W W B [WILLIAM WARD BURROWS]
M C
M C

[MCA. LS, 1798-1799.]

To Lieutenant William Bainbridge, U. S. Navy, from Secretary of Navy

[TRENTON,]

Navy Department 23 August 1798

Lieut^t W^m BAINBRIDGE

SIR I have your Letter of the 21st Instant. You say it is best to have all your Guns four pounders — Agreed — but you have not told me how many of your present Guns will do, as four pounders; I suppose some of them will answer; and no more Guns should be bought than necessary.

You will leave all the Guns which will not answer, in the hands of Cap^t Gill, and let me know how many of them you take, and how many new ones you want, that I may write to New York to have them purchased

Have you got Shott enough? that, I believe cannot be procured at New York. It will I believe be best for you to go to New York and take in the Guns there. —

[NDA. OSW, Vol. 1.]

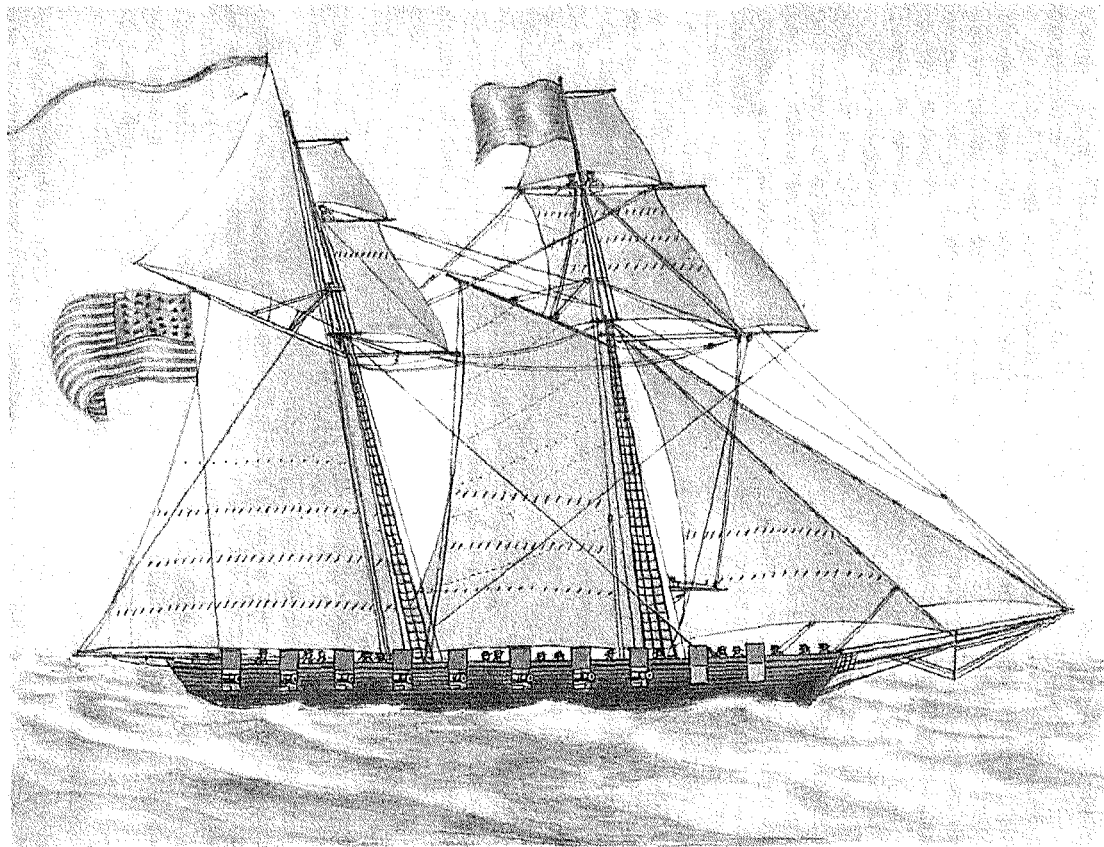
To Secretary of the Navy from Stephen Higginson, Navy Agent, Boston

Boston Aug^t 23. 1798.

BENJ^s STODDERT Esq^r

SIR I remain without any Letters from you since my last. yesterday the *Herald & Pickering* sailed on their Cruise, after waiting several days for a wind with several other Vessels. Capt Sever has left with me the pay Roll, Muster Roll, watch list & quarter Bill, & a number of persons Oaths &c, which I shall forward to you, if they are to be in your Office, as I suppose. —

I mentioned in my last Capt Severs not having all his Marines, & sent you a copy of my note to him, to remove his doubts about going to Sea without them, which had its effect. Sever will be an excellent Naval Commander, he is a cool, firm, discreet gentleman like Man, who feels & conducts with the dignity & zeal proper to his Station. he is remarkable for discipline & regularity, his principal defect, if it may be called one, is a great attention to method



U. S. REVENUE CUTTER PICKERING.

& order; & his first L^t is a fine fellow, possessing every quality requisite to excel in the Naval line. You may be assured that Ship is well appointed, & will not be given away to any Vessel near her force. —

The Cutter also is well appointed, with good Officers & a good Crew. Cap^t Chapman is not inferior to any man in the Navy, many think him to excel, & his Officers are very good.

As Cap^t Sever was appointed and attended upon the frigate at Portsm^b till she was suspended, he expects again to be called to attend upon her, no doubt, & at his return from this Cruise will be ready to do it; & Cap^t Chapman will be the man most agreeable to the Subscribers & the Committee for building the Ship in this Town, & would himself like to have her.

I will suggest to you an Arrangement which I think will be very agreeable to the people of influence and discernment here, & will be promotive of the public interest. if Cap^{ts} Sever & Chapman shall be appointed to the Ships mentioned, they will prefer leaving their present commands, & attending to the building their new Ships, as they will wish to oversee & direct in many matters of interior construction, to conform to their own taste. M^r Hutchins, now first L^t of the *Herald*, can then take the *Herald* which he merits fully. & M^r Hillar first L^t of the *Pickering*, can be rewarded by the command of her. These two men are very efficient, & have great talents for the Navy, Hutchins is an uncommon man; & both are capable of greater energies than common men, & both have great spirit & ambition tempered with discretion. — This will leave the Ship building by Col^o Hacket at Portsm^b for Daniel McNeil, who I find has his Eye upon, & wishes to be appointed to her. I take the liberty of suggesting this arrangement, as one which will meet the desires of the Officers, the public Opinion & the good of the Service; & if it does not interfere with any other which you may have in view, I think I might venture to be responsible for the result. the only part I have any doubt is that of McNeil; but as he is to be provided for, & has a Commission, he had better have that Ship than one here.

I thought the 20M Dollars remitted last would have been sufficient for all demands this month; but I find the *Heralds* Bills amount to more than I expected, & more is called for from Portsmouth, so that another 20 M rem^e will be wanted. the Accounts for the *Herald* will be all in & ready next week to forward to you. will you have all the original Bills sent on, duplicates have been taken of most & may be forwarded if you wish them.

I am with respect your hum Serv^t

STEPHEN HIGGINSON

[Note on back of letter.] Boston Aug^t 23.1798 — Stephen Higginson recommending Cap^{ts} Chapman & Sever — Lieut^s Hutchings & McNeil requiring a remittance &c &c. — Informs — the *Herald*, and *Pickering* sailed yesterday; requires a remittance of 20,000 Dollars — mentions an arrangem^t as to Cap^t Sever, Cap^t Chapman, Cap^t McNeil, — Lieut^s Hutchings &c. &c.

[NDA. Area 7, Aug^t 23, 1798.]

To William Crafts, Charleston, S. C., from Secretary of Navy

[TRENTON,]

Navy Department 23rd August 1798

W^m CRAFTS Esquire

Chairman of the Committee at Charleston, S. Carolina

SIR I am honoured with your Letter of the 3rd Inst^t as chairman of the Committee &c^t and am happy to find that Charleston has lost none of its ancient Spirit.

The Act of Congress, alluded to by you, authorized the President, to accept of a certain number of Vessels armed and equipped, and to cause payment to be made for the same, in Six per cent Stock of the United States. — The Act also authorizes the President to accept of any number of Vessels Voluntarily given, beyond the number for which 6 per cent Stock may be paid. —

Your Letter seems to leave it in the option of the President, to accept of the Vessel so liberally offered, on either of the Conditions of the Law.

As the whole number of Vessels to be paid for in Stock, have not yet been engaged, The President cannot think of taking greater advantage than necessary, of the generous Spirit of the Citizens of Charleston. — He will therefore accept of the Vessel on the condition of making payment for the same, in 6 per cent Stock. —

There remains one Ship not less than 20, nor more than 24 Guns, and one not less than 32 Guns, still to be obtained. — I fear the reasons you assign, are conclusive against your undertaking the largest sized ship. Besides the state of our affairs may, in all reasonable probability make a smaller Ship, ready for service in the Spring, of more value to us, than a larger one at a more distant period. —

I have the honor therefore to enclose dimensions and draft of a Ship measuring about 538 Tons, calculated to carry 24 — 12 pound Cannon, on the Gun Deck, — Upon the Quarter Deck of which, 4 or 6 Cannon of smaller size may be mounted; & still she would be called a ship of 24 Guns. —

A Ship of this Model will not, I understand, require large Timber, nor crooked Timber; difficult to be procured. —

Such a ship has been lately built at Portsmouth, in New Hampshire, and met the approbation of the best Judges — It will be highly gratifying to the President to receive such a Ship from the Citizens of Charleston.

I need not urge the importance of having her ready for service as early as practicable

I should be glad to know your opinion, how soon she may be prepared for Sea — I will have provided in due time the Cannon & Military Stores —

It may be found useful, that the Captain, should pay some attention to the building of the Ship — I shall hope to receive from the subscribers for the Ship, the name of the Gentleman, they would wish to command her

It is the custom here, to use copper or Composition bolts & Spikes — and no Iron below the Wales — The Copper sheathing corrodes the Iron — I presume this is the custom with you also — Copper sheathing cannot be had from Boston to Norfolk for less than 50 cents

per pound — Indeed I fear there is not enough in the Country to supply the public demand for the next three months. —

[NDA. GLB, Vol. 1.]

Extract from journal of Lieutenant John Mulloony, U. S. Frigate *United States*,
23 August 1798

Between Martinico & Domini.

All sail set in chace. A 8 P. M. fired a bow-gun at the Schoo^r at ½ 8 fired another which brought the chace too. She proved to be the *Sans Pariel* of Guadaloupe, Cap^t Touin Eighty seven men 10 Guns 6 of which were thrown overboard.

At 9 made a false fire for the *Delaware*. At 1 A. M. rec^d all the prisoners on board & hoisted in the boat.

At 11 P. M. the *Delaware* came up. At 3 squally with rain Dominica in sight bearing E N E. 8 lea. distance, at 8 A. M. Tacked to the N^d

[NA.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
23 August 1798, Thursday

Wind N E at day Light fired a Gun at 5 call'd all hands wash'd decks, hoisted out the pinnace and Yawl at ½ past 8 a Lighter came along Side with 96 Hds. Water of 100 Gall^s each & Bushels potatoes Unbent the fore Sail to Reduce it loosed the Top Sails to dry at Even^s bent d^o & furled Sails Sent on Shore 25 Gang Casks and 1 Puncheon to be fill'd with water. took in 20 Tons Ballast stowed it in Midships of the Vessell.

[Near Block Island]

[NDA.]

[Aug. 23, 1798]

The following was sent to the Secretary of the Treasury, at his request, on the day of its date —

ABSTRACT of the permits issued by the President of the United States to the Collectors of the Customs to clear out Vessels for foreign ports, to aid the departure of French Persons with their goods and effects, in conformity with the 5th Section of the "Act to Suspend the commercial intercourse between the United States and France & c." —

Date of permit	Names of Vessels	Masters	Where Cleared	Vessels destination	Owners Names	Their residence
14. July 1798	Brig ^t LIBERTY	Tho ^s Lillibridge	Philadelphia	Bordeaux	Stephen Girard	Philadelphia
d ^o " d ^o	Sloop LARK	Tho ^s Adams	d ^o	Cape Francois	Edw ^d Burrowes	d ^o
d ^o " d ^o	Schr HARRIETT	Robt Cleaves	d ^o	d ^o	David Lummis	d ^o
16. " d ^o	Schr WILLIAM	Capt Burr	New York	City of Santo Domingo		
18. " d ^o	Brig ^t AMIABLE ADELE	John Brown	Philadelphia	Port au Prince	Benjamin Nones	Philadelphia
19. " d ^o	Schr COMMERCE	John Denabre	d ^o	St Marks & Port au Prince	Lewis Croussilat	d ^o
25. " d ^o	Brig ^t MERMAID	W ^m Canby	Norfolk	Cape Francois	James Maurice	Norfolk
d ^o " d ^o	Schr SWALLOW	Matt ^y Logan	d ^o	d ^o	George Lynham	d ^o
31. " d ^o	Schr RANGER		Boston	Guadeloupe St Thomas & Gonaives	Joseph Howard	Boston
1. Aug ^t d ^o	Schr GEN ^l GREENE	W ^m Moodie	Philadelphia	Jacmel & the City of Santo Domingo	William Moodie	Philadelphia
3. " d ^o	Brig ^t LIBERTY	Jesse Fearson	Baltimore	Cape Francois, St Marks & Port au Prince	Jesse Fearson	Baltimore
7. " d ^o	Ship ADRASTUS	John Ricard	Philadelphia	Bordeaux	Aug ^t & J ^{rs} Bousquet	Philadelphia
8. " d ^o	Schr DORADE	John Ennis	d ^o	Cayenne	J ^{rs} E. Caldwell	d ^o
13. " d ^o	Brig ^t RAMBLER	Capt Woodbridge	d ^o	For a French Port or Ports in St Domingo	James Yard	d ^o
13. " d ^o	Schooner FAME		Norfolk	St Thomas & St Domingo	Dallest & Carlier	Norfolk

August. 23, 1798

T. PICKERING

[SDA. Dom. L., Vol 11, 1798-1799.]

To Jeremiah Yellott, Navy Agent, Baltimore, from Secretary of Navy

[TRENTON,]

Navy Department 24th August 1798

JER^d YELLOTT Esq^r *Baltimore*

SIR Cap^t Alex^r Murray, who I hope will be agreeable to you, and to the City of Baltimore in general, is to command the *Montezuma* — I suppose he is now with you — Will you be so good as to furnish him with some money, for recruiting men? — I will have money sent him in a few days, and he can then return it. —

The Officers recommended by you, have generally been appointed — I will attend to the Gentⁿ mentioned as Surgeon. —

It is desirable to get out the *Montezuma* as early as possible — She can be usefully employed; and Cap^t Murray is an active Officer — When do you think she can be ready? — I hope as many of M^r Hughes's Cannon will prove good, as will answer for her. —

As to a convoy to Europe this Fall — I was much disposed the Merchants should dictate on that subject — The Merchants in Phil^a had it under consideration — They wrote to Baltimore & New York; and I was informed, the general opinion was against a convoy — I then gave up the Idea, and have made arrangements for the Vessels, without taking into consideration a convoy to Europe.

I have the honor to be &c^t

P. S. M^r Ridgely's Price for cannon ball is too extravagant; and I hope you will obtain the quantity wanted from M^r Dunlap in time; as it will probably be three weeks before they will be required; and then not the whole. However, the sooner they can be got, the better —

M^r Ridgely must not be gratified in his demands. —

[NDA. GLB, Vol. 1.]

To John Norris, Salem, from Secretary of State

DEPARTMENT OF STATE *Trenton Aug. 24. 1798.*

JOHN NORRIS Esq^r *Salem*

SIR, I duly received your letter of the 11th giving an account of the capture & condemnation of your schooner *Trial* at Guadaloupe. I fear no benefit will ever result to you; but it is very well for the Government to possess abundant proofs of the piracies of the most profligate & corrupt government & nation upon earth.

I am with great regard &c^t

TIMOTHY PICKERING.

[Mass. HS. Pickering Papers, Vol. 37, p. 324.]

To Secretary of the Navy from Captain Thomas Truxtun, U. S. Navy

NORFOLK 24th August 1798 —

SIR/, I have received by the Hands of the Commander of the *Baltimore* Sloop of War, Copy of the several Letters &c. forwarded to M^r Pennock which arrived last Post, and was handed me. The other Copy sent to Charleston may not reach me; it would perhaps be well to have it returned to you.

The *Baltimore* arrived in Hampton Roads last Evening the Captain tells me, he wants about Thirty five Seamen to complete his Crew, tho' a less Number may be made to answer for the present; he also informs me, that all his Water has proved so extremely bad, that there is no bearing even the Smell of it; he is now about sending down some Craft to take in his Water Casks and as soon as his Water is changed, and he is ready for Sea, I shall proceed as you have directed. New Water Casks ought always to be well soaked, and when finally filled for stowing away, a little Lime put therein, as well as when the same are rinsed, and soaked.

I am sorry to find from Capⁿ Phillips's Account, that he has not a Dozen Seamen on Board, tho' his Numbers in other Respects are nearly complete.

I shall keep you regularly advised of the State of Things, untill my Departure, which shall be expedited as much as in my Power. I have the Honor to be, Sir, with great Respect

Your very Obed^t humble Servant —

THOMAS TRUXTUN.

To BENJAMIN STODDERT Esq^r

Secretary of the Navy

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

To John Harris, storekeeper, from Secretaries of War and Navy

[24 August 1798.]

[Duplicate]

[TRENTON,]

War Department 13 August 1798

SIR Be pleased to deliver to the order of the Secretary of the Navy Seven hundred of the worst of the old Muskets now in Store — to be valued by M^r Nicholson, and charged to Tench Francis — Purveyor —

(Signed) JAMES M^rHENRY

Navy Department

24th August 1798

MR. JOHN HARRIS,

The order of which the above is a copy, was given before the Sec^y at War left Phil^a. Why then is there any difficulty about delivering the Guns to M^r Francis?

(Signed) BEN STODDERT

[NDA. Req. on US T, 1798-1803.]

Extract from journal of Lieutenant John Mulloyny, U. S. Frigate *United States*,
24 August 1798

Pleasant weather. at 5 P. M. Cap^t Barry informed Cap^t Decatur he intended to cruise 4 or 5 days to windward of Guadaloupe and appointed S^t Bartholomews as a place of Rendezvous

At 12 Tacked to the S^d At 4 Tacked to N^d At 10 A. M. saw Guadaloupe bearing N E distance 10 leagues.

[NA.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
24 August 1798, Friday

Wind S. W. with fresh Breezes at 5 call'd all hands out boats & Wash'd decks run out a Small anchor to warp round to keep Ships hause clear. coil'd away Stream Cable and Sheet d^o Stowed Spare gun carriages Set up Mizen Rigging & Top Mast Ditto. Latter part wind increasing Let down our Cables fore and aft and overhauled a Range of ditto and cleard the Anchor.

Thomas Dennis came as Pilot from Rhode Island. So ends this 24 hours.

[Near Block Island]

[NDA.]

To Joseph Sterett from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *Constellation*
Hampton Roads 25th August 1798

DEAR SIR, Several Masters of Vessels have called on me, and informed, that they have been ordered by their Owners to repair to Hampton Roads to join a Convoy for the Havannah. I am directed by the Secretary of the Navy, to take the *Baltimore* under my Orders, and to proceed with the *Constellation* and that Ship on an Expedition (which is described) without Delay — Orders so pointed, will not admit of Deviation.

I shall always be pleased at having it in my Power, to accommodate the Merchants of every Port of the United States, and to render the Trade as secure, as the Force I have in Command will warrant any reasonable Expectation from them. But it appears to me somewhat extraordinary, that Gentlemen would incur the Expence, and Delay of assembling their Vessels for Convoy to any particular Place without some previous Intimation from the Head of the Navy Department, or the Commander of a Squadron, or other Force as the Case may be. I am therefore not a little afraid, that something is wrong, and that Information flows from a dangerous Source, and as much Evil may result to the Service, if an Enquiry is not immediately made, I shall write the Secretary of the Navy on the Subject immediately. We have no Doubt, many bad People in this extensive Country, and if the Destination of Ships are known Weeks before their Departure; pilot Boats may be dispatched with Information to the Enemy, who will no Doubt take Benefit thereby.

I am, Dear Sir,

Your Obed^t Servant

THOMAS TRUXTUN

N. B. As some People may be disappointed }
in a Convoy, let this Letter be made }
known.

To M^r JOSEPH STERETT

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

To President John Adams from Secretary Benjamin Stoddert

[TRENTON,]

Navy Department August 25, 1798.

SIR Not having the Honor to hear from you on the subject of my Letter of the 30th ultimo, I have presumed that you did not disapprove of the Arrangement therein proposed of our Vessels, and having good Information that about 80 American vessels with Cargoes to the amount of two millions of Dollars were blocked up at the Havana by a few French Privateers, and had little chance of escaping without Aid from their Government, I have ventured to order Captⁿ Truxtun in the Frigate *Constellation*, and Captⁿ Phillips in the Ship *Baltimore*, to proceed immediately to the Havana to convoy them to our Shores. — I hope Sir, this measure will meet your approbation. —

From information which cannot be doubted, the French have from 60 to 80 Privateers out of the little Island of Guadaloupe. — That Island is plentifully supplied with Provisions by means of the Captures they make — It seems in vain to guard our Merchants vessels on our own Coasts, if we suffer them to be taken about the Islands, and tho' our means may not entirely prevent this, it seems certainly in our power to lessen the Evil, and to inflict some degree of Punishment in our turn. — I know not how the British employ the immense force they have in the Islands — certainly not to afford much Protection to our Trade, nor to annoy much the Cruisers from any Island but that of S^t Domingo, where they have views of Conquest. — They some times indeed convoy a few of our vessels; I hope not merely that it may be talked about; yet I suspect we have ourselves alone to depend upon for the effectual Protection of our Commerce. — The French Privateers are but badly prepared for action. — they are seldom well armed, and they afford no Shelter to their Men — they cannot meet except to board vessels of equal force in Guns, fitted as ours are, and I cannot understand that they have any vessels equal to our 20 Gun Ships. —

The *Montezuma* of 20 Guns, Captⁿ Murray, will be soon ready for Sea — She is a very fast Sailor and the Captain I beleive is a man of Bravery & Conduct. —

The Schooner *Retaliation* is a fast sailing vessel, mounting 12, 4 Pounders, and the *Eagle* Cutter of 14, 6 Pounders is thought to be a very fine vessel — I have directed the Captains to prepare the vessels well against being boarded, and Notwithstanding Barry and Decatur will not have returned from the West Indies, nor Truxtun and Phillips from the Havana, so soon as these vessels may proceed; I beg leave to propose that as soon as they are ready, if no change of Circumstances should forbid the Enterprize, they should proceed under the Command of Murray to the Island of Guadaloupe and with discretion to the Captain to cruize about that Island for one two three or four weeks according to circumstances. — There may be danger of one or more of the vessels being taken, but the chance I think greatly in favor of their taking a number of the French Privateers and retaking many of the American Vessels — At any rate a Spirit of Enterprize and Emulation should be excited in our Seamen. —

I have the honor to be with the highest respect & esteem, Sir Y^r most obed^t Serv^t

BEN STODDERT

Presumably to Secretary of the Navy from Joshua Humphreys, Naval Constructor

MARCUS HOOK Aug^t 25th 1798

SIR I was honor'd with your favor from Trenton & shall pay particular attention to it— last Tuesday I visited the City to meet Capt Bainbridge & to forward the Brig & Schoon but was not fortunate enough to see him— My last letter informed you all the Guns for the two revenue Vessels were ready but find I was mistaken— Capt Bainbridge informed me last informed me last [sic] Sunday it was your orders to have the Schooner fitted with four Guns more than you at first intended which has also caused much delay which will be difficult at present to procure— The *Retaliation* arrived at this place this morning without any Guns on board— From the number of Reports of Guns I heard the day before Yesterday at my house, I suppose the Capt of the Brig and Schooner, has proved the Guns, the result of which has not come to my knowledge— the Brig will soon be ready, I have advanced Capt Campbell One thousand Dollars to ship his men

In opening the Ship *Ganges*, I find many of her Timbers & Plank decayed especially the Beams, most of which are good for nothing. They are of White Oak— this Ship was launched in the Spring of 1795 which is little better than three Years; This shews the necessity of having Ships' beams of more durable Wood than White Oak, or of making use of some method of preserving them from decay— As there are several Vessels now building for the Naval Service would it not be advisable to have the ends bored the length of the Knees in each end of each beams within one inch of the Upper Side with 2½ inch Augre & then to be slit from one hole to the other with a saw, through the middle of the beam, that slit set open about one inch, a board nailed underneath & filled with salt, the holes at each end ramed full & bunged up; this will prevent the timber from healin & decaying— Pitch Pine beam was at first intended for all the Frigates, but my friend Truxtun frustrated that good plan & prevailed on the Secretary at War to substitute white Oak in their room except to the *United States*. in my opinion to the great injury of the Frigates Letters on this subject was addressed to the Secretary and experiment on the strength of pitch pine to that of white oak— The fact now before us will have its deserved weight— The Gun Deck Beams are preparing now at this place & will be put on board on Monday— the Carpenters will proceed to kneeing them— I have engaged the Gun carriages but cannot proceed with them until your orders are received about the Guns— I have only to repeat that nothing shall be wanting on my part to expedite the whole of the business without the limits of the City & Suburbs where I must confess I am afraid to enter

I am most Respect^{ly}

[HS of Pa. NDA photostat.]

To Secretary of the Navy from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP, *Constellation*,
Hampton Roads, August 25th 1798—

SIR, I hope, ere this you have received the Muster Roll, Copy of my Journal, and the other Papers enclosed in Packet, I forwarded by

a Schooner bound to Philadelphia. I shall be obliged by your Information of their being at Hand, or not, in Order that I forward Copies on my Return, should they have miscarried, which, I hope, is not the Case. I must confess, I am much embarrassed, by the daily Assemblage of Ships in these Roads, to benefit by our Convoy to Havannah. Several from Baltimore, Alexandria, and one from the Delaware, are now at Omaha here, and more hourly expected.

I must beg leave to refer you to the within Copy of a Letter, I have written in Consequence of the probable Disappointment, that several Merchants may experience, as well as to justify my own Conduct, and that you may see I am suspicious, that Information has been improperly given, from some Quarter, or other. I questioned last Evening Captain Phillips on this Subject, and he informed me, that previous to his leaving Baltimore, our Destination was well known, at the Insurance Offices and other Places there. I cannot presume, that if it was intended the outward Trade to Havannah should be convoyed, that you would have been so silent on the Subject, or have omitted adding in your Letter of the 10th Current, after the Words "proceed without Delay" taking such Vessels under your Charge, as may be ready, and bound to that Port.

I shall however reflect seriously on the Subject, and act for the Best; Our young, and too little experienced Commanders in the Ways of the World, and of Business, should be very cautious, and not communicate their Instructions even to their most confidential Officers, tho' least Accident should happen to them, their Lieutenants should know where the public Papers are placed.

If this Precaution is not impressed upon their Minds; Mischief, Tho' perhaps innocently, may arise from loose volatile Habits.

I shall be ready on Tuesday for Sea, and if Phillips is successful in getting Men will proceed immediately, but he tells me he is miserably off for Seamen.

I have the Honor to be, Sir, with great Respect

You most Obedient humble Servant —

THOMAS TRUXTUN.

N. B. I sent you by last Post Copy of a Receipt of the Master (Matthew Doggett) of the Schooner *Betsey and Jenny*, by whom I forwarded the Packet mentioned above.

BENJAMIN STODDERT Esquire

Secretary of the Navy

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

To Tench Francis, Purveyor, from Secretary of Navy

[TRENTON,]

Navy Department 25th August 1798

TENCH FRANCIS Esq^r

SIR It will be right to buy the whole of the 130 — or 140' Tons of Hemp on board the *Voltaire* — and all the duck you can get from the owner, on Terms you think reasonable. —

Pray do not let M^r Hodgden, in times like the present, Stand upon Trifles & punctilio.

The Secretary at War has sent several orders for the delivery of all the Musketts wanted for the Navy — a vessel has gone to Norfolk with almost every other article Wanted, but musketts. — We shall be obliged to send another vessell with 25 Musketts — all this trouble & Expense for What? To shew that men overdo their duty —

As for Cap^t Bainbridge; I want him well equipped & armed, but not extravagantly — His danger will arrive from boarding — Everything necessary to prevent that, should be furnished. —

[NDA. Req. on US T, 1798-1803.]

To Messrs. George Crowninshield & Sons, merchants, Salem, from
Secretary of Navy

Navy Department
August 25th 1798

Mess^{rs} GEO. CROWNINSHIELD & SONS Salem

GENT^s I am honored with the receipt of your Letter of the 17th Instant, describing your two Ships *America* & *Bellisarius*; and offering to dispose of them for the service of the United States; but it is not in my power to purchase them; for by the Acts of Congress, The President can only procure by purchase, or accept on the Condition of paying in 6 per cent Stock Vessels now building or to be built. —

Of the Number of Vessels thus authorized; there remains now to be provided, only one not exceeding 18 Guns, and one not less than 32 Guns — I hope that the Town of Salem, no less important, and whose Citizens are considered to possess as much patriotism as those of other Towns, who have taken the lead of them in this respect, will supply one of the two Vessels yet to be obtained, on the condition of receiving payment in 6 per cent Stock; and if you Gentlemen will endeavour to bring this about, you will render essential service to your Country, at a time when it requires the aid of all virtuous men. —

The Ships preparing for the public are generally Copper bolted, & sheathed with Copper; and it is generally understood, that the Hull, Rigging & Sails are to be completed by the Citizens furnishing them; and that when delivered to the public they be ready to receive their Guns

It is desirable, that the 18 Gun Vessel still wanted, should be able to carry 18 nine pound Cannon on the Gun deck; for this purpose she should measure between 300 & 400 Tons —

[NDA. GLB, Vol. 1.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
25 August 1798, Saturday

Wind at S. W. a 5 Call'd all hands out boats a 8 a Lighter came along Side with 8 Large Casks and 25 Gang Casks of Water & 5 Coils Rigging & 2 Casks Vinegar 20 D^o Water 100 Galls each ½ bbl. Tallow. a 4 P. M. call'd all hands to unmoor Ship got a Spring on our Starboard Cable clear'd hause and hove Short on Ditto Run out our Stream anchor and Cable hove Taught on the Stream.

weigh'd both Anchors in order to proceed to Sea found it impossible a 8 Rec^d Orders to Moor Ship with the best Bower and Stream Cable to the N. E. Veer's the Service on the Cables out in wake of the Hawse holes and Stem. Secured our Stoppers and Set the Watch.

[Near Block Island]

NDA.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever,
25 August 1798

This 24 hours first part moderate gales and heazey Weather Saw a Schooner Standing To the N N W at 3 P M Tact Ship To the Westward Sett all Sail at 4 pm saw a Brig To Leward gave Chace at 5 Spoak hur found hur to Bee the Brig *Neptune* Ezekiah Purkins master 62 Days from Liverpool Bound to New London in Latt^d 42. 00 N Longt^d of 36 West was Bored By the Brig *Tyger* from Cronea 16 guns 6 & 9 pounders at 10 pm Sett all Sail To the westward at 12 am Close Reeft Topsails at same Time Sounded in 55 fat^h weather thick. Rainey through out the Night at 8 Sounded in 40 fathoms gray sand with Shells at 10 am sett all Sail.

Latter part Raney and thick weather the Brig *Pickring* in Company

Latt^d Ohrs 41, 42 North

[NDA. Journal kept by Joseph Strout, 1798.]

Extract from journal of Lieutenant John Mullowny, U. S. Frigate *United States*,
25 August 1798

Light breezes and fair weather. At 4 P. M. wore ship to the S^d At ½ 11 P. M. Tacked ship to the N^d —

At 5 A. M. saw Dominica bearing E by N distance 10 leagues At 6 P. M. saw 2 sail & supposed to be our consorts, at 7 saw Montserat bearing W ½ N distance about 12 leagues.

[NA.]

August 26, 1798]

From New Hampshire Gazette, Portsmouth, N. H., Nov. 21, 1798

Extract of a letter from Thomas Snell, Commander of the private armed Schooner *Amphitrite*, to T. Stagg, Jun. at New-York.

GRENADA, Sept. 27, 1798

“* * * On 26th [August] in lat. 29, long. 53, fell in with a ship and schooner, being to windward of them, I bore down to speak the Ship, and getting so close as to take the trumpet to speak her, at that moment we received a whole broadside from the ship, but fortunately did no damage, my people being all at their quarters I returned him the compliment: — an action commenced which lasted two hours and twenty minutes; Six of my guns being dismounted and my ammunition expending fast, I thought it most prudent to quit her ***”

[LC newspapers.]

To Jeremiah Yellott, Navy Agent, Baltimore, from Captain Thomas Truxtun,
U. S. Navy

UNITED STATES SHIP *Constellation*
Hampton Roads 26th August 1798.

SIR, I have received your Letter by Captain Richardson of your Schooner, *Art* [or *Arb*]. I hope you are not so little acquainted with me, as to suppose I would not willingly, and with Pleasure comply with your Request, was it consistent with the Duty assigned to me by the Government. Some Mistake, or Error has been committed, when or how it has happened, would be hard in me to conjecture, but so it is.

I have written a Letter to M^r Joseph Sterett, in Consequence of the Embarrassments I was under, in this particular Business, and annexed, you have a Copy of a Circular, given to the Masters of the different Vessels here, I hope these will be sufficient to satisfy Gentlemen unacquainted with me, of my Disposition to do all, that lays in my Power, to promote their Views by protecting an honorable and fair Commerce To those, who are acquainted with me, I trust little need be said on the Subject. I am, Sir,

Your most Obed^t humble Servant —

THOMAS TRUXTUN.

To JEREMIAH YELLOTT Esq^r *Baltimore.*

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

To Masters of Ships desiring convoy from Captain Thomas Truxtun, U. S. Navy

[Circular]

UNITED STATES SHIP *Constellation*
Hampton Roads 26th Aug^r 1798—

SIR, I have written, and forwarded a Letter to M^r Sterett at Baltimore, — which I have desired him to show the Owners of Vessels assembled in these Roads, for the Purpose of taking Benefit of Convoy for Havannah, in Order that they may be convinced, I have it not in my Power to make the Delay, a Fleet would naturally occasion.

Being thus circumstanced, and feeling a deep Regret for it, I can only recommend to such Masters of Vessels, as may be bound to the Southward from Cape Henry, to sail in Company with me; and if any, or all of them can keep up with the *Baltimore*, which is also put under my Command (and I presume sails much slower than the *Constellation*) I will give them every Protection in my Power against the french Cruizers, that may be met in the Route, I shall take.

There must have been some Mistake in this Business, that I cannot account for, as the Secretary of the Navy would otherwise in his very late Communications, have mentioned Something to me on the Subject of Outward Convoy, particularly as he is a very attentive Man. Where an Officer has a Charte Blanche, he exercises his own Judgment, but when he receives possitive Orders, there can be no Deviation I therefore cannot make Delay for any Vessel. Wishing you safe to your consigned Port, and that you may meet a good Market, and quick Dispatch.

I remain, Your Obed^t humble Servant

To Master of the —————

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

Extract from journal of Lieutenant John Mulloony, U. S. Frigate *United States*,
26 August 1798

Light winds, At 6 the south point of Guadaloupe bore E S E and the N^e point N E by N. At 7 A. M. saw Antigua bearing N by E. A sail in sight at 8 Tack'd ship and spoke a schooner Sloop belonging to S^t Bartholomews from Guadaloupe, wore ship and stood to the N^e —
[NA.]

Extract from journal of James Pity, U. S. Frigate *Constitution*, 26 August 1798, Sunday

Wind S. W. with Strong breezes all hands employ'd preparing for Sea at 9 o'clock weigh'd the Kedge. Veer'd out the best bower and moored Ship again. Sent on Shore empty Casks for Water compleat^d stow^d Provisions & Cleand between decks. Carpenters employ'd fitting a Martingail. Armourers and Gunners on their different duty. Latter part Squally let down our Cables this Day M^t Dogget our former pilot came on Board.

[Near Block Island]

[NDA.]

To Captain Thomas Truxtun, U. S. Navy, from Secretary of Navy

[TRENTON,]

Navy Department August 27th 1798

Cap^t THO^s TRUXTON

SIR Your Letter of 16th enclosing Muster Roll and sundry papers, only reached me yesterday —

I cannot Account for its delay; Nor have I time to attend to all the particulars — Indeed the service upon which you are ordered is so important, that I hope this Letter may not reach you at Norfolk. — I will only therefore say for the present, that you are at liberty to take the number of men you deem necessary, and that you must take Sam^l Reddick first Lieutenant of Marines, or Josiah Reddick 2nd Lieutenant — both at Norfolk — to command the Marines, in the room of Triplett. — If more time was allowed, I would send down a more experienced Officer than either of these Gentlemen. —

But the Nature of the Service you are to perform, will not admit of delay — And I again add my Wishes, that you may have left Norfolk before this Letter reaches that place — Should it be otherwise, regulate whatever is necessary, with respect to the officers Yourself —

I have the honor to be &c^a

[NDA. OSW, Vol. 1.]

To President Adams from the Secretary of Navy

[TRENTON,]

Navy Department 27th August 1798

JOHN ADAMS ESQ^r
President of the
United States

Sir I am honored with your two Letters of the 18th Ins^t and am happy that your wishes on the subject of a convoy for the vessels at the Havanna, had been anticipated. —

The enclosed copy of a Letter from the Captn of a British Sloop of War to the British Consul at Charleston, affords no very honorable Testimony of the Courage of Cap^t Cochran, Commander of the Revenue Cutter — I am glad he was not on the Navy Establishment — I cannot learn the size of the British Sloop of War, the sight of which, produced such dreadful apprehensions; but I think a brave man would have retained, what Cap^t Cochran seems to have lost — his powers of discrimination, had she been a ship of the Line — This conduct of Cap^t Cochran, leaves captain Cross, the Gentleman so strongly recommended by the Merchants of Charleston, through M^r Rutledge, without a competitor, for the Command of the Ship, they are building at that place. —

If therefore Sir, you approve of Cap^t Cross to be a captain in the Navy; He shall be commissioned and measures taken to give him immediate employment. —

I have the honor to be, with
the highest respect & Esteem &c

[NDA. Nom. Appts. LB, 1798-1820.]

Extract from journal of Lieutenant John Mulloony, U. S. Frigate *United States*,
27 August 1798

At M saw Antigua, N. N. E. S^t Christophers West. S^t Eustatius W by N. and S^t Bartholomews N W b N. at ¼ 7 P. M. wore ship to the south^d At Midnight wore to the N^d fresh Gales and cloudy weather. At 3 wore to the S^d and at 4 to the N^d and stood for S^t Bartholomews. at 7 stood in for the Harbour saw several small vessels there. at 8 wore to the S^d & stood off at ¼ 10 Tkd to the N^d

[NA.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
27 August 1798, Monday

Wind West ½ past 4 call'd all hands. Sent up T.G. yds. wind Veering North wighd the Kedge and unmoor^d a 7. ½ p^t 7 hove Short on the best bower fired a Gun Signal for getting under way a D^o weigh'd and made Sail Stood out of the Harbour of New Port a 8 came abreast of the Light house. at 10 hove too and discharged our Pilot Tho^s Dennis from R. Island hoist'd in our boats and made Sail Wind W. N. W. Course Steer^d S. W.

[NDA.]

To Captain Isaac Phillips, U. S. Navy, of the *Baltimore*, from Captain Thomas Truxtun,
U. S. Navy

N^o 1

UNITED STATES SHIP, *Constellation*—
Hampton Roads, 28th Augst 1798.

SIR, The Copy of the Signals you have received from the Secretary of the Navy; and that which I have on Board do not agree, owing to some Error of a M^r Fox, a Clerk in the War Office, or of the Printer.

The Signal Book I have therefore, in a great Measure, for the present set aside, and have issued, and enclosed you only such, as will answer our Purpose, untill the Book can be put right.

In the Organization of your Ship, or in any other Way, that I can be of Service to you, be pleased to call on me without Hesitation, and I will give you all the Aid in my Power. To have your Ship always prepared for Action, or to perform any Service immediately, on a Signal being made is what will be expected from you, and of Course will require your particular Attention.

The Merchantmen assembled here I cannot take so completely under my Charge as I could have wished, being ordered to proceed without Delay on the Business; you are acquainted with, and which is but too generally known. I have however given them Signals, and delivered each a Copy of the enclosed Circular.

In Case of parting you will proceed off the Havannah, but give no Information, where you left me, or the Fleet. In this Event of parting at Sea, and you arrive off the Havannah before me, you will follow the Instructions contained in No. 2, which I shall prepare as soon as I am a little at Leisure, and deliver it to you with the Compass Signals, before we go out of the Capes, or about that Time.

I am with great Respect

Your Obedient humble Servant

THOMAS TRUXTUN.

Captain PHILLIPS of the *Baltimore*

N^o 2.

SIR, On your Arrival off the Havannah, should we be so unfortunate as to part at Sea, You will be pleased to cruize off and on for Eight Days (out of Gun Shot of the Morea) and if I do not heave in Sight in that Time. You will make yourself acquainted with the french Naval Force at that Place, and govern yourself accordingly to Viz^t. If it is inferior to that of your Ship, make Application to the Governor to permit the American Vessels now lying in the Havannah to sail, and you will in that Case take them under your Charge, and convoy them to the Coast of the United States, untill you think they are out of Danger; but if the french Force should be so superior on undoubted Information, that you cannot venture to make the Application, for the Sailing of the Vessels, proceed immediately for Hampton Roads, and give Information to the Government accordingly.

I hope however there is no Danger of our parting, but that we shall be successful in completing the Business of our Mission in a short Time.

I am, Sir, &c.

THOMAS TRUXTUN.

[Enclosure]

Nº 131 North
132 N. B. E.
133 N. N. E.
134 N. E. B. N.
135 N. E.
136 N. E. B. E.
137 E. N. E.
138 E. B. N.
139 East
140 E. B. S.
141 E. S. E.
142 S. E. B. E.
143 S. E.
144 S. E. B. S.
145 SSE
146 SBE
147 South
148 SBW
149 SSW
150 SWBS
151 SW
152 SWBW
153 WSW
154 WBS
155 West
156 WBN
157 WNW
158 NWBW
159 N. W.
160 N. W. B. N.
161 N. NW.
162 NBW

Compass Signals to be observed by Captain Phillips to Viz^t

N. B. Captain Phillips will answer the Merchantmen's Signals, to which he is to attend also, with a Flag of three blue & three white Stripes, and the printed Signals, with the Flag ordered.

THOMAS TRUXTUN.

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

[Enclosure]

[About 28 August 1798]

Captain Phillips of the *Baltimore* will attend also to the foregoing Signals, with the following in Addition, and to speak with me every Evening at, or about Sun Setting, without Signal being made, unless under Orders to the Contrary.

-
- N^o —15. [?] Prepare for Battle
 —16. Exercise great Guns, and small Arms
 —17. To give Chace
 —18. To quit Chace
 —19. The Chace is a Friend
 —20. The Chace is an Enemy
 —21. To engage the smallest Vessel, if two are in Sight
 —22. To come close, and rake a Ship of Force, while the *Constellation* is engaging her otherwise.
 —23. To speak the *Baltimore*, and *Vica Verca*
 —24. For Captain Phillips to come on Board
 —25. For Captain Phillips to send an Officer on Board
 —26. In Distress
 —27. Keep your Station
 —28. Make the best of your Way, and use every Effort for your Safety.
 —29. I gain on the Chace
 —30. I cannot gain on the Chace
 —31. Keep ahead and carry a Light at Night
 —32. I am in Soundings
 —33. I see the Land
 —34. I am in Danger
 —35. I am a Ground
 —36. The Chace is superior to me
 —37. The Chace is superior to the Fleet
 —38. To return from any Service
 —39. Not to go on Shore, or send any Boat without Leave
 —40. { Be sure to keep a good Look out by Night and Day, and inform me, of what you discover, worth Communicating
 Captain Phillips answering Flag is three blue, and three white Stripes.
-

T. T[RUXTUN]

[Enclosure]

[About 28 August 1798]

Night Signals

- Nº — 1. To anchor, and if at Anchor, the same is the Signal to weigh
 — 2. On seeing a strange Sail to Windward
 — 3. On seeing a strange Sail to Lee-ward
 — 4. Wanting to speak Commodore
 — 5. To tack, or to ware
 — 6. To hawl the Wind to Starboard
 — 7. To hawl the Wind to Port
 — 8. To bring to, and lie by Starboard Tack
 — 9. To bring to, and lie by Larboard Tack
 —10. To make Sail
 —11. To shorten Sail
 —12. On seeing Land
 —13. On seeing Danger
 —14. Danger to Northward
 —15. Danger to Southward
 —16. Danger to N. E.
 —17. Danger to East
 —18. Danger to S. E.
 —19. Danger to S. W.
 —20. Danger to West
 —21. Danger to N. W.
 —22. Avoid any Danger as soon as possible.
 —23. Attack the Strange Sail if an Enemy; but if a friend order him along Side of me
 —24. Disperse
 —25. A superior Force
 —26. An inferior Force
 —27. Follow me
 —28. Strange Ships approach us
 —29. Strange Ships avoid us
 —30. Go under easy Sail.

As for Instance, suppose I want to signal 27, I shall fire two Guns, and throw out seven Lights, wherever they can be best seen in a Range, at about one Fathom asunder.

- | | |
|-------------------|---|
| 1 is one Light— | — |
| 2 is two Lights— | — |
| 3 is three Lights | — |
| 4 is four Lights | — |
| 5 is five Lights | — |
| 6 is six Lights | — |
| 7 is seven Lights | — |
| 8 is eight Lights | — |
| 9 is nine Lights | — |
| 10 is one Gun | — |

Nº

T.[HOMAS] T.[RUXTUN]

[Enclosure]

[About 28 August 1798]

Fog Signals at Sea

N. B. The Guns to be fired from one Side, & the Time to be marked by the Second Hand of a Watch.

Guns	Signification.	How answered.
One Gun every $\frac{3}{4}$ of an Hour.....	x Going at the same Rate Starboard Tack.....	{ Drums Starboard Tack.
One Gun every Hour.....	x Larboard Tack Ditto.....	{ Bells Larboard Tack
Two Guns xxxxx.....	To anchor, if at Anchor to weigh.....	
Three Guns.....	x To tack, or ware.....	
Four Guns.....	To make Sail.....	
Five Guns.....	To shorten Sail.....	
Six Guns.....	x To keep within hearing of Signals.....	
Seven Guns.....	Discovering of Danger, and avoiding it.....	

T. T. [RUXTUN]

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

[Enclosure]

[About 28 August 1798]

Signalsby Day for Merchantmen.

In Case of parting and meeting again, hoist your Ensign at the Main, and your Pendnant forehead; the *Constellation* will be known by a long Pendnant at the fore top Gallant Mast Head, and a broad Pendnant at the Main Top Gallant Mast Head.

The following Signals will be all that is necessary for you, under the Circumstances, I have stated in my Letter; those, who can keep up with me *Ships of War*, will not spread much, but sail as compactly as the Weather will permit from Time to Time, particularly at Night. If I had it in my Power to take regular Charge of your Vessels, as I shall those returning with me, I would issue further Signals, and Instructions [obliterated]

The Fleet will get underway, Leeward- most Vessels first.....	} Blue Pendant with white Tail, with a red and white Colour underneath.
The Fleet will make more Sail.....	
The Fleet will shorten Sail.....	} Red Pendant White Pendant
On seeing a strange Sail to Windward, Merchantmen to hoist.....	
On seeing a strange Sail to Leeward, Merchantmen to hoist.....	} their Jack at the Fore their Jack at the Main
To tack or ware.....	
To make best of your Way.....	} Blue Pendant with white Tail, and a white Colour underneath. Red & white Colour, and a red Pend- nant with white Tail underneath.
The Fleet to run into Port, and anchor.....	
The Fleet will observe the Motions of the Commodore, and follow the same; this Signal must be particularly at- tended to by Night, on Account of the Course, as no Compass Signals are given.....	} Blue Colour with a white Pendant, and red Tail underneath. Red and white Colour, with colour underneath.

To lay to on Starboard Tack-----	{ Red and white Colour, with blue and white Pendnant
To lay to on Larboard Tack-----	{ Red and white Colour, with red Colour underneath.
Any Master of a Merchantman wishing to speak with the Commodore, will stand towards him-----	{ and hoist his Ensign
To hawl the Wind the Starboard Tack--	{ A blue Colour, with a white Colour underneath
To hawl the Wind the Larboard Tack--	{ A blue Colour, with a blue Pendnant, with white Tail underneath.
On seeing Land, or Danger, speak one of Ships of War, who will make the Signal to the other &c-----	

T. T[RUXTUN]

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

To Captain James Sever, U. S. Navy, from Secretary of Navy

[TRENTON,]

Navy Department 28th August 1798

Cap^t JAMES SEVER

SIR I am mortified that any circumstances should have intervened to prevent your sailing soon after the receipt of your cruising orders of the 30th July. — Calculating that you would certainly be out in a little time after, I have sent by different conveyances, to Captain Nicholson, to leave to you the protection of the Eastern Coast; and to proceed himself to the Southward. —

Before this day, he must have some one of my Letters, and if you are still in Port, the Eastern Coast must be without protection. — I understand from a Letter from Boston of the 16th you were waiting for a few Marines; and a Letter from Cap^t Chapman of the 20th leads me to conclude, that he expected to receive my answer while he remained at Boston.

Under the circumstance I have mentioned, of the Eastern Coast being without a guard, it would not be Justifiable in me to acquiesce in your remaining in Port for your full complement of men; and from M^r Higginson's Information, you must nearly have your full complement, You will therefore, immediately on receipt of this, proceed with Cap^t Chapman to sea, and govern yourself by your Instructions of the 30th July. — In addition to the Ports, off which in the said Instructions you were directed to appear, to receive dispatches &c^s, Gloucester on Cape Ann, you will likewise occasionally call at; by which means our communications may be facilitated.

[NDA. OSW, Vol. 1.]

To Captain Jonathan Chapman, Revenue Cutter *Pickering*, from Secretary of Navy

[TRENTON,]

Navy Department 28th August 1798

Cap^t JONATHAN CHAPMAN

SIR I have this day received your Letter of the 20th dated Boston. — I am mortified that you should have been at Boston instead of being

at sea, as I hoped and expected on the 20th or before and still more mortified that you expect an answer at Boston; because it implies an opinion that you would not sail on the Cruise ordered the 30th July, before September —

I wrote M^r Higginson, and I now repeat to you; that Justice shall be done to your own merits, and the merits of your officers in the arrangement shortly to be made of Navy officers. — No appointments have been made, since I have been in office, but for the vessels ready for service — a general arrangement has been delayed, for better Information — It will soon take place; and you will be appointed to the Command of one of the Ships. — Equal Justice will be done y^r officers.

I have the honor &c^t

[NDA. OSW, Vol. 1.]

To Stephen Higginson, Navy Agent, Boston, from Secretary of Navy

[TRENTON,]

Navy Department 28th August 1798

STEPHEN HIGGINSON Esq^r

SIR, Altho' I do not reply to all the particulars, contained in your Letters of the 10th 13 & 16th Instant, yet they do not escape my attention. — I have no authority (proper as the measure would be) to lay in a Stock of Timber. — Such things must be attended to in future. —

I will attend to your suggestion as to Guard Ships. — Your letter to Cap^t Sever was certainly a very proper one, and such as shou'd have caused him to proceed to sea, without more delay; Yet I fear from a Letter I have received from Cap^t Chapman (the answer to which is enclosed) he is still in Port. —

I will not indulge a suspicion, that Cap^t Sever wants, zeal, activity or any other essential quality of an Officer — But without any reference to him, I have always entertained an opinion that men who suffer trifling difficulties to interpose between them and their duty; are unfit for public service — It shall be my endeavour to rid our Navy of such men — If our Officers cannot be inspired with the true kind of Zeal & Spirit, which will enable us to make up for the want of great Force, by great Activity, we had better burn our Ships, and commence a Navy at some future time when our Citizens have more Spirit. —

I enclose a Letter for Cap^t Sever, if he should still be in Port. Has he not delayed too long on a most frivolous pretence? does he deserve the high character given of him?

[NDA. GLB, Vol. I.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
28 August 1798, Tuesday

First part this 24 hours light Winds with a head beat Sea S. S. E. a 2 P. M. S. E. part block Island bore W. S. W. 3 Leag^s dist employ'd Stow^r Anchors found Ship too much by the head Shifted 2 fore castle guns aft on the Quarter deck and 4 Casks Water Shifted the Sheet anchor abaft the fore Chains on the Starboard Side a 6

Middle part block Island bore N. W. b. W. 4 Leagues from which I take my dep^{re} In Latt^d 41° 10 Long^d 71.23. Middle part dark with Sharp Light^s 'K Ship West^d Sounded in 40 fath^m green ozy bottom. Saw 4 Sail diff^t directions. Wore Ship a M. These 24 hours ends fresh breezes & hazy W^t

[Latitude observed, 40°. 46^m. N^o]

[NDA.]

Extract from journal of Lieutenant John Mulowny, U. S. Frigate *United States*,
28 August 1798

Stiff gales and cloudy A 2 P. M. Tacked to the S^d at 3 saw a sail made sail for her, spoke her, she proved to be a schooner from S^t Vincents bound to S^t Bartholomews, gave chase to a Schooner, which we found to be a privateer from Antigua called the *Experiment* at 8 P. M. Tkd ship to the S^d lowered Topsails down set up the Riggging and fited a New Fore Top Mast stay.

[NA.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, commander,
28 August 1798

This 24 hours first Part moderate gales and thick fogg at 5 p m Duble Reeft Topsails at 12 am Calm flatening held up fore Sail Down Jibb thick fogg at 2 P m Sounded in 48 fathoms Watter Sandy Bottom at 6 am heavy thunder with heavy Rain at 9 am Clear

Midle Part fine weather Sett all Sail By the wind Lused Stearing sails To Try all hans Employd in Spining Spun yarn and Sundry other Jobs at mrdn Saw three Sail to S/W

Latter Part Moderate gales and heazey weather under all Sail By the wind the Brig *Pickring* Still in Companey

Latt^d Obbrs 40. 42 North

[NDA. Journal kept by Joseph Strout, 1798.]

To Captain Silas Talbot, U. S. Navy, from Secretary of Navy

[TRENTON,]

Navy Department August 29th 1798

Cap^t SILAS TALBOT *New York*

SIR M^t John Brown of Providence, Rhode Island, offers for Sale to the public, his Ship the *George Washington*; which he describes as a ship built of Cedar and live Oak, coppered, two suits of Sails, completely rigged, and fitted in all respects for a Ship of War; and that she can be sent on a cruise with very little expense, and without delay.

— He represents her as one of the best Sailers in America, and capable of carrying 24 Twelve pound Cannon, — or 32 Guns, 9 & 6 pounders. —

For the sake of adding one more to the number of the ships capable of immediate service, I have determined to buy this of M^t Brown's; if on examination, She proves to be a sound, strong, fast sailing vessel, and well qualified to make a serviceable cruiser; — and capable of

carrying 24 Twelve pound Cannon, or 32 — 9 & 6 pound Guns. For this examination, and to enable me to Judge, whether I ought, or ought not to purchase her for the public service, I must rely entirely upon you. —

Permit me therefore, to request, that you will, as early as possible, proceed to Providence, and examine strictly, and critically this ship belonging to M^r Brown, & furnish me as early as you can, Your full opinion of her construction and fitness for a Vessel of War; The probability of her being a fine sailer; her soundness, Strength, and the number of Guns She is capable of mounting; The quality & Sufficiency of her sails, Rigging, Cables, and Anchors; and in Short, of every particular relating to her, which you shall judge necessary to enable me to determine, whether I should, or should not purchase her. —

I would wish also to have the dimensions of the Ship; (which M^r Brown has never given) and your Opinion of the Alterations (if any) which ought to be made in her, previous to the receipt of her Guns; and of the time it would require to make the alterations, and the probable expense.

I shall, as before observed, be governed intirely by your Opinion as to this Ship. —

I understand M^r Brown is a Gent^l of very great Influence in Providence. — Judge whether you will want a Carpenter to assist in the examination; and whether you can depend upon getting the assistance of one in Providence, who will not be under the influence of M^r Brown. — And if you think it proper take a Carpenter with you from New York. —

Any expense you are at in this business will chearfully be paid by the public — And I hope you will without reluctance undertake this, perhaps important service — The first Cost is but a trifle, compared with the consequences of putting a Commander & Crew on board of a good, or a bad Ship. —

I am &c^t

[NDA. GLB, Vol. 1.]

Letter from Captain John Morrison, Master of the Armed Ship *Eliza*, of Charleston, S. C., relating to convoy

[CHARLESTON, S. C.]

Ship Eliza, off the Bar, 28th August, 1798.

Messieurs FRENEAU & PAINE,

You will please take notice, that on Sunday morning, the 19th inst. I sailed from the Havanna, with a convoy of sixty-five sail of Americans, bound for different ports of the Continent, under my direction. Nothing happened worth noticing 'till Sunday, the 26th; then, in Latitude of 20° 11' N., I saw a strange sail to windward, coming down for the convoy; I immediately hauled the wind for her, and found, on coming near, that she was a man of war. I made the signal for a friend, by firing a gun to leeward, and hoisting my colors, which she answered by repeating the same, with British colors. At three P. M. she came within hail and, after the usual mode desired me to collect my convoy, that he wanted to board the Danes.

I instantly made the signal for the convoy to close with me, which I kept up 'till dark, going under easy sail, the convoy much in confusion, and a great many paying no attention to the signal, but the fastest sailors getting off as fast as they could. Kept on all night under an easy sail, with the heavy sailing vessels. At day light I found the man of war had kept company all night, and at sunrise boarded the Danes in the convoy and stood on with them to the Southward and Eastward.

Many of our convoy made off in the night. I kept on with the remainder 'till Latitude 32° 0' N., when I hauled in for the land, with the vessels bound for this port. The rest of the convoy kept on with the other armed vessels. I am immediately to make sail after them. The man of war's name is the *Prevoyante*.

I am, Gentlemen,

With respect,

Your most obedient servant,

JOHN MORRISON

[LC, "City Gazette & Daily Advertiser" (Charleston), Wednesday, August 29, 1798.]

To Messrs. Brown and Ives, Providence R. I., from Secretary Pickering

DEPARTMENT OF STATE TRENTON, NEW JERSEY,

29 Aug^t 1798.

Mess^{rs} BROWN and IVES *Providence Rhode Island*.

GENTLEMEN, I have this day sent M^r Joseph Anthony a Commission for the private Armed Ship *Ann and Hope*, belonging to you; and now enclose to you a blank bond to be executed by yourselves and two Sufficient Sureties, which being done, you will be pleased to return the same to me. The act of Congress requiring the description of the vessel, for which a Commission is requested, to be signed by the applicant, and this being omitted in the one transmitted to me by M^r Anthony, I inclose it to you, that the deficiency may be corrected.

I am, Gentlemen, &c

TIMOTHY PICKERING.

[SDA. Dom. L., Vol. 11.]

To Captain Alexander Murray, U. S. Navy, of the *Montezuma*, from Secretary of Navy

[TRENTON,]

Navy Depar^t 29th Aug^t 1798

Cap^t ALEX^r MURRAY

Sir I am honored with your Letters of the 24th & 26th Instant — Baltimore it is true has furnished an over-proportion of seamen; yet I fear you must depend upon Baltimore and Alexandria (perhaps Norfolk may afford aid) for your Crew — The fever in Phil^a & New York will make it difficult and dangerous to get men from either of these places — And the Eastern seamen will only go in ships fitted to the Eastward —

I think you must therefore try to procure a Crew at Baltimore & Southward —

It is but right you should give to the Midshipmen you find deserving, the encouragement you suggest — I shall always be glad to

receive your observations on every thing respecting the Navy — I entered upon Office, ignorant of all my duties; but with the disposition to learn them by all the means in my power.

The Captains of the Navy must afford me a great deal of Instruction — especially those who are experienced. —

I am projecting (but this you will keep to yourself) an enterprize for you, and two smaller, but well fitted vessels, under your Command, — and am the more anxious that your Ship should be ready as early as possible, that the time for its execution may not elapse —

I am &c^t

[NDA. OSW, Vol. 1.]

To Captain Thomas Truxtun, U. S. Navy, from Captain Isaac Phillips, U. S. Navy

[Copy]

SHIP *Baltimore* 29th August 1798 —

SIR, I have now on Board for my nine Pound Cannon, the following
 Quantity of Shot — 509 Round
 357 double head }
 121 Cannister }

Also for the four Pound Cannon as follows —

298 Round
 100 Cannister

I wish you to oblige me with your Opinion, whether that Quantity is sufficient, however it is all I have.

With Respect your most
 humble Servant

ISAAC PHILLIPS.

N. B. Should you order the Pilot Boat to Baltimore, I should be glad to send a Letter.

Commodore TRUXTUN

Hampton Roads.

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

Extract from journal of Lieutenant John^t Mulloony, U. S. Frigate *United States*,
 29 August 1798

Cloudy weather. At 1 P. M. a sail in sight bearing S. W. at 5 P. M. spoke her, she was the Brig *Kitty* Cap^t McBride from Martinico bound to Liverpoole, at 5 A. M. two sail in sight found them to be the *Kitty* and *Experiment*, Brig and schooner before spoke with. at 10 A. M. hove too off S^t Bartholomews and sent L^t Barron on shore he returned in 4 hours.

[NA.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
 29 August 1798, Wednesday

First part this; 24 hours Steady breezes with a head Sea from the Southward. Ship in Chace Spoke D^o proved the Brig^t *Mercury*

W^m Miller Com^r from Rotterdam bound to Philad^a 11 Weeks out Short of provisions (own'd by M^r Foster of Said port) Supply'd them with 1^c pork 1^c Bread and one Q^r Cask Water @ 5 p. m. made Sail got up our Lightning rods.

Middle part Squally with rain at 1½ past 10. Winds Variable. Saw a Sch^r to Windard Stand^r Northw^d at Midnight Took in Sail it being Squally with heavy Showers rain at 6 made Sail Saw a Sail Stand^r S. W. Spoke her prov'd the Brig^t W^m of N York Jn^e Johnson Com^r bound to Greenock. Musterd the Crew & Regulated the Watch.

[Latitude observed 39° 50^m N^o]

[NDA.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commander, 29 August 1798

This 24 hours first part moderate gales and hazey weather at 2 p m Spok a Brittish 64 gun Ship the *St Albins* Capt Pender had in Company a Brig from Bourdaux Bound To New York the Brig Beloning To George Townd on there way to Halifax at 8 pm Tact Ship S S E Dubble Reef the Topsails

Midle Part Calm flattening weather With Rain at 6 am had a Squall from the W S W thunder attended with heavy Rain saw a Ship To the E S E hove out Signal the Brig *Pickring* To give Chace at 10 am Spok hur found hur to Bee the Ship *Carltonia* of Portland Bound to Philadelphia from Liverpool 50 days out

Latter part moderate gales and Cloudy weather with Drizeley Rain

No Obrs To Day

[NDA. Journal kept by Joseph Strout, 1798.]

To Major Commandant Burrows, U. S. M. C., from Thomas Pinckney, Charleston, S. C.

CHARLESTON 30th Aug: 1798

MY DEAR SIR: Give me leave to congratulate you on the appointment to the Command of the Corps of Marines & at the same time to convey to you Mrs. Pinckney & my affectionate respects to Mrs. Burrows & yourself — Pursuant to the desire of the Secretary of the Navy I (after making the necessary enquiries) appointed Mr. John Maine of this city to the 2nd Lieutenancy of Marines — Mr. Maine bears a very good character in general, is a very active intelligent militia officer & his friends are only surprised at his accepting so low a grade in the Army.

I procured for him & Mr. Hall the money desired but I have doubts of them raising the number of men you expect — The Artillery Officers recruiting here offer 10 or 12\$ bounty which I apprehend will give them the preference.

We have raised 114,000\$ here to build & equip a vessel of war to be loaned to the Government & we have built three gun boats & have nearly finished a small fort on Sullivan's Island & laid out considerable sums in other defensive preparations so that I trust South Carolina

will not be among the most backward in support of our Government & Independence.

I remain with much respect & esteem — My Dear Sir —

Truly yours

THOMAS PINCKNEY.

[Original Letter not in MCA.]

[Recruiters' Bulletin, October 1916, p. 15.]

To Stephen Higginson, Navy Agent, Boston, from Secretary of Navy

[TRENTON,]

Navy Department August 30th 1798

STEPHEN HIGGINSON Esq^r Boston

SIR I am honored with your Letter of the 23 Instant — I have requested the Secretary of the Treasury to remit you 20,000 Dollars —

I am very happy that the *Herald* and Cutter have sailed — and that your opinion of Cap^t Sever is so favorable — I began to think unjustly of his Zeal & Activity, as you will perceive by my Letter to him, enclosed in my last to you — I am always glad in such cases, to find myself mistaken —

I see no objection to the arrangement you suggest as to Cap^t Sever & Chapman. and their Officers, and will endeavor to effect it — Perhaps Cap^t McNeill may be provided for at Providence, (R. I.) where I am in Treaty for the purchase of a Ship, tho not strictly within the Law — It would be desirable that New Hampshire should furnish one Captain, — if they have a fit man —

Please to forward the pay Roll, Muster Roll &c^t left by Captain Sever — The account^t of the Navy Department is just commencing his duty. —

The powder and arms wanted for the Ship at Portsmouth, shall be forwarded in time, as also Iron Ballast — She must be called the *Portsmouth* — please to direct the head according to your own Judgment — Heads are not useful, and I believe injure a ship — If we must preserve an useless ornament (& I suppose we must) — they ought not to be expensive. —

I wish it was in my power to contract for Timber for future Ships — however proper it is, Congress have made no appropriation for this purpose — They must look better forward, in future. —

The sickness in the different Towns, disappoints the revenue — and the utmost Oeconomy must be attended to in the different departments — My view heretofore has been, to have the Crew enlisted by the time the Vessel was ready to receive them — so as not to have men waiting for a ship, nor a ship for men —

However proper it might be, to procure such ships as you suggest, for the purpose of recruiting and training our men, I doubt whether it would not encrease the expense — I will however, better understand this subject —

P. S. to the foregoing Letter to S. Higginson Esq^r

I presume the Portsmouth Ship might sail in one fortnight after launching, — if every proper previous arrangement be made. — When do you suppose she will be launched?

[NDA. GLB, Vol. 1.]

To Captain Richard Dale, U. S. Navy, from Secretary of Navy

[TRENTON,]

Navy Department 30th August 1798

Cap^t RICHARD DALE

SIR I am honoured with your Letters of the 22 & 28th Instant — I am very sorry you hold out the Idea of quitting the service —

It is likely our Country will want the aid of brave men. — I have not understood that you were to lose your rank, because the Frigate intended for you, was discontinued; but my Idea has been the contrary. — I can not however be certain how this point is to be determined; — but if this is the only objection to your continuing in the service, you should not determine to quit it, until this point is determined against you. — I should be glad to hear from you on this subject. — If at all events, you mean to quit the service, it will be necessary that I should know it. —

I am very sorry the Ship proves so defective — The Guns must be regulated according to your own Judgment — Get as many new ones as you think proper — M^r Foxall will cast them according to your directions — Judge whether he can get them done in time; and the sooner he is set about them, the better — I have written him to prepare such Guns as you require, and will direct the proper Hearth or Camboose from New York — M^r Francis will have the Bower Cable such as you direct, made out of Hemp he has lately purchased.

I should be glad to know your opinion of the number of men, the Crew of the *Ganges* should consist — she must mount only 24 Guns, I believe to comply with the Law. —

It is doubted by the Purser whether the Beef will answer for another cruise — Should it not be overhauled and repacked? — by this means the greater part may be saved. —

[NDA. OSW, Vol. 1.]

To Joshua Humphreys, naval constructor, from Secretary of Navy

Navy Department

Trenton August 30th 1798

M^r JOSHUA HUMPHREYS

SIR Captain Dale writes to me on the subject of the Guns for the *Ganges*; and I write this day to M^r Francis, that he must procure from Foxalls Foundry, such as Captain Dale shall direct. — They will of course be nine pounders, and you can give orders about the carriages accordingly — I have also written to M^r Francis to procure sundry Stores, ordered by Cap^t Dale; supposing that he will be able to collect them with more facility, than it may be in your power to do. —

I remain sir &c^s

[NDA. GLB, Vol. 1.]

To Captain John Brown, Revenue Cutter *Diligence*, from Secretary of Navy

[TRENTON,]
Navy Department August 30th 1798

Cap^t JOHN BROWN
Cutter *Diligence*

SIR: The Schooner *Diligence* Revenue Cutter under your Command, being now nearly ready to receive her Guns & Stores; you will proceed without delay to get them on board. —

M^r Joshua Humphreys will supply the Money for the several articles you may require — and also two months provisions. —

There will be ordered on board from the Marine Corps a Serjeant and 8 Marines, and you will immediately take measures for enlisting fifteen able seamen, & seven Boys for twelve months; which with the Marines will be a sufficient Crew for your Schooner. — If necessary you must advance each man, two months pay; but in this case, you should get Security that those you pay it to, do not run away — The Wages to able seamen are 17 Dollars p. Month — The boys you will give from 5 to 14 Doll^s p. month, according to merit. —

M^r Humphreys will also furnish you with money for this service, and you will be careful to enlist none, but healthy, sober people; preferring Americans, if to be had —

Out of the 15 seamen allowed, you will appoint your Boatswain, Carpenter & Gunner allowing each of them 3 Doll^s p. Month, more than seamen's Wages —

When you are ready to receive them, Major Burrows will be directed to send on board your vessel; a Serjeant and eight Marines, which will complete your Crew. — These men will be sent with arms — The Muskets you have, will supply your seamen.

[NDA. OSW, Vol. 1.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commander, 30 August 1798

This 24 hours Begins pleasant gales and heazey Weather at 12 pm Saw a Brig Standing to the S S E gave Chase at 4 pm Spoak hur Was from New port Bound to Hamburg 48 hours out at 8 pm Sounded in 40 fathoms

Midle part pleasant and Light wind from the westward and at 6 am Lett out all Reefts and Lused all Sails To Dry at 10 out Jolly Boat to Scrub the Sides all hans Employd in Ships Duty

Latter Part allmost Calm Sounded in 38 fathoms Watter Sandy Bottom The Brig *Pickering* Still in Compan[y]

Latt Obrs 40..40 N.

[NDA. Journal kept by Joseph Strout, 1798.]

Extract from journal of Lieutenant John Mulowny, U. S. Frigate *United States*, 30 August 1798

At 4 Saw 4 Sail to the S^d & E^d two proved to be Cap^t Decatur and the prize Schooner, the others Sweedish small schooners Appearance of very bad weather, squally, Thunder, lightning and very heavy rain

At 7 A. M. saw the *Delaware*, shortened sail for her, at 10 A. M. hoisted out the Cutter and sent for Cap^t Decatur to come on board.
[NA.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
30 August 1798, Thursday

First part this 24 hours Light Winds & pleasant @ 1 P. M. Set the Spanker and Stay Sails. Two Sail in Sight @ 6 P. M. Sounded with 90 fath^m Line No Bottom @ 6 pumped Ship 10 Inches Water.

Middle part Light Airs from N. E. and Clear W^t a D^e hauld down Jibb & Stay Sails.

At Day Light Hoisted out our Yaul 3 Sail in Sight.

@ 11. A. M. Set the Stay Sails 3 Sail still in Sight.

Latter part Moderate & Clear.

[Latitude observed 39°.11^m.N^o]

[NDA.]

To William Pennock, Navy Agent, Norfolk, from Secretary of Navy

*Navy Department,
Trenton 31st August 1798*

W^m PENNOCK Esq^r Norfolk

I have received your three Letters of the 18, — 21st & 23 Current. — I had hoped that Captain Truxton would have been on his way to the Havanna before this. — I shall request the Secretary of the Treasury to transmit you, six Thousand Dollars. — Instead of drawing on me, furnish me with Estimates of the money you will require in every month, and I will cause it to be remitted to you. —

I have this day written to James Watson Esq^r of New York, and requested him to ship from thence to your address, — Two Cambooses intended for the two Brigs. It gives me pleasure to learn that the Schooner from Philadelphia has arrived — You have consequently received the eighteen six pounders. — I beg you will inform me, what prospect you have, of procuring the Six Guns, yet remaining to be purchased for the two Brigs. — My object is to bring into operation, as early as possible, all our Naval strength, and I flatter myself that my views will be furthered by your Activity and exertions. —

[NDA. GLB, Vol. 1.]

To Messrs. Gibbs & Channing, agents, Newport, E. I., from Secretary of Navy

Navy Department Trenton Aug^t 31. 1798

MESS^{rs} GIBBS & CHANNING

I am honored with the receipt of your several Favors dated the 7th 9th & 14th Instant which would have been sooner acknowledged but for the derangement attending the removal of the Offices to this place.

You will find enclosed a List of the Stores considered as necessary for a Ship of 24 Guns, also a List of Colours. — The Signal Colours shall be supplied from hence. —

The Ship may be called the *General Green*; and altho' I believe Heads rather injure Ships, yet I suppose our Ships must have them; please therefore have such a Head made, as in your Judgment will be proper; avoiding much expence.

Of the Articles mentioned in the enclosed List the Powder, Muskets, & Bayonets are in Store, and shall be sent in season the Drums & Fifes also.

Let me know early which of the other Articles you can not procure.

[NDA. GLB, Vol. 1.]

To Major Commandant Burrows, U. S. M. C., from Secretary of Navy

[TRENTON,]

Navy Department 31st Aug^t 1798

Major BURROWS

SIR Marines will be wanted shortly at the following places —

at Portsmouth New Hampshire.....	25
at Newbury Port.....	25
at Newport Rhode Island.....	25
at Boston.....	25

I request you will cause the men to be enlisted at places the most convenient — If those wanted for Portsmouth & Newbury Port are engaged at Boston, where there is a contractor, who must supply Rations, they can easily be sent to the places where wanted. —

Arms will be sent to Boston from Springfield, for the men, and will be directed to Stephen Higginson Esq^r to whom I will write to procure them clothing. —

Fifty Marines will also be wanted at Norfolk. — You will please have these also enlisted. — They will be supplied with Rations by the Contractor there — & Cloathing and Arms, & Accoutrements, must be sent for them from Phil^a. —

I have requested the Secretary of the Treasury to advance you fifteen hundred dollars, for the recruiting service, and such proper advances to the officers, as can safely be made, and are indispensable —

Please to direct that Natives be preferred. Indeed if they can be obtained, none others ought to be enlisted. —

[NDA. GLB, Vol. 1.]

To Chevalier de Yrujo, Minister Plenipotentiary of His Catholic Majesty, from Secretary Pickering

DEPARTMENT OF STATE

Trenton Aug^t 31. 1798.

SIR, I have received your letter of the 27th stating that "by letters which you had just received from the Commandant General of Luisiana, you were informed, that in the District of Natches there is assembling a small American Army, whose force already amounts to some thousand men with a great deal of Artillery, and it is added, that still more hoops and cannon are expected." And you mention your own knowledge "that two of the armed boats built at Pittsburgh have already descended the Ohio with the same destination, and that others will follow them so soon as they are finished."

How you should "know" the "destination" not only of the gun-boats already built, which have descended the Ohio, but of those which are building, I cannot tell; it *conjecture* that these boats were destined to contribute to the maintenance of the Posts and the rights of the United States on the Mississippi would have been natural; seeing Spain maintains a number of gun-boats on the same river, for the like purpose on her part.

With regard to the Statement that "a small Army already amounting to some thousand men, is assembling at the Natchez," the Commandant General of Luisiana knows that it is not true: it is therefore not necessary to enquire into the destination of an army which has no existence. But it is not difficult to conjecture the object of the Commandant General: After evading for more than a year, the evacuating of the Posts and the running of the boundary line, he would probably interrupt the latter, if he could find any new pretense. Hence the insinuations of hostile views on the part of the United States; and hence his attempt to alarm M^r Ellicot and induce him to quit the business by formally announcing to him the dissatisfaction of the Indians, and their intention, "to surprise the Commissioners for running the boundary line, and to treat the *Americans* in an outrageous manner." If sir, such interruption and outrage should take place, we shall be at no loss for its origin: the Indians will not be inclined to outrage and hostilities, unless excited by the secret Agents of the Commandant General. It is time, sir, after patiently bearing so many vexatious delays, to speak plain: the warm professions and solemn assurances of the Commandant General, have ceased to inspire confidence. So repugnant, indeed, has been his conduct to his professions, that fresh assurances serve rather to excite fresh suspicions. At the same time the interests of the two Nations are so obviously concerned in maintaining a fair and good understanding with each other, you may rely that when the acts of the Officers of his Catholic Majesty shall bear the evident marks of sincere amity, they will be cordially reciprocated on the part of the United States.

I am, Sir,

Your most obed^t serv^t

(Signed) TIMOTHY PICKERING.

CHEVALIER DE YRUJO

Minister Plenipotentiary of His Catholic Majesty

[SDA. Dom. L., Vol. 11.]

To Rufus King, United States Minister, London, from United States Consul
Rob W. Fox

[from] R. W. Fox —

FALMOUTH 31 August 1798

RUFUS KING Esq:

ESTEEMED FRIEND, I have to trouble thee on the following occasion. Peter Vignon Passenger on board the Brig *Hope* Capt: Wheelwright, under American Colours was captur'd on the Voyage from Bordeaux to New York and sent into this Port. Part of the Cargo is his property, & he being a Citizen of the United States of America I gave him a Certificate thereof, & the Mayor granted him a Licence for a Month to reside here, which is now nearly expired, & the Collector tells him he must in future obtain it from the Duke of Portland,

which I know no way of obtaining but through thee. He has given me Copies of his Certificates of Citizenship which I enclose thee as well as his letter to me. He staid about 9 Months in France; in the first place he was stopp'd as an Emigrant, & afterwards a suitable opportunity did not present for his return for some Months. I conclude he is fully entitled to thy Protection.

I am with much respect

Thy assured Friend

ROB W FOX.

[SDA. Falmouth, C. L., Vol. 1, 1790-1802.]

To Lieutenant Saunders, U. S. M. C., from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *Constellation*

Hampton 31st August 1798.

SIR, I send you herewith a printed Copy of my private Instructions for your Government. In the Organization of our Infant Navy, it is highly necessary, that great Attention be paid to every Order, and Regulation. And as the Articles of War, the President's Instructions, and my private Orders are the basis from which all Duty and Etiquette is to be performed, you will be pleased to particularly attend to the same. We have a national Character to support, and it is my anxious Desire that we appear when in Company with the Ships of our own, and other Nations as well disciplined, and regular as any of them. From your Character I have every Reason to suppose, that I may calculate on your steady Attention to the Rules, and Regulations laid down, and of the keeping the Marines neat clean, and in good Order, which from the Inattention of their late Officer, I am sorry to say they have been shamefully neglected, particularly in Port, and since I first went on Shore at Norfolk. Daily Orders are generally given in a Book, whenever any Part thereof relates to your Department, the Officer of the Watch will inform you. I am, Sir, with great Respect —

Your Obedient humble Servant

THOMAS TRUXTUN.

Lieu^t SAUNDERS. —

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

To William Pennock, Navy Agent, Norfolk, from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *Constellation*

Hampton Roads 31 August 1798 —

DEAR SIR At the Request of the five following Persons (Job Swain, Tho^s Sweet, George Shore, John Doyle, James Renton, & John Hilsbury) praying that they might be Landed on acco^t of their Health, I have directed that they be put on Shore at Norfolk, on condition of their discharge being accepted; but I have promised that you shall furnish quarters for them, untill they can Shift for themselves, or hear from the Sec^y of the Navy on the Subject. —

The Publick must not be put to any expence, that can be avoided for not a man who I have granted a discharge to, from the Commencement of fitting this Ship to the present Time has ever earned his Victuals. —

I am Sir Your Ob^t Serv^t

THOMAS TRUXTUN.

W^m PENNOCK Esq^r

N. A.

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

[31 August 1798]

Complement of U. S. Ship *Baltimore*

Officers of every Description on Board the United States Ship <i>Baltimore</i> , <i>Isaac Phillips Esq^r Commander</i> -----	N ^o 46
Able Seamen-----	" -30-
Half ditto-----	" - 3-
Active Boys-----	" - 8-
Ordinary Seamen-----	" -19-
Landsmen-----	" -16-
Marines-----	" -24-
Total Number of every Description-----	-146

Hampton Roads 31st August 1798.

Signed — ISAAC PHILLIPS.

Commodore TRUXTUN.

Hampton Roads.

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

Extract from journal of Lieutenant John Mulloony, U. S. Frigate *United States*,
31 August 1798

At M. saw a sail off the E. end of Saba Set all sail in chace, came up with and spoke the Schooner *Gilblass* Cap^t Ponsonby, who is an impertinent man, belonging to Tortola 4 Guns. At 8 P. M. Saba bore N E b. N Dist 8 miles. At 4 hove to spoke the *Delaware* bore away for S^t Croix at 7 A. M. saw S^t Croix W S W. Dist 8 leagues, — at 10 Saw a sail to Leward.

[NA.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
31 August 1798, Friday

First part this 24 hours Steady Breezes $\frac{1}{2}$ past Merⁿ Saw a Sail ahead @ 5 Shortend Sail and fired a gun @ Y^e Chace prov'd an English Ship from St. Johns N Brunswick bound to Baltimore 18 Days out W^m Proctor Com^r Wore Ship Southward at 7 P. M. TK Ship to the North^d & West^d at Midnight TK Ship to the S. E. @ 6 A. M. Set T. Gall^t Sails at 8 A. M. Saw a Sch^t Stand^s N. W. ab^t 2 miles to Windward fired a Gun but she not bear^s downward Seeing a Large Sail a head gave her Chace at 9 A. M. Unbent the Main Sail and reduced it by cutting of 2 feet in the wake of the 2^d Reef thereby hav^g the Reef out entirely.

[Latitude observed 39. 32.]

[NDA.]

[About 31 August 1798]

Presumably list of Captain Truxtun's convoy from Hampton Roads

Vessels Names & what rigged	Master's Names	Owner's Names	Owner's Residence	Lading	Where bound	Tonage
Ship ABIGAIL.....	Robert Kean.....	John Hollins.....	Baltimore.....	Dry Goods.....	Havannah.....	173 Ton.
Schooner HANNAH.....	Nathl Ogder.....	M ^r Faden & Co.....	ditto.....	Flour.....	ditto.....	
Brig LOUISA.....	Thomas Davis.....	Robt Gilmore & Co.....	ditto.....	Flour.....	ditto.....	180
Snow MICHAEL.....	W ^m Weeks.....	James Barry.....	ditto.....	Flour.....	ditto.....	216
Schooner PARK.....	W ^m Creighton.....	John Hollins.....	ditto.....	Flour, Dry Goods &c.....	ditto.....	78.
Schooner CITIZEN.....	Anth ^y Daniels.....	David Stewart & Co.....	ditto.....	Flour &c.....	ditto.....	109.
Schooner HOPE.....	James Benson.....	Roger & Ownens.....	ditto.....	Flour.....	ditto.....	86.
Schooner ARB[?].	W ^m Richardson.....	J. Yellott.....	ditto.....	Flour.....	ditto.....	
Schooner MARY.....	Alex ^r Huis.....	Ar ^d Stewart.....	ditto.....	Flour.....	ditto.....	99.
Brig SWIFT.....	Peter Savensen.....	D. Stewart & Sons.....	ditto.....	Flour.....	ditto.....	137.
Schooner DISPATCH.....	M Sawberlon.....	Peter D. Goveots.....	ditto.....	Flour dry Goods &c.....	ditto.....	85.
Schooner GREY HOUND.....	J. Deshields.....	Gittings & Smith.....	ditto.....	Flour.....	ditto.....	78.
Schooner EAGLE.....	John Davis.....	Moses Myers.....	ditto.....	Flour.....	ditto.....	40.
Schooner DAPHNEL.....	Joseph Ripley.....	Jo ^s Donah.....	Phil ^a	Flour.....	ditto.....	84.
Schooner SYREN.....	Jarad Arnold.....	J ^o M ^r Faden & Co.....	Baltimore.....	".....	ditto.....	113.

[HS of Pa. NDA photostat. Truxtun's LB. 1798-9.]

To Captain Thomas Truxtun, U. S. Navy, from Secretary of Navy

[TRENTON,]

Navy Department 31st August 1798

Cap^t THO^s TRUXTUN

SIR I am honored with yours of the 24th Instant. It is unfortunate that Cap^t Philips is so badly prepared for the Expedition. — I hope your Activity & Management, will remove all difficulties.

I will attend to your observations. — I am informed, that the Merchants of Baltimore, particularly James Barry, as well as those at other places, have a good deal of Money at the Havanna, which they are desirous you should receive on board your Frigate, for greater safety. — I have no doubt you will be disposed to do them all the service you can, in this and every other particular, — which will be complying with the wishes of the Government. —

[NDA. OSW, Vol. 1.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, at Hampton Roads, 31 August 1798, Friday

Since the 16th Instant up to this Day, we have been employed stopping Leakes; caulking the Ship inside and out; taking in Iron Ballast, and stowing the same; receiving Water, and Provisions; repairing Rigging and Sails, tarring, painting, and putting the Ship in the best possible Order; and now having accomplished all these Objects, and got our Stores on Board, and every Thing ready for Sea . . . I shall embrace the first Opportunity, when the Wind (which is light, and ahead) comes favourable for getting under way, and proceeding on the Expedition directed by the Secretary of the Navy, taking the *Baltimore* of 24 Guns under my Command, and several Merchantmen (to whom I have issued Signals) provided they can keep up with the Ships of War. John Watson a principal Mutineer on Board of his Britannick Majesty's late Ship *Armoine*, and who entered and went by the Name of Hugh Williams, on Board the *Constellation* being Yesterday discovered, I immediately ordered him in Irons, and dispatched Lieutenant Sterett with him in Charge to Norfolk, there to be delivered to the British Consul, which was done agreeable to M^r Hambleton's Letter to me, in Answer to mine of the above Date.

[HS of Pa. NDA photostat.]

To Nicholas Johnson, Newbury Port, from Secretary of Navy

[TRENTON]

Navy Department 1st Sept^r 1798

M^r NICHOLAS JOHNSON }
Newbury Port }

SIR It being necessary that a person of character & Judgment Should be appointed, to act as the agent of the public, in Superintending the Equipment of the Ship building at Newbury Port, by

**Naval Documents
related to the
Quasi-War between the
United States and France**

**Volume I
Part 3 of 3**

**Naval Operations
from February 1797 to October 1798**

**United States
Government Printing Office
Washington, 1935**

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Bolton Landing, New York
2011

AS A WORK OF THE UNITED STATES FEDERAL GOVERNMENT
THIS PUBLICATION IS IN THE PUBLIC DOMAIN.

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Navy Department 31st August 1798

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[HS of Pa. NDA photostat.]

To Nicholas Johnson, Newbury Port, from Secretary of Navy

[TRENTON]

Navy Department 1st Sept^r 1798

M^r NICHOLAS JOHNSON }
Newbury Port }

SIR It being necessary that a person of character & Judgment Should be appointed, to act as the agent of the public, in Superintending the Equipment of the Ship building at Newbury Port, by

the Patriotic Subscriptions of your Citizens, and as you have already had an agency, as I am informed, with respect to her, and are mentioned in favorable Terms by M^r Bartlett; I request that you will also undertake to Act for the Public. —

I enclose for your Government a List of the Articles, considered as necessary for a Ship of that Force, and it will be desirable, that the whole of them Should be procured by you, except the Powder & Muskets, which will be Supplied from hence. — If however you Should find that there are any other of the articles, contained in the enclosed List, that you cannot furnish, please to Send me an Exact List of them, that they may be Sent to you in time. —

The customary Commission allowed to the Navy Agents in other ports, is two P^{er} Cent on the amount of Expenditures; and you will charge the same. — With which I hope you will be content; as you will also possess the gratification of rendering Service to your Country at this important period. — — —

It is the more desirable that you Should furnish the whole of the Supplies, as the Situation of Phil^a & New York, in consequence of the prevailing Fever, will render very uncertain, the obtaining them from either of those places — In order that you may commence your purchases, I have directed a remittance of two thousand Dollars to be Sent to you; and Whenever you require further Sums, you will please to advise me, and they Shall be forwarded. —

[NDA. GLB 1.]

To Colonel Pickering, Secretary of State, from B. Goodhue, Salem

SALEM 1st Sept^r 1798

DEAR SIR When I first got home I found there had been a while before a subscription for building a Ship handed about but the amount subscribed being but 15,000\$ a sum so inadequate that the matter has been asleep ever since — on enquiring of some Gentlemen how the sum came to be so small, I was told that it was first handed to M^r Derby who put down only \$5000 and he being considered the richest deter'd others from putting down sums which they otherwise would have done, This morning I received yours of 25 Ult^o, and have shewn it to M^r Derby and M^r Gray and will shew it to others, the former said he calculated on the cost of a 20 Gun Ship to be \$50,000 and estimating his commercial capital to 1/10 of the Town he had subscribed in that proportion — his sons being present observ'd that he was 2/10th of the trade and his subscription ought to have been in that ratio, and from what pass'd I am inclined to believe he will still come forward at that rate, M^r Gray told me he was deter'd from subscribing more than what he did on account of M^r Derbys not being more but that a Ship we must have and should have and if others did not subscribe a sufficient sum he would, thus the matter is at present I suppose a meeting will be called in a day or two, when I shall be able to give you further information — I have very little doubt from the spirited conversation of M^r Gray who could build such a Ship and not feel it, that a Ship of 20 Nine pounders will be built, in such a case it would be gratifying to the Merchants to have the nomination of the Officers and the public probably be as well or better served and the Crew by that means

be much sooner got in this Neighbourhood. — I will write you in a few days more fully after the Gentlemen have had their meeting —

Gerry is worse then even I thought him by his staying in Paris after receiving the instructions of the 23^d of March — and he is yet to learn from Talleyrand the *Ultimate views of France towards this Country*. — I perceive he is to be an infinite vexation to us, for he will come here with some insidious project of Talleyrand mingled with expressions of their diabolical fraternity in order to palese the measures of our Gov^t and strengthen their party here and he Gerry will be such a dupe or something worse as to favour the project and probably write a Book as many of our worthless public characters have already done — I hope the President will learn a little discretion in future from the very severe mortification he must have from his appointment — the Yellow fever is in Boston and Portsmouth, in the latter worse than the former, and in the lower part of this Town four or five persons have died lately of a fever pretty similar to it — your Friends are well
in haste —

Your affectionate

B. GOODHUE.

Col. PICKERING

[Mass. HS. Pickering Papers, Vol. 23.]

To President John Adams from the Secretary of Navy

[TRENTON,]

Navy Department 1st September 1798

JOHN ADAMS Esq^r

President of the United States

SIR The paper N^o 1, will exhibit a view of the Ships already in service, and those which are building in different parts of the United States and their Commanders. —

Of the ships building, to which Commanders have not been appointed, those at Newbury Port, Middleton, & Norfolk, are in the greatest forwardness — and are in a situation to require the attention of their Captains — But as Captain Tingey is represented by a great many Gentlemen of Reputation, to be highly qualified for a command in the Navy, and has the appearance of being so, and as Cap^t Chapman, Commander of the Revenue Cutter from Boston, from the representation of Stephen Higginson Esquire, is a very meritorious man, and well qualified to rank high in the Navy, It appears proper, that these Gentlemen should now be appointed, tho Ships are not immediately ready for them, that they may take Rank of the Captains for Newbury Port, Middleton, & Norfolk, who may be equally meritorious but are not so well known. Cap^t Sever it is presumed will be called upon to attend the Frigate at Portsmouth, when his present Cruise is over, and Chapman can then take the Command of the *Herald*; and Dale will not go out again in the *Ganges*; but if he continues in service, which I fear is doubtful, will superintend one of the Frigates, which will make a vacancy in the *Ganges* for Tingey —

I have therefore the honor to submit the Gentlemen named in the paper N^o 2, as officers in the Navy; and have enclosed Commissions to be signed, if they meet your approbation — I have added the names of inferior officers, who are immediately wanted for the vessels, to which they are named.

[NDA. Nom. Appts., LB, 1798-1820.]

[Enclosure with letter of 1 September 1798 to President Adams from Secretary of the Navy]

[No. 1.]

SHIPS OF 32 GUNS & UPWARDS IN SERVICE & BUILDING

In Service	Building	by whom building	Commanders
1 UNITED STATES, Frigate.....	— —	— —	John Barry
1 CONSTITUTION do.....	— —	— —	Sam ^l Nicholson
1 CONSTELLATION do.....	— —	— —	Thos Truxton
1 — — — — —	at Portsmouth	Public	Silas Talbot
1 — — — — —	at New York	Public	
1 — — — — —	at Ditto	Citizens	
1 — — — — —	at Philad ^a	Ditto	
1 — — — — —	at Norfolk	Public	
8 — — — — —			
1 Wanting —			

SHIPS OF 20 & 24 GUNS, IN SERVICE & BUILDING

In Service	Building	by whom building	Commanders
1 GANGES.....	— —	— —	Richard Dale
1 DELAWARE.....	— —	— —	Stephen Decatur
1 MONTEZUMA.....	— —	— —	Alex ^r Murray
1 BALTIMORE.....	— —	— —	Isaac Philips
1 PORTSMOUTH.....	at Portsmouth	Public	Daniel McNeill
1 — — — — —	at Boston	Citizens	— —
1 MERRIMACK.....	at Newbury Port	Ditto	Moses Brown
1 GENERAL GREENE.....	at Newport	Public	Christ ^r Raym ^d Perry
1 CONNECTICUT.....	at Middleton	Ditto	Moses Tryon
1 ADAMS.....	at New York	"	Rich ^d V Morris
1 — — — — —	at Charleston	Citizens	— —
11 — — — — —			
1 Wanting, Measures are taken to get it at Providence —			

SHIPS OF 18 GUNS IN SERVICE & BUILDING

In Service	Building	by whom build ^d	Commanders
1 Ship HERALD.....	— —	— —	James Sever
1 — — — — —	at Baltimore	Citizens	— —
1 — — — — —	at Ditto	Ditto	— —
1 Brig NORFOLK.....	at Norfolk	Public	Thos Williams
1 " RICHMOND.....	at Ditto	Citizens	— —
5 — — — — —			
1 Wanting. —			

[NDA. Nom. Appts. LB, 1798-1820.]



Engraved by W. B. T. from a portrait by J. M. W. Turner, 1800. The portrait is in the collection of the National Maritime Museum, London.

RICHARD DALE
CAPTAIN

R. Dale

CAPTAIN RICHARD DALE, U. S. NAVY.

Extract from journal of Lieutenant John Mulloony, U. S. Frigate *United States*,
1 September 1798

Light Breezes and clear weather, at 1 Discovered the sail to leeward to be a ship of war, all hands to Quarters, & the ship clear'd for action, at 4 P. M. came up with the chace which proved to be his Bratonic Majesty's Ship *L'Perdrix*, another sail which was to leeward Cap^t Foye of *L'Perdrix* informed us she was the *L'Scourge* belonging to Great Britain both Sloops of War. on a cruise Cap^t sent me on board Cap^t Decatur and from her to go to Tortola in the Prize to see what American vessels and sailors I could collect there.

[NA.]

To Captain Richard Dale, U. S. Navy, from Secretary of Navy

[TRENTON]

Cap^t RICH^d DALE

Navy Department 1st September 1798

SIR I had the pleasure to write you on the 30th Ultim^o; acknowledging the receipt of yours of the 22nd & 28th, since when, yours of the 30th has also been received; Whereby I find that the defect in the main mast of the *Ganges* is so great, as to require its being replaced by a new one; and this being the case, you were right, in directing M^r Humphreys to procure it. — As it will probably be more convenient to M^r Francis to supply the several articles mentioned in your List, than for M^r Humphreys to do it, I have sent him a Copy thereof, and I have no doubt he will procure them as soon as possible.—

I did not direct him to procure the provisions, because it will be time enough, after the other Articles are provided. — You have enclosed, a List of the Monthly pay, to be allowed the Petty officers —

I have written to New York for a Camboose of the dimensions you gave. —

[NDA. OSW, Vol. 1.]

To President John Adams from George Crowninshield and Sons, Salem.

SALEM 1st Septemb^r 1798

SIR We had the honor to tender the offer of two very fine, fast sailing Ships to the Secretary of the Navy, on loan, as you will be satisfied by our letter of the 16th August, a Copy of which, with his answer we beg leave to enclose to you, as we fear the Secret^y has not rightly understood our meaning. — We had no idea of offering the two Ships for Sale, our intention was, *and still is*, to present them to Government *as a loan*, if they should be deemed worthy the acceptance, the obvious inference is, that we should, in this case, expect to receive "6 p^t Cent Stock" in payment. —

We shall be always happy to render every service in our power to our Country, and will not be the last to join in bringing about any measures calculated for its assistance, but Sir it must strike you, as natural enough, that in respect to procuring vessels of force. We as a family, can do no more than we have now offered, and should they

not be accepted we as Citizens of the town of Salem, attatched to its honor and general good charecter, shall always regret, that we can not be gratified with the idea of having contributed our mite to the scale of patriotic donations. —

We hope Sir you will pardon the liberty we have taken in this informal application, and as we shall immediately employ the Ships on East India voyages, if they are not accepted, may we still intrude in the request to be indulged with your determination respecting them as soon as you can conveniently. —

We have the honor to be with very great respect

Your Excellency's

Most Obed^t & most humble Serv^t

GEORGE CROWNINSHIELD AND SONS —

To His Excellency JOHN ADAMS

President of the United States

P. S. The bearer Captⁿ Benjⁿ Crowninshield will consider himself honored in answering any questions the President may be pleased to put to him respecting the vessels. —

[NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,

1 September 1798, Saturday

First part this 24 hours Light Winds and Variable all Sails Set in Chace in Chace of a Ship bear^s N^o & West^s appear^s to be an Arm'd Vessel. at 2 P. M. call'd all Hands to clear Ship @ 5 Beat to Quarters and Stow'd our hammocks in the Nettings and in the Tops and fill'd our Lockers with Shot. at 3 P. M. Punish'd 3 Men Viz^t Dennis Carney, Jn^o Brown & Richard Sullivan (all Irish) with one Dozen each on the Bare Back for making use of Mutinious Expressions and fighting with the Master at Arms. fired two Guns at a Sch^r & Brot her too. She was from Savannah bound to Boston (at 2 P. M.)

[Latitude observed 38°. 35^m N^o]

Bear^s Cape Henery L. 56 W. dist^s 174 Miles.

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,

1 September 1798, Saturday

At 6 AM made the Signal for the Fleet to get underway, and hove short the Wind being at North North West, but it soon after came to the North Eastward, and light with a strong Tide of Flood, hawled down the Signal for weighing, and put Service on the Cable in the Hawse. The People employed at scraping, washing, and cleaning the Ship out Side, and in. Several Vessels have arrived from the Leeward Islands, &c. but no News.

[HS of Pa: NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
2 September 1798, Sunday

First part this 24 hours fresh Breezes. @ 3 P. M. Saw a Sail bear^t S. W. gave chase @ 4 A. M. fired a Gun Prov^d a Dutch Dogger from S^t Ubes bound to Baltimore informed us She spoke an English Privateer the day before Several Sail in Sight.

Middle part Fresh Breezes @ 1/2 4 Made Sail wind veer^t N. E. haul^d in the W^t Brace & sett Light Sails call^d all hands to Prayers @ 11. Saw 2 Sail to Wind^d gave Chace to Nearest prov^d a Sloop from Savannah bound to Norfolk. Spoke a Brig^t from D^r place under Danish Col^{rs} bound to Boston.

[Latitude observed 35°. 36^m N^o]

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
2 September 1798, Sunday

Fresh Gales from the East North East, and every Appearance of bad Weather, several Arrivals from various Quarters, but no News, the Pilot Boat passing, and repassing frequently to Norfolk, for the Purpose of keeping our Water filled up. The People employed at various Jobs necessary to keep in Repair the Hull, and Furniture of the Ship.

[HS of Pa. NDA photostat.]

Extract from journal of John Mulloyny, U. S. Frigate *United States*,
2 September 1798

Clear. At 1 hove to, off the Harbour of S^t Thomas — and sent a boat on shore to enquire if any Americans wanted convoy. At 6 the boat returned, some Americans took passage, lay off and on. At 3 A. M. spoke the Ship *La Perdrix* Cap^t Fahie mounting 24 Guns belonging to His Britanic Majesty, at 7 A. M. returned to the Ship with Cap^t Decatur 3 American Seamen came with me from Tortola. Sent the Pinnacle to the Shore.

[NA.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy,
commander, 2 September 1798

This 24 hours Begins modarate gales and heazey Weather under all Sail Before the Wind at 8 p m Saw a Schooner gave Chase found hur to Bee from Boston Bound To Sevannah Left gay Head this morning

Middle part Steady gales and Clear Weather at 12 a m Sounded in 35 fath at 2 p m Sounded in 30 fathoms at 4 in 25 fathoms at 5 a m made a Learge Island Bearing from N W To N n E 6 Leagues Distns hald in N W at 8 am Tact Ship to S E

Latter part Strong gales Saw Ship Standing S W at Mmdn 2 Reeff in Each Top sail

Latt obrs 40..28 N

[NDA. Journal kept by Joseph Strout, 1798.]

To H. W. Desaussure, agent for galleys, Charleston, from Secretary of Navy

[TRENTON,]

Navy Department Sept^r 3rd 1798

H. W. DESAUSSURE, Esq^r

Charleston, S. C.

SIR I am honored with your Letter of the 14th Ult^o, and will in future correspond with M^r Crafts on the Subject of the Galleys and any other business relating to the Navy

The removal of the Public Offices from Philadelphia, and the absence of the President, has occasioned more delay than I had calculated on, in forwarding Commissions for the two Gentlemen So well recommended to command the Gallies — They will assuredly get their Commissions in a few days. —

I take the liberty to enclose the copy of a Letter from the Captain of the *Musquito* British Sloop of War — I have had no communication on the Subject it refers to, from Captⁿ Cochran, or any Gentleman in Charleston — It is a delicate question — but I hope you will answer it, in perfect confidence, that your name Shall never be mentioned, in relation to this business — Is the Statement made by the British Captain tolerably correct? —

I have the honor &c^a

[NDA. OSW, Vol. 2, 1799.]

To Jeremiah Yellott, Navy Agent, Baltimore, from Secretary of Navy

[TRENTON,]

Navy Department 3 Sept^r 1798.

JER^b YELLOTT Esq^r }

Baltimore }

SIR I am favored with yours of the 29th Ult^o — It was meant in mine of the 27th that the Grape Shot to be Sent to Norfolk, Should be 450 Cannisters; — but if Iron bottoms & Pins can be cast, they will answer as well as Tin Cannisters. — Indeed better; And will come cheaper; and are therefore to be preferred. — Tin Cannisters have been used at Philad^a, because Iron bottoms & Pins could not be had. —

If they can be had with you, it will hardly be necessary to have the Shot put up; as the Gunners can do it on board. —

Pray inform me, whether you can have Hangers, Such as Marines & Sailors will require, made with expedition in Baltimore; and on what terms. — Also Pistols, Proper for Ships; and the price p^r pair. — I give no description of these Articles, because I really am not a Judge; and can find no person here, whose Judgment I would So Soon rely on as yours. — If you can have 200 Hangers (I believe they need not have Scabbards) and one hundred Pairs of Pistols, with proper moulds for Bullets, made expeditiously or purchased, and on terms you Judge reasonable, be So good as to have it^d done. — I mean over and above those wanted for the *Montezuma*.

I have the honor &c^a.

[NDA. GLB No. 1.]

Extract from journal of Lieutenant John Mulloyny, U. S. Frigate *United States*,
3 September 1798

Pleasant weather. at 1 P. M. the Pinnacle returned, hoisted her in, bore away and stood through the Sail Rock passage, spoke a schooner from Baltimore. At 7 P. M. the east end of Portorico bore S. W. by W. 6 leagues Dist. — At 6 A. M. Saw the land to the south, found we had fell to Leeward of St Johns hauled our wind & beat up.

[NA.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
3 September 1798, Monday

First part this 24 Hours fresh Breezes and Hazy weather at Merid^s saw 3 Sail a head one of which shew British Col^{rs} Took in Light Sails Stood to South @ ½ p^{er} 2 P. M. came on Squally 2 Reefs in Top Sails. Sent down T. G. Yards. Several Sail in Sight belon^g to Havannah Convoy bro^{ught} too a Sch^{ip} belong^{ing} to the fleet bound for N York, call'd the *Return* who inform'd us She Sail'd in C^{onvo} with 65 Sail under the Convoy of the *Eliza* of Salem and a 16 Gun Ship belon^g to Charleston. @ D^{ay} wore Ship Spoke a Sch^{ip} Sam^{uel} Gardner Master bound to Phila^{del} Came under D^{ay} Convoy @ ½ 5 made Sail after a Ship Leward spoke her call'd the *Hope* of N York She saw but one Cruizer which was British. Latter part light winds with a heavy Sea from E. N. E.

[Latitude observed 34°. 44^m. N^{or}]

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
3 September 1798, Monday

Wind and Weather &c. &c. &c. as before. Several Vessels arrived, give an Account of speaking the Havannah Fleet consisting of Seventy five Sail, and that thirteen of them had been taken by British Privateers, and sent to New Providence shortly after coming out, on Suspicion of having Spanish Property on Board.

The Wind being directly in from the Sea, and the Ship drawing Twenty two Feet and a half of Water, the Pilot declares it impracticable to beat out; and unpleasant as it is laying here, I must, under the present Circumstance, wait a Change with as much Patience, as possible.

[HS of Pa. NDA photostat.]

[4 September 1798]

To Secretary Benjamin Stoddert from Captain Thomas Truxtun, U. S. Navy

SIR, I have little to say at present further than to inform you, I have this Moment discharged the Pilot, and shall proceed, as you have directed with the *Baltimore* in Company. Several Days past the Wind has been blowing fresh Easterly, which prevented my Sailing, and now it is so light, that the Ship has hardly Steerage Way.

I am disappointed in not hearing from you, in Reply to my several Letters forwarded, since my Arrival in Hampton Roads.

The Ship has had as good an Overhaul, as the Time, and Circumstances of our Situation would permit, and I hope she will now prove sufficiently tight. I have the Honor to be, Sir, with great Respect,

Your very Obedient Servant

THOMAS TRUXTUN.

UNITED STATES SHIP, *Constellation*
at Sea 4th September 1798 —

Honorable BENJAMIN STODDERT
Secretary of Navy —

N. B. After writing the above I agreed to keep the pilot on board.

T. T.

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

To Captain Isaac Phillips, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *Constellation*
4th Sept^r 1798.

SIR, After correcting the Copies of Signals received from the Navy Office, which I delivered you, I now forward those for the Merchantment, annexing the Compass Signals with an Alteration in the Numbers. You will therefore please to return the first Copy delivered you by M^r Sterett. I am, Sir,

Your very Obedient humble Serv^t

THOMAS TRUXTUN.

ISAAC PHILLIPS Esq^r
Commander of the *Baltimore*.

[NS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

Extract from journal of James Pity, U. S. Frigate *Constitution*.
4 September 1798, Tuesday

First part this 24 hours fine W^t a Swell from the Eastward. Saw 2 Sail one a Schooner the other a Ship who appeared Suspicious crowded all sail after them. @ 4 P. M. beat to Quarters $\frac{1}{2}$ past D^o came up with the chace fired a Gun but they not heav^t too fired another when they brot' too hoisted out our Pinnace and brot' both Captains with Several other Cap^{ts} that had been taken by the French and their Vessels condemn'd. on examination the Sch^t prov^d to be an English Privateer of 10 Guns and 31 Men Jn^o Newton, Com^t from Antigua. The Ship *American* Jn^o De Sheild Master from St Bart's bound to Baltimore @ 9 P. M. wore Ship Northw^d hoisted in the pinnace.

Middle part dark wth Rain.

Latter part Squally. Reefed Top Sails.

[Latitude observed 34°. 32^m. N^o]

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
4 September 1798, Tuesday

The Wind shifting to the Westward in the Night, at Day Light I made the Signal for getting underway which was answered by the *Baltimore*, and soon complied with by all the Fleet; at Noon we were abreast of Cape Henry, when the Wind fell so light, the Ship had scarcely Steerage Way, and the Tide of Flood running in strong, we made no Progress in getting out of Pilot Ground.

Several Vessels arrived from the West Indies, and different Ports in the United States, by none of which could I learn any Intelligence of any Importance.

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant John Mulloyny, U. S. Frigate *United States*,
4 September 1798

Moderate & Pleasant Breezes, discovered three sail standing in for St Johns harbour, lay off and on all night. At 6 A. M. spoke the *Delaware*, sent our boat on board Cap^t Decatur, saw a sail in the offing, made sail, & spoke a schooner from St Thomas bound to Port Dauphin. At 11 A. M. saw another sail gave chase, all sail set, left the *Sans Periel* with the *Delaware*

[NA.]

To Lieutenant William Bainbridge, U. S. Navy, from Secretary of Navy

[TRENTON,]

Navy Department September 5th 1798

Lieut^t Command^t W^m BAINBRIDGE

SIR The enclosed is the copy of a Letter I wrote you the 31st ult^o —

M^r Fauxhall can supply your Guns this Week; You will take them then, as your carriages are ready. —

Your first cruise will be from Sandy Hook, to Cape Henry, but probably for not more than 30 days — And for such a cruise, I suppose, 60 men will be sufficient in your small vessel. — Indeed from Cap^t Dale's opinion you cannot find room for more. —

I shall send you orders for your cruise, on Monday next, directed to Philadelphia — I imagine that will be as soon as you are ready. —

M^r Humphreys will advance you some money, to make up the men necessary. —

I am Sir &c^t

[NDA. OSW, Vol. 1.]

To Major Commandant Burrows, U. S. M. C., from Simon W. Geddes, Marcus Hook

MARCUS HOOK Septemb^r 5th 1798

DEAR SIR It is with much regret I have to inform you of the death of Searg^t Wooley; who had a Severe attack of the yellow fever. I conceived it my duty (tho very much indisposed) to attend upon him; and was present when he expired. I had his Coffin made immediately and I applied to have him interred in the Church burying ground but

was refused; upon which I took a detachment and dug his grave in a Gentlemans orchard & procured a prayer Book and read the Customary prayer over him. The Day after I was attacked with the same dreadful disorder — took it in time D^r Rush immediately bled me and gave me mercurial Pills every two hours & the succeeding day fever powders every two hours which effectually conquered the infernal disorder five persons were taken about the same time and was attended by the town Physician — who treated them in a different manner & every one of them died — I feel quite clear of fever; but my mouth, tongue, and throat excessively sore from the salivation occasioned by the Mercury & a general debility— there has been 15 or 20 cases in and about the Neighbourhood & they have all been fatal Doct^r Rush thinks he could have saved the Serg^t if he had been here. — Be kind enough to detach a Serg^t as it is absolutely essential one should be here immediately, as the Corporal is as raw and as unsteady as any of the recruits & I shall not be able to do any kind of duty this three weeks for I shall think myself very fortunate if I recover my strength in that time Serg^t Scroub would do very well as he could teach them their duty & would prevent desertion by having a good Non Commissioned in the barracks with them I could return him to you when the Ship Sails if you wished it the *Ganges* will not be ready to sail before November — I feel myself so weak that I must conclude

I am Dear Sir

Your friend & Obed^t Serv^t

SIMON W. GEDDES

I have not touched any kind of Sustenance this four day's but a little barley soup. —

Please to send by the Searg^t the articles of War the Size & description Roll of this Detachment for without it any desertion should take place I should not be able to advertize them in the Neighbouring papers —

WILLIAM WARD BURROWS Esqr
Philadelphia.

[MCA. LR, 1798.]

To Major Commandant Burrows, U. S. Marine Corps, from Secretary of Navy

[TRENTON,]

Navy Department 5th September 1798

Major BURROWS of the Marine Corps

SIR I mentioned to you in conversation, the propriety of enlisting only Natives, or the greater proportion of Natives, for the Marine Corps —

It becomes more apparent every day, that but few Foreigners Should be admitted into this Service, if it be possible to obtain Natives —

I must request therefore, that you instruct your recruiting Officers, to take none but Natives or at any rate, not more of Foreigners (I mean the Natives of other Countries, tho naturalized) than in the

proportion of one, for every three Natives — It may be impossible to get Natives, but at least we must make the Trial. —

I have the honor to be &c^t

[NDA. GLB No. 1.]

Extract from journal of Lieutenant John Mulloony, U. S. Frigate *United States*,
5 September 1798

Pleasant, all sail set in chase of a sloop, at 4 P. M. fired a shot to bring the chase to, fired several in the course of the afternoon and evening at 11 She bro't to all standing. She is a sloop from Guadeloupe, on a cruise commanded by Citoyen Joseph Renne, called the *Jealous* of 8 Guns had thrown 6 overboard a few days, previous to our falling in with her, she was then chased by a british frigate. She took a Sloop belonging to New London with Cattle, bound to Cape Nicola Mole M^r Banning took charge as prize Master. — hauled our wind to beat up. to S^t John Harbour.

[NA.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
5 September 1798, Wednesday

First part this 24 hours fresh Breezes and clear @ 4 P. M. Saw the Land of N. Carolina nearest part call'd Ockvikok N. Inlet bear^t N. W. b. N. dist. 6 Leagues distance Sounded in 19 fath^m white Sand with brown Shells @ $\frac{1}{2}$ 5 K Ship Southw^d Sounded in 18 fath^m black Specks and white Sand @ 6 Cape Hatteras bore N. W. Dist. 4 Leagues a Current Setting N. E. for which I allow 2 Miles p^r hour.

[Latitude observed 34°. 12^m. N^o]

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
5 September 1798, Wednesday

At a little before one PM it being calm, and the Flood Tide with a heavy Swell from the Eastward, set the Ship so fast on towards Cape Henry, that we were obliged to anchor in about 13 Fathoms Water, the Light House bearing South West, Distance near one League; Between 3 & 4 a Breeze having sprung up from the Southward, and the Flood being well spent, got underway, and worked out clear of the middle Ground. At 7 PM the Light on Cape Henry bore West, three Leagues Distance from which I take my Departure. Carried a Light in the Poop Lanthorn.

At three AM reefed Top Sails, and shortened Sail for the *Baltimore* to come up, she being considerably aStern, and the Wind blowing fresh.

At 6 Ditto employed unbending the Cables, and stowing the Anchors; clearing the Ship &c. &c. &c; Eleven Sail (out of 15) of the Merchantmen that came out with us in Sight.

The Latitude of Cape Henry is 36°.57' North, and Longitude 75°.51' West from Greenwich in GB.

Latitude observed 35°.50' N.

Longitude Account 75.13 West

[HS of Pa. NDA photostat.]

Extract from journal of James Pity, U S. Frigate *Constitution*,
6 September 1798, Thursday

First part this 24 hours Clear weather @ 5 P. M. Saw the Shoals of Cape Lookout bear* from N. W. b. N. to West b. N. Distance the Lewardmost part 4 Miles, the Windwardmost D^e 5½ Miles. T^k'D Ship to the Eastward and Sounded in 15 f^m brown Sand with black Specks & Shells. @ 11 P. M. Squally reef'd Top Sails @ Midnight heavy Gales, attended with Thunder Lightning & Rain handed all our Sails except the F. Top Mast Stay Sail and Scud her before it. @ 6 A. M. Set the Jibb and fore Sail @ 9 Saw a Sail out Reef gave chase fired a Gun and bro't her too prov'd the *Nonpariel* fm Wilmington bound to N York

Latter Part Squally W^t

[Latitude observed 34°. 8^m. N^o]

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
6 September 1798, Thursday

Fresh Southerly Gales and cloudy Weather with some hard Squalls of Wind, Hail, and Rain; and an Abundance of Lightning, Tho' but little Thunder. Carried a constant Light in the Poop Lanthorn; the *Baltimore* showed a top Light at Times; four of the Fleet still in Company. Set up the Rigging, and repaired several of the Sails, that got a little injured. The Weather still having a threatening Appearance.

Shifted five Tons of Kentledge from out of the Spirit Room, and placed the same in the Fore hold, near the Afterpart of Fore Orlop, the Ship being too much by the Stern.

Latitude Account 36°.00' North

Longitude Account 73 .09 West

[HS of Pa. NDA photostat.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy,
commander, 6 September 1798

This 24 hours first Part Clear Weather and pleasant all Sail Sett at 6 p m Montock Pint Bore By Compass North 3 Leagues Distns took in Stearing Sails and Reefed the Topsails hald up the Courses and hald off at 8 pm Sounded in 13 fathoms Light W N W Distns 2 Leagues

Midle Part moderate and Smoth Sea the Light still Bore South allmost Calm

Latter Part Light Breezes and Smoth Sett all Sail By the wind at 11 wore Ship to the Northward

The Brig *Pickering* Still in Company Block Island Bore South
2 Leagues

Latt Obbr 41'' 24 N

[NDA. Journal kept by Joseph Strout, 1798.]

Extract from journal of Lieutenant John Mullooney, U. S. Frigate *United States*,
6 September 1798

Moderate Breezes, the Prize in tow, beating up for St Johns.

[NA.]

To Captain J. W. Leonard, Revenue Cutter *Governor Jay*, from Secretary of the Navy

[TRENTON,]

Navy Department Sept^r 7th 1798

Cap^t J. W. LEONARD

SIR I have received your Letter of the 6th Instant and have nominated for surgeon's Mate of your Vessel Doct^r Peter Faugues of New York, who is well recommended, and who will, I expect, hold himself in readiness to join you, as soon as he is informed of his nomination. —

In the course of a few days the schooner *Retaliation*, Commanded by Cap^t W^m Bainbridge will sail, and it is intended, that you shall cruise in Company with this Vessel, which carries 14 Guns. — I shall give the Captain directions accordingly, and you will, I hope meet with one, or both of the privateers you mention — and render a good account of them. —

As the supplying of Vessels with stores, provisions &c^t will in future be under the direction of this department, you will of course draw such as you may from time to time require, from the Navy Agents at the different Ports where you may be — At New York James Watson Esq^r is the Agent, and will furnish you with the articles that you may stand in need of *there*. —

Cap^t Bainbridge will sail from the Capes of Delaware, and be directed to seek you off Sandy Hook.

[NDA, OSW, Vol. 1.]

To Lieutenant William Bainbridge, U. S. Navy, from Secretary of the Navy

[TRENTON,]

Navy Department, 7th Sept^r 1798

Lieut^t Command^t }
W^m BAINBRIDGE }

SIR I have in my late Letters, left it with yourself to determine, whether to go to New York for your remaining Guns, or to take them from M^r Foxall's Works. — If they can now be furnished from the latter, I presume it will occasion less delay to take them from thence, as the Fever prevails in New York, nearly as bad, as in Philadelphia. I mentioned too, Cap^t Dale's opinion, that you could not find room for 70 men.

I hope you have men enough to justify your proceeding to sea; And under that impression, I now enclose your Instructions. — Also the private signals as directed by Captain Barry, and the private

signals to be observed between our Vessels of War, and those of the British Nation. —

Cap^t Leonard, of the Revenue Cutter *Governor Jay* of 14 Guns, is now, and will be for several days, cruising off Sandy Hook. —

You will proceed as soon as you can to sea, & endeavour to fall in with this vessel, and cruize in Company with her, until early in October. —

On the Tenth day of that Month, you will go with your vessel to the harbour of Norfolk, in Chesapeake Bay, and apply to W^m Pen-nock at Norfolk, with whom a Letter will be lodged for your future Government. —

In the mean time you will consider your cruising ground to extend from Long Island to Cape Henry, and give to this Extent of Coast, and to our Merchants Vessels, all the protection in your power against the French Cruisers.

You are to keep in mind, that we are at War only with French Vessels, and that the Vessels of all other Nations, are entitled to our civility & Friendship. —

Wishing you Success

&c^s &c^s

[NDA. OSW, Vol. 1.]

To Captain Alexander Murray, U. S. Navy, from Secretary of the Navy

[TRENTON,]

Navy Department 7th September 1798

Cap^t ALEX^d MURRAY

SIR I have the honor to acknowledge the rec^d of yours of the 4th Instant. —

Your requisition of Spy Glasses & Surgical Instruments — I have ordered to be sent from Phil^a but there are no Blunderbusses to be had. —

The Fever in Phil^a & New York renders it impossible to get any thing made at either place. —

I enclose you commissions for the following officers

Jno Shaw for the 1st Lieutenant
M Simons Bunbury 2nd — ditto —
Hanson Catlett, Surgeon's Mate
Joseph Richardson — Purser
Richard Thomas
R^d B. Brent — } Midshipmen
[Brandt]

You will find oaths enclosed with the several Commissions, which the officers will take previously to your delivering them their Commissions; and you will be pleased to have all their oaths returned to this office, that they may be regularly filed. —

You are at liberty to engage a Seaman — as Midshipman, whose appointment will be confirmed — I approve of your appointment of Mark Game as Carpenter — The Marines are ordered for Balt^o from Phil^a — Respecting a Clerk you may manage as you please — The only Articles of War, you will find in a pamphlet herewith, entitled "Rules & Regulations for the Navy" —

Will you take a full view of all circumstances, and say when you think the *Montezuma* will be ready to sail from Baltimore on a cruise — I wish this information, that I may make other arrangements respecting the subject of a former Letter. —

[NDA. OSW, Vol. 1.]

Extract from journal of Lieutenant John Mulloony, U. S. Frigate *United States*,
7 September 1798

These 24 hours as the preceeding. A 8 A. M. Cap^t Decatur came on board. At 11 A. M. bore away S^t Johns bore S by E ½ E Dist 15 leagues.

[NA.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
7 September 1798, Friday

First part this 24 hours Steady Breezes Ship in Chace @ 1 P. M. fired at D^o @ ½ past 1 Spoke D^o prov'd a Sch^r from Havanna bound to Baltimore out 9 Days. Saw one British Ship hauld our Wind again & Stood Sou^d

Middle part Light winds. Inclinal to Calm with Lightning. a 2 A. M. Made Sail at 8 K Ship Westw^d @ ½ past D^o K Ship to Southw^d the Master Purser & Lieu^t examind the Hold & found all in Good Order furld Main Sail & T. G^t Sails in all Light Sails. Sent down Top Gall^t Yards. Ends Squally.

No observation.

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
7 September 1798, Friday

Cloudy unpleasant Weather. Under an easy Sail regulated to keep Company with the *Baltimore*. Employed repairing of Sails, and Rigging; washing, and cleaning below; exercising Great Guns, and Marines.

Three of the Fleet in Company, that sailed with us; besides the *Baltimore*.

Latitude observed 35°. 21' North

Longitude Account 72 . 11 West

[HS of Pa. NDA photostat.]

To Captain Thomas Williams, U. S. Navy, in command of Brig *Norfolk*, from
Secretary of the Navy

[TRENTON],

Navy Department. 8th Sept^r 1798.

Cap^t THO^s WILLIAMS

SIR I have delayed forwarding your Instructions for recruiting your Crew; because I wished to send on at the same time, appointments for your officers. —

These I cannot yet send, but expect to do it in two or three days. —
A Lieutenant & 20 Marines will be put on board of the Brig *Norfolk* —

Besides these, your Crew must consist of two Lieutenants, two Midshipmen, a Surgeon, Purser, Sailing Master, a Sailing Master's Mate, a Boatswain, Gunner, Carpenter & Cook. — and not exceeding 96 Seamen, ordinary Seamen, & Boys. — In order to create Seamen, as well as because so many will be found useful, you ought to have as many Boys as Guns, if they are to be obtained. — You will proceed then, without delay, to recruit not exceeding 96 Seamen, ordinary Seamen, & Boys. — For the former you may allow 17 Dollars per month; — to the ordinary Seamen 14 Dollars, and boys from 5 to 14 D^s per month. —

I say not exceeding 96 Men &c^s, because I leave it to your own Judgment, to get as good a Crew within that Limitation as may be in your power; at the same time that I consider that number as more than sufficient. — You will find herein the Form of a Shipping Paper, & of a Bond to be signed by the persons who become Sureties for the Money to be advanced; for I take it for granted you will not get men, without two Months advance. — In which case, they must be gratified. — But you will be careful that the persons that persons whom they offer as Sureties, are men of responsibility, and equal to the repayment of the advance, In case the men should run away. — You must be careful to enlist none but healthy people, of good character, — Natives must in every Instance be preferred; and on no account whatever, must Force, or indirect means be used to procure them. —

I inclose you a List of the wages to be allowed to the Petty officers &c^s &c^s —

All but the Lieutenants, Surgeon, Midshipmen, & Master & Master's Mate, you will appoint, and let me know their names early, that Warrants may be sent them. — I hope you will get your Crew, and have every thing ready by the 5th of October for a Cruise. —

You will apply to M^r William Pennock for one thousand Dollars to begin with —

Lieut^t McRea of Alexandria, will I expect, be one of your Lieutenants. —

[NDA. OSW, Vol. 1.]

To Secretary of Treasury from Secretary of Navy

[TRENTON,]
Navy Department 8th September 1798

SECRET^y OF THE TREASURY

SIR In answer to your reference of the Letter from Lane & Salter, I have the honor to inform you that Foxall's Works engaged in casting Cannon for the Navy, will furnish them as fast as they will be wanted for the Navy — I mean as fast as they will be wanted from Pennsylvania.

In most places where Ships are preparing, the Cannon will be obtained in the neighborhood of such places. — Advances have been made to both Foxall, & Lane & C^o — I will keep Foxall employed — let the Sec^y at War then, who wants more cannon, employ Lane & C^o

I am thus particular, that this matter may be perfectly understood. I have the honor &c^s

[NDA. Req. on US T, 1798–1803.]

To Josiah Parker from Secretary of Navy

[TRENTON,]

Navy Department 8th September 1798

JOSIAH PARKER Esq^r

SIR M^r M^rRea of Alexandria, has been nominated to the President as Lieutenant in our Navy, to be employed on board the Brig *Norfolk*, Cap^t Williams — There will be another Lieutenant wanted for that Vessel, Two Midshipmen, a purser, a Sailing Master, and a Sailing Master's Mate — Will you permit me to request the favor of you, to Select proper Characters for these appointments, and to Send me their names without delay? — They ought to be persons who can at once enter upon their duties — It will be desirable that the Captain Should be consulted, as to the appointment of the Sailing Master & Mate — You mentioned in your Letter to the Sec^y at War, Mess^{rs} M. Wright, & W. Davis, in Strong terms for Midshipmen — and thought M^r Wright qualified for an higher appointment —

I presume, but do not know, that a Brig has been bought at Norfolk by the Citizens for the public, to be commanded by Cap^t Barron — Officers will be wanted for this Vessel also; and I Should be glad to hear from you on the Subject. —

[NDA. GLB 1.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
8 September 1798, Saturday

First part this 24 Hours fresh Breezes and Squally. Set our Top Sails and Let out one Reef.

Middle part Light Winds with Lightning @ 7 A. M. Saw a Ship a head Looking like a Cruiser Crowded all Sail and beat to Quarters clear'd our Guns fore and aft for Action @ ½ past 11 hoisted our Col^{rs} and fired a Gun to bring her too She hauld up her Courses and hoisted English Col^{rs} She answ^d with a Gun to Lew^d but w^d not heave too being within pistol shot the Cap^t Haild her telling him if he made any Resistance he w^d give him no Quarter.

[Latitude 33°. 10^m. N^o]

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
8 September 1798, Saturday

Light variable Winds with a Swell from the South East all these Twenty four Hours. Saw several Vessels to the Westward, which I take to be a Part of the Fleet, that came out with us, as they are evidently Merchantmen of their Appearance, and are standing our Course; People employed as before. The same Vessels with us, as mentioned in Yesterday's Transactions. All the light Sails set.

Latitude observed 34°. 41' North

Longitude Account 71.38 West

[HS of Pa. NDA photostat.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy,
commander, 8 September 1798

This 24 hours first part fresh gales and thick weather at 3 p m Road Island Light House Bore N W B N 2 miles Distns Lying off

an on waiting for a Boat from Shore at 4 p m the gale Came on Strong from the Eastward Concluded to go in and anchor at 7 p m Came Tue with Small Bower in 9 fathom Water paid out 50 fathoms Cable at the Same Time the Brig *Pickring* anchor'd and Road in Company goat Island Bearing East half a mile Rowers Island N N E half mile Distns Brintons Pint S S E one mile Distns at 10 a m Strong gales attended with Sharp Lightning and Showers of Rain at 4 a m Calm Latter part fresh gales from S W Clear pleasant Weather all hands Employed in Ships Duty

[NDA. Journal kept by Joseph Strout, 1798.]

Extract from journal of Lieutenant John Mulloony, U. S. Frigate *United States*,
8 September 1798

Pleasant Breezes the *Delaware* and prize a stern, the Sloop prize in tow.

Gave chase to a sail in the N E. she proved to be a Brig of & from Halifax bound to Jamaica

Exercised the crew at the Guns & small arms.

[Long. Obs^d 66.51]
[Lat. Obs^d 21" 48]

[NA.]

To Secretary of the Navy from William Pennock, Navy Agent, Norfolk

NORF^o Sept^r 9th 1798

BENJ. STODDERT Esq^r

SIR The two last Posts brought me Letters for Cap^t Truxtun under Blank Covers I should have wrote by last Post but was unwell but am now pretty well recovered — Cap^t Truxtuns Letter will advise his getting to Sea on Monday where he would have been several days sooner but for Adverse Winds — The *Norfolk* is stowing her Water but she has not an Officer on board but the Captain she ought now to have the whole as nothing will prevent her being ready to drop down on Sunday Week but the want of them & until she gets into Hampton Roads it is of no use ship^s Men as they cannot be kept on board. Cap^t Williams has shewn me yours of 27th Ult^o saying that Lieutenants would be appointed but he is at a Loss to know wheather the person he recommended is the Man for his other Officers as * * * he is to Nominate them it will be best sending blank Appointments or Commissions as the whole may not be fill'd up but a few days before she Sails — I am requested by Cap^t Barron to recommend Cap^t James Boush of this place as his first Lieutenant & in it I join knowing him to be a Man worthy of trust.

I am yours respectfully

W^m PENNOCK
Naval Agent

[NDA. Area 7, September 9, 1798.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commander, 9 September 1798

This 24 hours first part fresh gales from the S W and Clear weath[er] Lying to anchor in New port harbour all hands Employed in Sundry Jobs Ships Duty

Midle part fresh gales from S W and Clear Weather five vessells arived here from the hevanah at 6 am Pilot Came on Bord hove Short and Came To Sail and Beat out of the Harbour in Companey with The Brig *Pickring* and 6 other Vessells at 9 am Road Island Light Bore N W B N $1\frac{1}{2}$ mile Distns Discharged the Pilot Lett out all Reefs

Latter Part Clear weather and Smoth Sea all Sail Sett Lattd obrs 41"

[NDA. Journal kept by Joseph Strout, 1798.]

Extract from journal of Lieutenant John Mullowny, U. S. Frigate *United States*,
9 September 1798

A seaman name Cole fell overboard the life buoy was let go by which means he was saved —

Made false fires as signals for the *Delaware* & prize —

[Long. Obs^d 67.43]
[Lat. Obs^d 23.46]

[NA.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
9 September 1798, Sunday

First part this 24 hours fine W^r

Obliged the Chace to hoist out 2 Boats upon examining her papers had reason to Suspect her being a french Cruizer. Sent M^r Beale, 3^d Lieu^t on b^d & took possession of her She was call'd the *Niger* and Mounted 24 Guns and carried 70 Men a 2 P. M. Remov^d the Officers & Crew on B^d the frigate and confind the Crew.

Middle part fair prize in Comp^y @ 9 A. M. hove too & order'd the prize to hoist out her Boat & send her on B^d y^e Frigate wth the Command^r Officer upon Examining Martin de Rose Seaman on b^d the Frigate *Constitution* he made affadavit that the Boatswain of *L'Niger* had taken him in the *Masy* of Portsmouth N. H. plundered him of every thing and carried him into Gaudaloupe.

The Officers & Crew behaving very Improperly observed their Conduct Strictly

Latter part Clear & pleasant.

[Latitude observed 34. 11]

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
9 September 1798, Sunday

Light Breezes from West South West, to East North East, and a Swell from the Eastward. Saw a strange Sail at 10 A M in the South East; gave Chace, and at Noon spoke the Brig *Industry* from Jacquemel bound to Portland, out sixteen Days, had seen no french Cruizers, but met several English in the Bight of Leogane. No News.

Bore away after speaking the above Brig, to the Southward, and soon after the *Baltimore* made the Signal for a strange Sail, which we had previously seen, and by her Manuvres found she must be a friendly Merchantman bound Home. Continued on our Course. All the light Sails set, and all the Vessels in Company as before.

Latitude observed 33° 32' North

Longitude account 71.30 W.

[HS of Pa. NDA photostat.]

To Captain Robert Cochran, Charleston, S. C., from Secretary of Navy

[TRENTON,]

Navy Department 10th Sept^r 1798.

Cap^t ROB. COCHRAN *Charleston, S. C.*

SIR I have received your favour of 23rd Ultimo — with its enclosure. — The President being absent, it is not immediately in my power to lay before him your request for a board of enquiry into your conduct, in relation to the affair with the British Sloop of War *Musquito* — This however Shall be done as Soon as circumstances will permit. — But as it would be improper that you Should take the command of an Armed Vessel belonging to the United States, while Suspicions exist against your character, I have desired Cap^t Cross (lately appointed a Captain in the Navy of the United States) to take the Command of the Brig preparing for public Service at Charleston, & which was intended for you. — — —

[NDA. GLB, No. 1.]

To Lieutenant Saunders of Marines from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP, *Constellation*

10th Sept^r 1798 —

SIR, It is at all Times very unpleasant to flog Men, if it can in any Way be avoided, and in an infant, and totally unorganized Navy, Ways and Means more mild, should be devised to correct Inattention, Neglect, and other Faults.

I have duly considered the Complaint made against the two Marines under Confinement, and of every Circumstance, that can in any Way tend to promote the Good of the American Navy; but our peculiar Situation must be taken into View, and altho' the Crime of sleeping upon Duty, is a very heinous one, we will once more pardon the Offence, and release from Confinement the two Men in Question, on their Promise of not doing the like again; but at the same Time they will receive a Reprimand from you, & be informed that half their Allowance of Rum is to be stopped, untill the first Day of October next ensuing.

I am Sir,

Your Obedient humble Serv^t —

THOMAS TRUXTUN.

Lieutenant Saunders of Marines —

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

To Captain George Cross, U. S. Navy, from Secretary of the Navy

[TRENTON,]

Navy Department, September 10th 1798

Cap^t GEORGE CROSS *S. Carolina*

SIR I have the honour to enclose your Commission as Captain in the Navy of the United States; also the form of an Oath, which you will take & return, with your acceptance of the Commission to this Office. —

Captain Cochran has requested that an enquiry might be instituted in relation to his conduct in his affair with the British Sloop of War *Musquito*. —

Whether the President shall determine to gratify his Wishes, or otherwise, it seems improper that while suspicions exist against his character, that he shou'd command an armed vessel of the United States. —

You will therefore please immidiately to take the Command of the Brig fitting out at Charleston for the public service. — I have written Cap^t Cochran, that you would do so; and presuming that the Brig will be quickly ready for a Cruise, I shall in a day or two send you Instructions accordingly. —

[NDA. OSW, Vol. 1.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
10 September 1798, Monday

Moderate Breezes and fine Weather with some few Squalls of Rain last Evening; took in the Royals before Night, and set them again at Day Light. At 7 AM brought to with a Shot the Brig *Harmony Hall* from North Carolina, bound to Jamaica, out seven Days, and had seen no Cruizers of any Sort.

Employed at Sundries, unbent the old fore Sail, and bent the new One; the three Vessels before mentioned, with the *Baltimore* in Company.

Latitude observed 31°.10' North

Longitude Account 71.30 W.

[HS of Pa. NDA photostat.]

Extract from journal of U. S. Ship *Herald*, Cap^t James Sever, U. S. Navy,
commander, 10 September 1798

This 24 hours first Part Strong gales and Clear weather at mrn
Nomans Land Bore E B N 1 League Distance from which I take
my Departure allowing it to Bee in the Lattd of 41" 15 North Longi-
tude of 70" 25 West at 5 p m Saw Two Briggs gave Chace at
7 P m Spok With them one from New York Bound To hamburg
the other from baltimore Bound to New port at 8 P m handed all
Light Sails Duble Reef Topsails Sounded in 35 fathoms watter
Blue mud at 10 P m Sounded in 43 Bottom the Same at 10 Sounded
in 43 and at 12 a m Sounded in 42 at 2 a m Sounded in 43 on
Bent [unbent] Topsails and Bent old Topsails Sounded Severall
other times Latter part the Brig *Pickring* in Company

Lattd Obsr 40" 45 North

[NDA. Journal kept by Joseph Strout, 1798.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
10 September 1798, Monday

First part this 24 hours fine W^r and Clear @ 3 P. M. M^r Beals went on board the prize & hoisted in the Boat & made Sail. @ 5 P. M. beat to Quarters @ 6 Shortend Sail @ 2 A. M. Shew'd Two Lights and fired a gun Signal for Tacking Ship @ 6 P. M. Saw Cape Hatteras bear^e from West to N. W. Sounded in 45 fath^ms black and White Sand @ $\frac{1}{2}$ past D^o Search'd the Prisoners and found considerable Gold & Silver Money and other articles of value about them @ 10 haild the Prize and Ordered her to Send M^r Parisa a Lieu^t on B^d which was done. Ends Clear.

[Latitude observed 35.16. N^o]

[NDA.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate
United States, 10 September 1798

Pleasant Breezes

Squally with rain

Clear — & fair —

The *Delaware* in chace to the Eastward

Shifted the Ballast aft — to trim ship. —

[Long. Obs^d 68.25]
[Lat^d Obs^d 25.22]

[NA.]

Recruiting instructions from the Secretary of the Navy

[TRENTON,]
Navy Depart^t 11th Sept^r 1798

Recruiting Instructions To Commanders of Gallies Viz^t

LAURENCE A. DORSEY Esq ^r	} <i>Wilmington North Carolina</i>
WILLIAM M ^c KERALL Esq ^r	
JAMES PAYNE Esq ^r	} <i>Charleston South Carolina</i>
SAM ^l HEYWARD Esq ^r	
JOHN F. RANDOLPH Esq ^r	} <i>Savannah Georgia</i>
JOHN BRADDOCK Esq ^r	

As your name has been transmitted with your recommendations to the President of the United States, I expect you will shortly receive your appointment to the Command of one of the Gallies at _____ and therefore it is necessary that you should begin to recruit a sufficient number of men for your Crew, to consist of 1 Lieutenant, 1 Boatswain, & 25 privates — The men to be enlisted to serve one year.

It being important that those who enlist should feel an Inclination for the service — no indirect means are to be used in inveigle them, and therefore no Individual must be enlisted while in a state of intoxication, nor must he be sworn until 24 hours after signing the enlistment — no Individual is to be enlisted who is not five feet six Inches high without shoes, & above eighteen, & under 40 years of

age — He must be healthy, robust & sound, in his Limbs & body — Any recruiting officer enlisting a vagrant, transient person who shall desert, shall reimburse out of his pay, the loss sustained by such desertion. —

The oath shall be as follows;

"I do solemnly swear to bear true allegiance to the United States of America, and to serve them faithfully against all their Enemies, or opposers whomsoever, and to obey the orders of the President of the United States of America and the orders of the Officers appointed over me according to the Articles of the Navy." —

You will keep a recruiting Book, in which you will record,

1st The name, Trade & description of the Recruit. —

2^{dly} A Copy of the Oath (original of which to be sent on to this office) taken before the Magistrate — Signed by the Magistrate & recruit. —

3. The money paid to every recruit

You will appoint a Boatswain, informing me his name, that a Warrant may be sent for him.

And out of the 25 men, you will select one for a Drummer, and another for Cook. —

The Pay established for the Gallies is

40	Doll ^s	per m ^o	& 3	Rations	per day	to the	Commander
30	do	—	2	—	do	—	Lieutenant
20	do	—	2	—	do	—	Boatswain
6	do	—	1	—	do	—	Seamen

One Dollar per month Extra may be allowed to the Cook, and the same to the Drummer. —

You will give to each man duly enlisted & attested, after being attested, a Bounty of two Dollars.

And you will be allowed, one dollar besides your Pay & Ration, for each man enlisted & attested; — to reimburse the Cost of attesting, & all other expenses. —

[NDA. OSW, Vol. 1.]

Circular from Secretary of the Navy

[TRENTON,]

Navy Department 11th Sept^r 1798

Circular to
Saml Hayward
Esqr, Charleston
(S. C.)

Jas Payne Esqr

Ditto—

Jno F. Randolph Esqr

Jno Braddock Esqr

Esqr Savannah Georgia

In the Letters sent to Jas Payne & Saml Hayward

Esqr

The first Blank was filled up with the word

"Charleston" —

& the second Blank with

"Charleston Harbour,"

Your name having been mentioned to the President, as Master & Commander of one of the Gallies built at

; and not doubting that you will be so com-

missioned, I have the honor to request, that you will

appoint, to act until the Presidents approbation shall be

known, Suitable persons to be your Lieutenant, and

Boatswain; & proceed to recruit 25 Privates, one of whom

to act as Drummer, one as Cook. —

At foot you have the pay established for the officers &

men of the Gallies, which are to be employed for the

defence of and you will so employ the

one under Your Command; and consider this Letter your

Commission for so doing until further orders. —

The third blank with "William Crafts Esq." You will receive herewith recruiting Instructions, which you will please to observe. —

The fourth blank with "one hundred D." & The fifth blank with "Mr Crafts" In the Letters sent to J^{rs} F. Randolph & J^{rs} Braddock Esq^r will furnish you with Dollars for the recruiting service. — He will also take measures for contracting to supply Rations for your Crew. — These will be issued by the Contractor on your return, or in your absence. —

The Return of the Lieutenant, which signed by the person appointed to receive the Provisions, will be the Contractors voucher for settling his accounts. —

The 2^d blank with "the Inlets & Rivers of Georgia" You will therefore be very particular, in making your provision — Returns, that the number of Rations required, be stated in writing; — not in figures.

The 3^d blank with "Ebenezer Jackson Esq^r." You will see by the Act providing a Naval Armament the rations allowed. —

The 4th blank with "one hundred" & The 5th blank with "Mr Jackson" The privates besides their pay, are to be allowed annually, one complete suit of Clothes; consisting of the following Articles. —

1 Hat, 2 p^r Woolen overalls, 2 p^r Linen do.
1 Coat, 1 Vest, 1 Stock of black Leather & Clasp
4 Shirts, 4 p^r Shoes, and 1 Blankett. —

I have requested, to provide 25 Suits, and to deliver them over to you, for your men, to be given out by you, as they want them. — It will be necessary that you keep an account, of Cloathing so distributed, against each man, and you should exercise your discretion as to the time of distribution, so as to make the Cloathing last the year out. —

You will be charged with the Clothing delivered to you, and credited by your delivery of them to the men, and will be held accountable for any deficiency — For this service you will be allowed five Dollars per month, in addition to your pay as Commander. — You will receive enclosed, Rules & Regulations of the Navy for your Government in all cases where they will apply. —

[NDA. OSW, Vol. 1.]

To Major Commandant Burrows, U. S. M. C., from Secretary of Navy

[TRENTON]

Navy Department 11th Sept^r 1798.

Major BURROWS

SIR, The Ship *Montezuma*, Cap^t Murray at Baltimore, will want quickly, a Lieutenant, and 25 Marines, including non commissioned Officers — and the Brig *Norfolk*, Cap^t Williams at Norfolk will want 20 under the Command of a Lieutenant, with the proper number of non commissioned Officers. — You will please to Send off these two detachments as early as possible — It will be best to Send the detachment for Norfolk by Land to Baltimore — from whence, a water conveyance can be had, through the means of Jeremiah Yellott Esquire. — And I presume it will be necessary to hire a Waggon to carry their Baggage to Baltimore. They Should draw provisions to last them to

that place and the Commanding Officers Should halt their men, a Mile out of Baltimore Town, and call themselves, on Cap^t Yellott for instructions where to March their men. —

I have the honor &c^t

[NDA. GLB No. 1.]

To William Crafts, Navy Agent, Charleston, from Secretary of Navy

[TRENTON]

Navy Department 11th September 1798.

W^m CRAFTS Esq^r }
 Charleston
 So: Carolina }

SIR I am honored with the receipt of your favors of the 17th & 24th Ultimo. — In my last of the 3rd Instant, I enclosed you a list of the Articles which had been ordered from Philadelphia for the Gallies; and I hope they are arrived. —

I perceive by the estimate you enclose, that the Cost of these Gallies, exceeds the amount of M^r Humphrey's Estimate. — But I hope this additional Cost will be compensated for, in their Strength & Service. —

Four thousand Dollars have been remitted to M^r Desaussure; and I shall direct a further remittance to be made to you of 2808 Dollars, being the Balance of your Estimate — And twelve hundred Dollars for the purposes hereafter mentioned. —

You were right in taking two of the Twelve 24 Poundsers for the Gallies — Two of them were also intended to be Sent to M^r Amaziah Jocelin of Wilmington North Carolina — and two, to Ebenezer Jackson Esq^r of Savannah in Georgia; for the Gallies building in those places. — You will be pleased to have them Shipped to the address of these Gentlemen as speedily as possible, together with one Cask of Small Grain, & three of large grain powder to each, out of the quantity purchased by M^r Desaussure — It is not in my power to Send on the Commissions for Captains Heyward & Payne — But I have notwithstanding, Sent them Instructions to appoint officers, and recruit men. And as those Gallies will be employed at, and near Charleston, I have to request, that you will contract with Some qualified person, to furnish rations by the day, Week or Month, as the Service they may be employed in, Shall require. —

The price received by the Contractor for the Troops Stationed at Charleston, will be a guide for you. — I mention by the week or month, that as the Gallies may Sometimes be absent from Charleston, the Contractor Shall, not withstanding, Supply them with provisions; by putting enough on board to last until their return, or by furnishing it wherever they are.

The Captain's Provision-Return, or in his absence the return of the Lieutenant, and a receipt upon it, by the person appointed to receive the Rations, to be the voucher for Settling for the rations delivered with the Contractor —

Too much attention cannot be paid, to guard against abuse, in this particular — You will settle with the Contractor monthly, and forward to me, every quarter, ending 30th September, 30th December, 30th March & 30th June, the Accounts and Vouchers. — I shall hereafter write you on the subject of paying the Officers & Men — In the

mean time, you will please advance to each of the Captains, one hundred dollars to recruit their Men — The Crew is to consist of —

1 Master & Commander @ 40 D ^r p ^r m ^o & 3 Rations p/day	
1 Lieutenant @ 30 Do. 2 —	
1 Boatswain 20. 2 Do.	
25 privates, out of whom are to be made a Drummer } 6 D ^r & 1 Ration	
& a Cook @ 1 D. each Extra	

The privates are to be allowed one Complete suit of Clothes p^r annum; to consist of —

1 Hat, 1 Coat, 1 Vest — 2 p ^r Woolen Overalls — 2 } Estimated at about 25	
p ^r Linen do. 4 Shirts 4 p ^r Shoes, 1 Stock of black } Dollars a suit —	
Leather & Clasp — & 1 Blanket	

You will please to have 50 Suits provided, and delivered over, 25 Suits to each of the Captains who will deliver them out to the men, as they stand in need of them. —

I enclose you the Act providing a Naval Armament, by which you will see the Rations allowed in the Navy, to which, you will please to conform as nearly as you can, — using however, your own discretion, by Substituting in lieu of such Articles as cannot be procured, others, which your Country will afford; and with which the Officers & Men will be satisfied. —

The Treasury arrangements make it necessary that you should render Separate Accounts — On this subject I must refer you to a Letter which will be written you shortly by William Winder Esq^r Accountant of the Navy Department. — — —

I have the honor to be &C^s

[NDA. GLB No. 1.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commander, 11 September 1798

This 24 hours first part moderate gales Clear weather at 2 p m hald
Tue N N W at 3 p m Saw two Ships & 1 Brigg to the Eastward
gave Chace at 6 P m spook the Ship *Newport* from Boston Bound
Norfolk the other Ship from Newbury port the Brigg from Salem
at 6 p m wore Ship To the N N W handed all our Light Sails
Sounded in 38 fathoms watter Sandy Bottom at 11 a m Sounded in
65 Saw a Sail Standing To the S S E at 12. Sounded in 65 fathoms
at 4 a m Sounded in 85 fathoms at 6 a m Sett all Sail at 9 a m
Sounded in 90 fathoms Soft Blew Clay at 10 a m fresh gales

Latter part Strong gales with flying Clouds under Duble Reef Top-
sails the Brig *Picking* in Companey

Latt Obrs 41" 48 North

[NDA. Journal kept by Joseph Strout, 1798.]

Extract from the journal of Lieutenant James Mullowny, U. S. Frigate *United States*, 11 September 1798

Light winds & variable, the *Delaware* still in chace The *Delaware*
in sight from the mast head bearing East. — Made false fires which
was answered by the Sloop. — Lost sight of the *Delaware* and
Schooner, prize. — people employed in setting up the rigging.

[Long. Obs^d 68"36]

[Lat^d Obs^d 26"1]

[NA.]

Extract from journal of James Pity, U. S. Frigate, *Constitution*,
11 September 1798, Tuesday

First part this 24 hours fresh breezes & Clear @ 1 sounded 60 fath^{ms} no bottom @ ½ past 3 got ground in 35 fath^{ms} Saw the land bear^s S. b. W. Same time Saw 4 Sail to Wind^d Middle part sultry with lightning @ 5 Light airs from N. N. W. @ ½ past 9 K Ship to the No^d & West^d

employ'd bend^s cables & painting the boats.

Latter part moderate & Clear. Ends clear.

[Latitude observed 35°. 53^m. N^o]

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
11 September 1798, Tuesday

The Beginning of this Day a fresh pleasant Breeze. The Middle moderate, and the latter light and squally; took in and set small Sails according to the Weather. The *Baltimore*, and the three other Vessels in their Stations. The People employed as usual, and Nothing further remarkable; or worth Notice in a private Journal.

Latitude observed 29°.21' North

Longitude Account 71.30 W.

[HS of Pa. NDA photostat.]

To Secretary Benjamin Stoddert from Captain Samuel Nicholson, U. S. Navy

Constitution HAMPTON ROAD

Sep^r 12th 1798

The Hon^{ble} SECRETARY OF THE NAVY

SIR I have the pleasure to inform you that I arrived here Yesterday Even^g I have been much retarded in my passage to our Southern boundary, which I was endeavouring to effect agreeable to your orders. by contrary winds, Calms, & the chasing, and speaking the great number of vessels; I fell in with at Sea. The Havanna fleet and many others, mostly Americans, when on the 8th Ins^t at 6 AM in Lat^d 33:10 N^o & Long^d 74:00 West from London a Man from our Mast Head made a sail steering to the Northw^d Westw^d We made all sail and gave him chace he then tack'd and stood by the Wind to the S^e East we soon perceived him to be a Ship of War. he kept his Ship close by the Wind. ab^t 10 AM he tack'd and Stood to the Northw^d & Westw^d he found we came down on him fast. he then tho't to try us two Points from the Wind, he was still no match for our Ship. he was much decieved in our Ships size. I came close on his beam, End on within half gun shot, when I fired a shot over him and hoisted my Collours he then the first time shew me an English Ensign and fired one Gun to Leward, he then kept by the Wind all sail set and endeavour'd to get the wind of us untill we came close on board of him when he haul'd up his Courses and back'd his main top Sail, all hand to Quarters in a very minute and complete manner, as we were also, I had from his manouvering every reason to expect a broad side from him every moment untill my 3^d Lieu^t M^r Beal was actualy on board of him &

order'd & drove his Men from their Quarters. who were constantly trailing and pointing their Guns into us, as we alter'd our positions. we were then within pistol shot of each other, and if he had caught me one Instant off our guard I am convinced he would have fired his broadside into us. I hail'd them and was answer'd very Impertinently in broken English by their Boatswain, who seem'd the Commanding person on board. the Cap^t afterwards appollogised to me on that account, that it was his Boatswain. I order'd them to hoist out their boats and for their Captain to come on board the *Constitution* with his papers, they at first refused I repeated my Request and told them if they offer'd to make Sail or give me any further trouble by attempting to get away I would absolutely fire into them, sink them and give them no Quarters. I was convinced they were pirates. they then sent a small boat with the 2^d Cap^t, a frenchman on board with four men, the Remainder still at their Quarters trailing their Guns. I kept them and sent the boat back with my own people, with orders to send their first Cap^t and a Boat full of those people, as my officer was not safe in the hands of such a Set, for they had absolutely laid a train of Gun Powder to their Magazine in order to blow up the Ship, their boat and first Cap^t now came on board, each had the french National Uniform on, they said they were french — Royalists and bound from Jamaica to Philadelphia & had a Commission from the English Government, and a Register and Clearance from Jamaica, all which I believe to be Counterfeits, they have no articles, Shipping paper or Logg book &c. they have I suppose 30 Hhds Sugars & 12 or 15 Hhds Rum on board, the Crew is made up of 7 french officers — Frenchmen — Spaniards 3 English — Portuguese — Italians 1 American — Dutch & — Negroes in all about 75 Men. a British officer and an American Gentleman belonging to Baltimore Passengers. The Ship is called the *Niger* built by the Spanish Government taken by the British and sold at Jamaica 2 or 3 Years since has Quarter Galleries and a scroll head, mounts twenty four nine & twelve pounders built of Cedar and copperd and as completely sound as any Ship of War whatever. they have a great deal of Money on board, & I am Informd a large sum under the Magazine the Crew have their pocketts full. there was a Disburbance amongst them a few Nights agoe fighting with Knives &^e on which I orderd them to be search'd & Deprived of their Knives, Money, Watches &^e every one of those People have one or two Trunks American made full of good Cloaths &^e which I have no Doubt have been plundered from the Americans. The French Cap^t was very solicitous on his first coming on board to have his french Boatswain excused being put in Irons, with the Rest of his People but one of my Men named Martin Rose swears that seven months ago he was on board a Schooner from Portsmouth, N. H. bound to the West Indies and was taken by a french Schooner of which this same man was boatswain Stripped Start Naked; and by him carried to Gaudaloupe, we are really put on our guard by these people for of all beings I ever beheld in human Shape I declare I never saw so Impudent and darring a Set of Rascalls, and I have had a great many to take care of in my time. it is my real opinion if they could get an opportunity they would blow our Ship up by way of Revenge. They are fit for and capable of any thing be it ever so Desperate. I have come in with them myself I was really afraid to trust her alone with so many Prisoniers on board

knowing the Men, their great Rage and Disappointment notwithstanding every officer is a very active and Dilligent Man. I have no Doubt she will be condemn'd to us Should that be the Case I would Recommend her to the President of the United States as a very fast Sailing Ship mounting completely 24 Guns ready for immediate use and 400 Tons burthen. They have Treated their Passengers in such a brutish manner that they are exasperated with them and are happy in the change, and in my possession. The English Officer is Quarter Master, & pay Master to the 58th Reg^t on his passage to America with his Lady & 2 Children for their health, whom they have turned out of their Cabin previous to which this officer tells me they had attempted to poison him by giving him Druggs in his Wine. This Ship was certainly cruizing (and is not consigned to any person in Philadelphia) and capturing our American homeward bound East and West India Men. I have no Doubt but different Sets of Papers and various Methods will be made use of when ever any of those people fall into our hands to decieve us they will no doubt endeavour to cover themselves all in their power this we must expect It is certain they cleared from Jamaica and Said they were bound to Philadelphia, but that they ever meant to go there with that Crew, before they had disposed of the greater part of them in Prizes I cannot concieve, or believe at any rate I had a Duty to do wth I tho't oblig'd me to see this Ship into port. She was they say bound to Philadelphia & I have taken care of her and brot' her into Virginia I shall deliver the Prisoners into the Hands of the Marshall and make no doubt but the District Judge with my Agent under your orders will take the necessary steps to have her Condemn'd to us. I have taken a french Royalist I don't know them. and as I have no orders Respect^s such a Nation or People I was at no difficulty in my own Mind at taking possession and sending them into port for the examination & decision of our Government on this head, and what those people are to shew for Collours. they had English & National Coll^{rs} both bent, when my officer boarded them, it appears to us they sailed from port Royal, to port Antonio, with a few hands on board, and in the Night they saild from port Antonio, on this Voyage or Cruize. This mixed unprincipaled, Set of People came, on board I suppose by assistance, in breaking Goal, and to go off in this Ship. the English Sailors are deserters from Men of War, this appears to me evident as they had neither Articles, Logg Book, or any thing else, as other Nations at Sea are by Law accustomed too. they could not stay at Jamaica, on acc^t of the Inclos'd Proclamation of that Gov^t I am Informed that the Revenue Cutter, is gone to Sea from this place with your Dispatches for me. In that case I shall wait here, till I receive your orders, as it is uncertain when the Cutter will return. in the mean time I will fill up my Water, and prepare for Sea, at the shortest Notice.

I have the Honor to be Sir
Your Obedient Servant

(signed) SAM. NICHOLSON

P. S. We have but two people that are unwell on board and they are Recovering fast I have taken them quite unawares here as they have not any place to Receive the Prisoners but they will be landed in the fort in Two or three Days when the Command^r officer will Reciept for them as prisoners of War. and they are now making preparations

to Recieve them. We are put to great difficulty & expence here on account of the public officers that will have to libel and arrange the business for the Condemnation of Prizes, in the admiralty Courts residing at a great distance

Norfolk Sep^r 14. 1798 Cap^t Bright in the Revenue Schooner from this place is this Moment come into the House from the Sea, where he spoke a Pilot Boat, that Informed him the *Constitution* was gone for Norfolk, he has no Letter for me, and has shewn me his Orders. we shall now fill our Water up as fast as possible, and proceed to Sea agreeable to former Orders, rec^d at Newport.

This letter will now go by the common mail

I have the Honor to be with Respect

Your obed^t Hb^t Serv^t

(signed) SAM. NICHOLSON

[NDA photostat.]

To Ameziah Jocelin, agent, Wilmington, N. C., from Secretary of Navy

[TRENTON,]

Navy Department September 12th 1798

AMEZIAH JOCELIN Esq^r

Wilmington N. Carolina

SIR I have received from the Secretary of the Treasury of the 28th June, 12th July and 20th August, by which I am informed of the progress that has been made in the building of the Gallies. —

The Secretary at War, sent some 24 pound Cannon for Charleston, in May last; and I have requested William Crafts Esq^r of that place, to forward two of them on to you, if not before done; and I have ordered to be sent from Philadelphia the articles mentioned at foot; — Howitzers are not to be had; and the situation of the principal Towns in this Quarter, renders it impossible to have them made; so that you must manage as well as you can with the Articles sent you. —

It would have been agreeable, if you had mentioned in your Letters, proper Characters to command these Gallies — I have named to the President, Cap^t William M^oKerall — & Lawrence A. Dorsey, whom I have no doubt will be appointed, and I have written them to recruit men, & to make temporary Appointments of a Lieutenant & Boatswain; each, to act until the President shall determine to Commission them, or to appoint others =

I request that you will write to me fully & freely, the characters of these Gentlemen and of the Officers they select; — and that you will as freely mention others, better qualified for Commissions, under the fullest confidence that your name will never be used, to subject you to any inconvenience. —

I have now to request that you will contract with some qualified person to furnish rations for the Crews of the Gallies by the day, week or month, as the service they may be employed in shall require, —

The Terms allowed to the Contractors for supplying the Troops at your place may be some guide to you — I mention by the week or month, that as the Gallies may sometimes be absent from Wilmington, the Contractors shall notwithstanding, supply them with Provisions, by putting enough on board to last, until their return, or by

furnishing it wherever they are — The Captain's provision-return or in his absence, the return of the Lieutenant and a receipt upon it, by the person appointed to receive the rations, to be the Voucher for settling for the Rations delivered with the Contractor. —

Too much attention cannot be paid to guard against abuse in this particular — You will settle with the Contractor monthly and forward to me every quarter, ending 30th September, 30th December, 30th March & 30th June the Accounts & Vouchers.

I enclose you the Act establishing a Naval Armament, by which you will see the rations allowed in the Navy, to which you will please conform as nearly as you can; using however your own discretion by substituting in lieu of such Articles as cannot be procured, others which your Country will afford, and with which the officers & men will be satisfied — — —

I Shall hereafter write you on the Subject of paying the officers & Men In the mean time, you will please advance to each of the Captains, one hundred Dollars to recruit their Men. — —

The Crew is to consist of—

1 Master & Commander at.....	40 D ^r p/m ^o & 3 rations p ^r day.
1 Lieutenant.....	30 " & 2 do
1 Boatswain.....	20 " & 2 do
25 privates—out of whom are to be made a drummer @ a Dollar each Extra p ^r mo.....	6 & 1 do

The privates are to be allowed, one compleat Suit of Clothes, p^r annum, to consist of,

1 Hatt, 1 Coat, 1 Vest.....	} Estimated to cost about 25 Dollars
2 p ^r woolen Overalls.....	
2 p ^r Linen Ditto — 4 Shirts, 4 p. Shoes — 1 Stock of Black Leather & Clasp — & 1 Blanket.....	

You will please to have 50 Suits provided, & delivered over — 25 Suits to each Captain, who will deliver them out to the men, as they Stand in need of them. The Treasury arrangements make it necessary that you Should render Separate Accounts — On this Subject I must refer you to a Letter which will be written you Shortly by W^m Winder Esq^r Accountant of the Navy Department. — I have requested the Sec^{ry} of the Treasury to remit you \$3,000.

[NDA. GLB No. 1.]

To Ebenezer Jackson, Navy Agent, Savannah, from Secretary of Navy

[TRENTON.]

Navy Department September 12th 1798

EBENEZER JACKSON Esq^r }
Savannah }

SIR I had the honor to write you yesterday, and have now to request that you will contract with some qualified person to furnish rations for the Crews of the Gallies, by the day, week, or Month, as the service they may be employed in shall require. — I mention by the Week or Month that as the Gallies may sometimes be absent from Savannah, the Contractors shall notwithstanding Supply them with provisions, by putting enough on board to last until their return, or by furnishing it wherever they are. — The Captain's provision-Return, or in his absence the return of the Lieutenant, and a receipt

upon it by the person appointed to receive the Rations, to be the Voucher for settling for the Rations delivered with the Contractor. — Too much attention cannot be paid to guard against abuse in this particular —

You will settle with the Contractor Monthly and forward to me every quarter, ending 30th Sept^r 30th December, 30th March, & 30th June, the accounts & Vouchers. — I enclose you the act establishing a Naval Armament; by which you will see the rations allowed in the Navy, to which you will please conform as nearly as you can, using however your own discretion, by substituting in lieu of such Articles as cannot be procured. — others which your Country will afford, and with which the Officers & Men will be satisfied. — I shall hereafter write you on the subject of paying the officers & men — In the mean time you will please advance to each of the Captains one hundred Dollars to recruit their men. — The Crew is to consist of,

- 1 Master & Commander at 40 Doll^r p^r Mo.
& 3 Rations
- 1 Lieutenant — @ 30 do — & 2 Ditto
- 1 Boatswain — @ 20 do — & 2 Ditto
- 25 Privates (out of whom are to be made a)
drummer & Cook at a Dollar extra Each } 6 D^r p^r m^o & 1 Ration

The Privates are to be allowed, one complete suit of Clothes per annum to consist of

- 1 Coat, 1 Hat, 1 Vest, 2 p^r Woollen overalls, 2 p^r Linen do, } Estimated to Cost
- 4 Shirts, 4 P^r Shoes — 1 stock of black Leather & Clasp } about 25 Dollars —
- 1 Blankett

You will please to have 50 Suits provided and delivered over, 25 Suits to each of the Captains who will deliver them out to the men, as they stand in need of them. — The Treasury arrangements make it necessary that you should render separate accounts — On this subject I refer you to a Letter which will be written to you shortly, by William Winder Esquire, Accountant of the Navy Department. —

Instead of the Two thousand, five hundred Dollars mentioned in my Letter of yesterday, I have requested the Secretary of the Treasury to remit you four thousand Dollars. —

I observe by your Letters to the Secretary of the Treasury, that this Agency for the Gallies, is not an agreeable business to you; but I know not who else to call upon to execute the duties required in this Letter; and I hope you will continue to Act, at least untill you name some person to me who may be confided in. —

You will please to procure one such boat as you recommend for each Galley, to row with 10 or 12 Oars, and a 4 or 6 pound Gun to be fixed in the Bow — The Guns you must also procure —

When the Boats are obtained, I presume it will be necessary to increase the number of men —

I have the honor &c^s

[NDA. GLB, No. 1.]

To Captain Alexander Murray, U. S. Navy, from Secretary of the Navy

[TRENTON,]

Navy Department 12th September 1798

Cap^t ALEX^r MURRAY

SIR Agreeably to your request, I send you herewith a List of the monthly pay of Petty Officers, Seamen &c^s — Since the date of the

list sent Cap^t Truxton, (which is prior to the one sent you) a considerable alteration in the Pay was conceived to be expedient, & consequently adopted. — The two Lists therefore *should* disagree.

The one sent you however, is the latest, & you will govern yourself accordingly. — Your signal Flag must be a green Flag. —

I approve of the men whom you have nominated to the appointment of Sailing Master — Boatswain, & Carpenter, to Wit; Robert Wells for Sailing Master — John Frazier for Boatswain, and Mark Game for Carpenter — You will receive them on board in the Stations to which you have respectively recommended them. — I will nominate them to the President; and have no doubt but they will be confirmed in their respective offices. — M^r Calder is intended for a Midshipman on board the *Montezuma* — You will therefore receive him in that capacity. —

You may also receive M^r Michael Carroll as a Midshipman on board of your Vessel — The former is already appointed — The Latter I will nominate to the President for his approbation. —

M^r Geoffrey Dillon Shanly is nominated to the President as Surgeon of the *Montezuma*. — I have not yet received your nomination to the appointment of Sail Maker and Gunner. — Be pleased to select proper characters, and mention them to me as early as you can. —

A list of Private Signals &c^a shall be sent in due time. —

Pay & Subsistence of Officers, Petty Officers &c^a — . —

Commander.....	75	Doll ^s per m ^o & 6 Rations
Lieutenants.....	40	“ do & 3 Ditto
Surgeons.....	50	“ do 2 Ditto
Surgeon's Mate.....	30	Doll ^s per m ^o & 2 Rations
Pursers.....	40	“ do & 2 Ditto
Sailing Master.....	40	do..... 2 Ditto
Masters Mates.....	20	do..... 1 Ditto
Captain's Clerk.....	25	do..... 1 Ditto
Midshipmen.....	19	do..... 1 Ditto
Boatswain.....	20	do..... 1 Ditto
Gunner.....	20	do..... 1 Ditto
Carpenter.....	20	do..... 1 Ditto
Cook.....	18	do..... 1 Ditto
Sail Maker.....	20	do..... 2 Ditto
Steward.....	18	do..... 1 Ditto
Cooper.....	18	do..... 1 Ditto
Boatswain's Mate.....	18	do..... 1 Ditto
Gunners Mates.....	18	do..... 1 Ditto
Carpenters Mates.....	18	do..... 1 Ditto
Master at Arms.....	18	do..... 1 Ditto
Quarter Gunners.....	17	do..... 1 Ditto
Armourer.....	18	do..... 1 Ditto
Able Seamen.....	17	do..... 1 Ditto

[NDA. OSW, Vol. 1.]

[12 September, 1798]

Captain Gay's account of the capture of the Schooner *Liberty*

Norfolk, Nov. 3.

Capt. Gay arrived here on Wednesday from Antigua, has handed us the following account of his capture by the French.

I sailed from Norfolk on the 29th July last, as captain of the schooner *Liberty*, bound to Barbadoes. On the 12th Sept. in lat. 13, 3, long.

58, was captured by a French schooner privateer of 12 guns, and sent into Guadaloupe; vessel and cargo condemned, and all hands thrown into prison, where I should also have got a birth, were it not for the humanity of an inhabitant who concealed me in his house until I got an opportunity of making my escape, which I did on the 17th of the same month, destitute of every article of cloathing, &c. in company with a captain Daymond, belonging to Portsmouth, N. E. and got to the island of Antigua on the 20th, where I luckily met with a friend, mr. John Taylor, of said island, who rendered me every assistance, and supplied me with cloaths and money.

From every information capt. Gay could obtain, he says. there were a great many American captains and supercargoes prisoners in Guadaloupe, among whom was capt. Crandon, of Wiscasset, N. E. Who formerly commanded the United States brig, which brought captain O'Brien from his captivity in Algiers.

The Americans carried into Guadaloupe are put in irons and thrown into prison, as Victor Hugue's looks upon this country to be in actual war with the "great nation," France.

[LC, "Claypoole's American Daily Advertiser" (Phila.), 13 November 1798.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
12 September 1798, Wednesday

First part this 24 hours Light Airs and pleasant @ 6 P. M. hoisted a Sweedish Jack @ M. T. head & cleard Ship for action @ 8 in Light Sails & back M. T. sail try'd for Sound* all Night no bottom @ 2 A. M. Saw a Sail on the lee bow. @ 5 Saw a Sail to y^e Eastw^d & one to the Westw^d Spoke a pilot from patomack Sounded in 37 fath^m* @ 9 D^o in 25 fath^m* @ 10 in Light Sails Double Reefed Top Sails Weather very Squally. ½ past 10 pilot boat came a Long Side and put a pilot on Board of us.

Latter part fresh Breezes.

Ends in Clear Weather.

[Latitude observed 37°. 01^m. N^o]

Remarks. Sep^r 12. Continued

Fresh breezes and fair Weather, prize in Company. @ 3 P.M. bent thick cable Set Steer* Sails & got Ready for Anchor* @ 5 P. M. Anchor'd with the Small bower veerd away the Short Service. Wil-loughby's point bear* E. ½ N. old point Comfort N. E. ½ N. Sewals point S. b. E. distant from the Southern point 4 Miles @ ½ past 6 Sent down T. G^t yards & prepar'd for Mooring Ship @ 8 Set the Watch weather Moderate Ship at Single Anchor.

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
12 September 1798, Wednesday

Moderate Breezes, and very squally disagreeable weather all these 24 Hours. At 5 A M saw two Sail in the North East, gave Chase, and at 10 A M spoke the British Brig *Harliquin*, Benjamin Stiles, Master, mounting 10 Guns, and carrying 26 Men, loaded with Rum and Sugar, from Barbadoes, bound to Baltimore, in Company with the Ship *General Smallwood*, (American) from the same Place, bound to Alexandria, Johnson, Master. The *Marliquin* informed, that the

Frigate *United States*, and *Delaware* were in Barbadoes. Vessels in Company as before. Fell overboard and was drown, John Cole, a Seaman. Nothing further remarkable.

Latitude observed 28°.26' North.

Longitude Account 71°.42 W.

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant John Mulloyny, U. S. Frigate *United States*,
12 September 1798

Light winds. —

A sail in sight bearing N W distance 5 or 6 leagues

Squally, with heavy rain, lighting and thunder. —

The Sloop's tow rope parted —

[Long. Obs^d 69.15]

[Lat^d Obs^d 27.13]

[NA.]

To Thomas Pinckney, Charleston, S. C., from Secretary of Navy

[TRENTON,]

Navy Department 13th September 1798

THO^s PINCKNEY Esq^r *Charleston S. C.*

SIR, I have the honour to enclose the Copy of a Letter from the Captain of the British Sloop of War, *Masquito*, in relation to the disgraceful affair between him, & Captain Cochran. — A publication of Cap^t Cochran's Officers, cut out of a Charleston paper, and enclosed to me, by him, does not place the transaction in a light more honorable for Cap^t Cochran; nor does the late mutiny of his men, of which I have received information from himself only, tend to raise his Character. —

Under such Impressions, I have felt it my duty to direct that Cap^t Cross lately appointed a Captain in the Navy, should take Command of the Brig preparing for Cap^t Cochran — — But it would give me pain to injure a man of Merit — and of Cap^t Cochran I know nothing, except the Circumstances alluded to, nor is it possible to get information here, of his true Character. — Will you then Sir, permit me the Liberty of Soliciting his Character from you? — It will be my duty to consider as entirely confidential, any information on this subject, with which you may be so good as to favor me. — —

[NDA. GLB No. 1.]

To Messrs. Thomas Morris, Henry Laurens, William Crafts, and A. Tunno,
Charleston, S. C., from Secretary of Navy

[TRENTON,]

Navy Department 13 September 1798.

THO^s MORRIS

HENRY LAURENS

WILLIAM CRAFTS

A TUNNO

} Esq's. Charleston S. Carolina

GENTLEMEN: I am honoured with your Letter of the 21st Ult^o — Having in my Letter of the 23rd Aug^t anticipated most of the

information required in your letter now before me, I have only at present to say, that the President will accept with pleasure, of the Vessel proposed to be built under your direction of the burthen of 550 Tons, or thereabouts, and constructed to carry 20—22, or 24 Guns on one Deck, the same to be accepted in a state suitable to be armed and without the necessary War equipments, and on the Terms of the Act of Congress of the 30th June 1798 — The subscribers for building the said ship to be paid in stock of the United States, bearing an Interest of 6 p^r Cent.

Referring to my Letter of the 23rd Ultimo to William Crafts Esquire for other particulars —

I have the honor to be &c^s

[NDA. GLB No. 1.]

To Secretary of War from Secretary of Navy

[TRENTON,]

Navy Department September 13th 1798

SEC^y of WAR

SIR, Mr. Humphreys represents to me that two of the Cutters cannot proceed to Sea, for want of some Cutlasses, Pistols, Flint & Powder; tho wanting nothing else, and that in the present calamitous situation of Philadelphia, there is no probability of getting these articles, except from the military Store. —

I have the honor therefore to request that you will be pleased to send me an order on Mr. Hodgdon, or Mr. Harris, to furnish on the return of Mr. Humphreys any quantity of the above mentioned articles he may require to fit out the *Eagle & Diligence*, Two Revenue Cutters — It is not probably Mr. Humphreys will call for more of these articles than necessary and it is not possible for me to ascertain the quantity wanted. —

I have the honor to be

&c &c &c^s

[NDA. Sec War LB, 1798–1824.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commander, 13 September 1798

This 24 hours first part almost Calm & flatening weather gott up Cables on Deck To Dry at 2 p m Saw a Brig in the N W all hans to quarters all hans Employd in Sundry Jobbs Ships Duty at 7 p m Litens from the S W ward

Midle part modrate and pleasant under Two Reef Topsails

Latter part moderate gales and fair weather Nothing Remarkable the Brig *Pickring* Still in Company

Lattd Obbrs 42" 33 North

[NDA. Journal kept by Joseph Strout, 1798.]

Extract from journal of James Pity, U. S. Frigate *Constitution*, 13 September 1798, Thursday

Light airs & fair Weather fired the Morn^s Gun @ 6 Weighed the Small bower & let go the best bower Anchor & moor'd Ship @ 8

A. M. hoisted out the pinnace Answer'd a Salute from an Arm'd Schooner. Cap^t Nicholson & 2 Officer went on board the prize & from thence to Norfolk. Cap^t Abrams came on board for the Surgeon to visit one of his crew that was hurt by a fall. Fired the Even^t Gun & Set the Watch.

[NDA.]

Extract from journal of Lieutenant John Mulowny, U. S. Frigate *United States*,
13 September 1798

Light winds
Took the sloop in tow. —
Exercised the crew at the great Guns and small arms
[Long. Obs^d 69.42]
[Lat^d Obs^d 28.13]

[NA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
13 September 1798, Thursday

Light Winds, and variable all these Twenty four Hours with a Swell from the South East. Made and shortened Sail according to the Weather, and sailing of the *Baltimore*, for which Ship we lossed much Way.

Employed repairing Rigging and Sails; making Spun Yarn, Sennet &c. &c. &c.

Latitude observed 27°.40' North
Longitude Account 72.00 W.

[HS of Pa. NDA photostat.]

Presumably to Rufus King, United States Minister, London, from
United States Consul Elias VanderHorst

BRISTOL Sep^r 14th 1798.

DEAR SIR. Since my last of the 5 Inst. I have not had the pleasure of hearing from you. —

The American Ship *Foxwell*, Cap^t Stephens, Mounting 20 Guns (4 & 6 pounders) with 30 Men will, the Cap^t assures me, be ready to Sail hence for Boston, at farthest, by the 25th of this Month — the Only Vessel besides now here, bound to that quarter is the Brig *Pallas*, Cap^t Collins, which I expect will be ready to Sail for Charleston in about 3 or 4 Weeks from this time — She is a small Vessel and the Cap^t tells me will be armed.

The American Ship *Hannah*, Cap^t Morland, arrived here yesterday from Virginia[†] with Tobacco. I cannot learn that she brings any thing Interest^g

I have procured some News Papers from the Cap^t up to the 31st of July which I shall forward to you by the Mail Coach today. I remain with great truth

Dear Sir,

Yours very Sincerely

ELIAS VANDERHORST

[†] In 35 Days.

[SDA, Bristol, Vol. 1, 1791-1799.]

To Lieutenant William Bainbridge, U. S. Navy, from Secretary of the Navy

[TRENTON,]

Navy Department September 14th 1798

Lieu^t Command^t }
W^m BAINBRIDGE }
Marcus Hook }

SIR Instead of pursuing strictly my former Instructions, you will please convoy off the Coast, the Ship *Pigon*, now ready for Sea

And then endeavour to fall in with Cap^t Leonard, and govern yourself by my former Instructions. —

P. S. If the Ship is not ready, your are not to wait for her. —

I am &c^s

[NDA. OSW, Vol. 1.]

To William Pennock, Navy Agent, Norfolk, from Secretary of Navy

[TRENTON,]

Navy Department September 14th 1798

W^m PENNOCK ESQ^t }
Norfolk }

In the present situation of Philadelphia, it is impossible to get any thing shipped from thence; I therefore request that you will cause to be procured 25 suits of Marine Cloathing for the use of the Marines to be raised for the Brigantine *Norfolk* — —

The suit will consist of,

1 Coat, 1 Hat, 1 Vest —

2 p^r Woolen Overalls

2 pair Shoes —

1 Black leather stock & Clasp

1 Blanket —

} Supposed in the Estimates to Congress
to Cost about 20 D^r

The Coat to be short blue Cloth, with a red Belt, edged with red, and turned up with the same, with common small naval Buttons — The overalls Blue, edged with red — & red Vests — These articles you will please deliver to Lieu^t W^m Cammock; who will give you a receipt for them, which will by your Voucher on the settlement of your Account. — — — I write to him by this conveyance. — —

P. S. Lieutenant Cammock can if necessary be Supplied with Arms out of those formerly sent you. —

[NDA. GLB, No. 1.]

To Secretary of the Navy from Major Commandant Marine Corps

MARINE CAMP, 14th Sept. 1798

SIR The Detachment for Baltimore will march tomorrow at 12 O'Clock —

The Officers who have been order'd upon these different Detachments have express'd uneasiness at going to Sea without a Commission. I wish Commissions could be sent for all Officers that are appointed. I shall send out this day a recruiting party to German Town in hopes

to reinforce my Camp, for tomorrow I shall be left with about five Men — I have the honor to be

Your ob^t &c

W. W. B. [WILLIAM WARD BURROWS]

BENJ^s STODDERT ESQ^r }
Secret^y of the Navy. }

[MCA. LS, 1798–1799.]

To Captain Thomas Williams, U. S. Navy, of the Brig *Norfolk*, from
 Secretary of the Navy

[TRENTON,]

Navy Departm^t 14 Sep^t 1798.

Cap^t THO^s WILLIAMS.

Norfolk

SIR, I have named M^r M^rRea of Alex^s to the President, to be your first Lieut^t, and have written to M^r M^rRea to repair to Norfolk, & put himself under your command. With His Assistance, I hope you will soon get your Men.

I have already written to you, to select fit Persons for certain Stations on board your Brig. I had before written to another Gentleman on the subject of your higher officers — but it is probable I may not hear from him in Time. — I request then that you will look out for proper Characters to fill these Appointments; if Col^o Parker should be in Norfolk, consult him on the subject — shew him this Letter — and if he agrees in opinion with you, as to the characters, you may receive them on board — to act until the President's Pleasure be known — which cannot be, before you sail on a cruise, as he is at a distance from hence — There can be no doubt — that he will approve — and that the Gentlemen will be commissioned — and they must act in the first Instance on my Appointment. They will be entitled to all the Emoluments &^s as if they had Commissions. The officers about whom I have written to another Gentleman, are

1. Lieutenant

2. Midshipmen

1. Purser

1. Sailing Master

1 Sailing Masters Mate; also

A Surgeon, must be fixed on for the first Cruise.

I shall make arrangements for the Brig, on the Presumption that she will be ready to proceed on a cruise by the 5th of Oct^r. It will be important that I should not be disappointed in this. —

[NDA. OSW, Vol. 1.]

To Joshua Humphreys, Naval Constructor, from Secretary of Navy

[TRENTON,]

Navy Department 14th August 1798

JOSHUA HUMPHREYS ESQ^r

SIR I have your Letter of the 12th Ins^t Col^o Pickering agrees that 6# Shot, or any thing wanting for the Cutters &C^s may be taken

from the Algerine Vessels — pray so order it. — And pray let Captain's Campbell & Brown wait for nothing — I want Brown to carry Arms & C^o to Carolina & Georgia — & Campbell to be at Norfolk by the 1st of October. — — —

[NDA. GLB No. 1.]

To Secretary of War from Secretary of Navy

[TRENTON,]

Navy Department 14th September 1798

The SEC^y AT WAR

SIR Sick sailors have been left at Newport Rhode Island, and at Norfolk — and will in future, probably be left at New York, Boston & Philadelphia. —

In the instances which have occurred they have been boarded, & Doctors have been employed to attend them. — This is attended with considerable expense; nor does it seem to promise, any certainty, that the man on recovery, will not be lost to the Service. —

Can you assist me with any arrangements through the means of your Troops & Surgeons Stationed at any of these places? —

[NDA. Sec War LB, 1798-1824.]

Extract from journal of Lieutenant John Mulowny, U. S. Frigate *United States*,
14 September 1798

Light Breezes & Clear weather. 2 sail in sight — bearing S S W.

Squally with rain —

Fresh gales parted with the Sloop — at 3 lost sight of the Sloop

Stiff gales with rain. —

Split the jib.

[Long. Obs^d 70.47]
[Lat. Obs^d 30.10]

[NA.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
14 September 1798, Friday

Begins pleasant & calm. fired the Morn^g Gun wash'd decks & loos'd Sails to Dry @ 5 the Revenue Cutter came too in the Road @ 6 The Ship *Delight* from Cedar Point Sent her board Requested a Coffin to be made for the Cap^t Dec^d examined the Prisoners found several had got their Irons off. Secured them all. got a New Messenger fitted it the old one being too small. Several Vessels pass^d bound to different ports.

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
14 September 1798, Friday

The first and latter Part of this Day, the Weather was moderate, and pleasant, and smooth Water throughout.

But between 6 P M and 2 A M it was very uncertain. Tremendous black Clouds commenced rising to the Eastward in the Evening,

which went over and settled to the Northward and Westward, having but little Wind in them, and only moderate Showers of Rain. At 11 P M those Clouds rose up again to the N. N. W., and produced an Abundance of Rain, and a smart Tornado. Took in every Rag of Canvass, except the fore top Mast Stay Sail, under which we scudded before the Wind; housed the Guns; put in the Dead Lights, and secured every Thing in the best Manner, expecting a Hurricane, as it is the Season for them. At Day Dawn Appearances being more favourable, made Sail again, as did all the Fleet, which as to Numbers, are as before mentioned.

All Hands employed at doing the necessary Duty of the Ship. Saw a loaded Merchant Brig at Noon, standing to the Northward; suppose her to be one of our own Homeward bound Vessels.

Latitude observed 26°.38' N°

Longitude Account 72.00 W.

[HS of Pa. NDA photostat.]

To Lieutenant John McRea, U. S. Navy, from Secretary of the Navy

[TRENTON,]

Navy Department 15th September 1798

Mr JOHN McREA *Norfolk*

SIR I enclose you your Commission, as a Lieutenant in the Navy of the United States. —

You will communicate to me, your acceptance of this appointment, and return the enclosed Oath. —

You will immediately enter on board of the *Norfolk*, Cap^t Williams, and place yourself under his command, and conform yourself to the rules & regulations of the Marine Service. —

I am Sir &c^a

[NDA. OSW, Vol. 1.]

To Captain Alexander Murray, U. S. Navy, from Secretary of the Navy

[TRENTON,]

Navy Department September 15th 1798

Cap^t ALEX^t MURRAY

Baltimore

SIR The President has reserved to himself the power of settling hereafter, the relative rank of the Captains in our Navy — Until he exercises this power, the dates of Commissions must of course be the rule of Precedency. —

In my projected enterprize for you, I contemplate that the Brig at Norfolk, Cap^t Williams, should go under your Command, yet his commission bears an earlier date than yours — Please to send me your Commission —

I mean to insert in it, that you are to rank from a day, to give you the Command of Williams, unless the President, to whom I have written, should forbid it — You will see the propriety of keeping the contents of this Letter to yourself.

I have the honor &c^a

[NDA. OSW, Vol. 1.]

To Captain Thomas Tingey, U. S. Navy, from Secretary of the Navy

[TRENTON,]

Navy Department 15th September 1798

Capt^l THOMAS TINGEY

SIR I have the pleasure to enclose you a Commission as Captain in the Navy of the United States, which I hope you will accept.

The President reserves to himself, the right of settling hereafter, the relative rank of the Captains in our Navy; but it is possible, difficulties may occur to prevent the exercise of this right, and the rule of precedency, may be the dates of Commissions. —

At the same time that he appointed you, four other Gentlemen were appointed, and it was his desire that your Commission should bear the earliest date, which is so arranged. —

Should he take up the subject of the relative rank of the Captains, hereafter, it is not probable you will be injured thereby. —

It is intended that you should take the Command of the *Ganges*. —

Capt^l Dale is desirous of attending to his private affairs, as soon as he can be relieved from his attendance on that vessel. — The sooner therefore you can take charge of her, and make your arrangements for a cruise, the more agreeable it will be. —

I have the honor &c^s

[NDA. OSW, Vol. 1.]

To Secretary of State Pickering from Secretary of Navy

[TRENTON]

Navy Department September 15th 1798

Col^l PICKERING,

SIR The Cutters *Eagle* & *Diligence* at Marcus Hook want Six pound Shot, which in the present situation of Philadelphia can be had only from the Vessels Setting out for the Algerines. — Mr. Foxal was to have made the Shot, but has not done it. — If you will be So good as to give an order to Captain Campbell for the Six pound Shot he wants — I will have it replaced by the time it will be wanted for the Algerine Vessels.

I have the honor to be &c^s

[NDA. Sec State LB, 1798-1824.]

To Joshua Humphreys, Naval Constructor, from Secretary Pickering

DEPARTMENT OF STATE *Trenton Sep^r 15. 1798.*

M^r JOSHUA HUMPHREYS *Marcus Hook.*

SIR, The Navy Department being destitute of six pound round and double headed shot, I have this day given an order to Cap^t Maley and the captains of the other two armed vessels destined for Algiers to supply the Quantity wanted for the *Eagle* Cutter — viz. 500 round and 200 — double headed shot. It is not improbable that the *Diligence* Cutter, which it seems carries four pounders, may want shot also: if she does, I pray you to cause her to be furnished in the like manner out of the Algerine vessels, without suffering any time to be lost. The Sec.^y of the Navy will replace them in due season. I am &c

TIMOTHY PICKERING

[SDA. Dom. L., Vol. 11.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
15 September 1798, Saturday

Begins with clear Weather @ 8 A. M. Sent up T. G^t Yards. @ 10 a Sch^t came for empty casks @ ½ past one Spoke Ship *Newport* from Boston 6 days out, who Spoke U. S. Sloop *Herald* & *Pickering* Brig^t Carpenters employ'd Shifting the Main Shrouds forward Set up the Rigging & Squared the Ratlines. —

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
15 September 1798, Saturday

Light variable Winds, and very squally uncertain Weather with much Thunder and Lightning accompanied with an Abundance of Rain; Several Land Birds were caught and seen such as Doves, Yellow Birds &c. The *Baltimore* and a Schooner of the Fleet astern at Noon, the two Brigs near us.

These twenty four Hours, I have lost much way waiting for the *Baltimore*, tho' the Winds have been very light. At 11 A M saw a Sail to the Eastward at a great Distance, most likely one of the Fleet that parted with us. The Crew employed as usual in keeping in Repair the Rigging and Sails &c. &c.

Watland's Island at Noon bore South West ½ South forty five Leagues Distance.

Latitude Account 25°.46' North

Longitude Account 73.00 W.

[HS of Pa. NDA photostat.]

To George Washington from Secretary Benjamin Stoddert

TRENTON, 16 Sept^r 1798

BENJAMIN STODDERT to GEORGE WASHINGTON.

SIR, You will, I know, pardon me for trespassing on your time, my object being the public good.

If we are to create such a navy as will make our commerce respected, and this, I cannot doubt, will be the policy of our country, one navy-yard at least must be established for building ships. This subject will probably engage the attention of Congress at the ensuing session, and it will be my duty to lay before them the best information in my power to obtain.

The place marked out on the plan of the city of Washington, for the Marine Hospital, has always appeared to me to be among the most eligible situations in the United States for a navy-yard. The result of all the enquiries I have been able to make, since I have been in office, serves but to confirm me more strongly in this opinion. No place farther south will admit of the same degree of security against an enemy. No place to the northward or eastward will afford timber so good, so cheap, or in such abundance. I might add all other materials for building and arming of ships. The springs in the neighbourhood, at least, forty feet higher than the surface of the river water; on Goose creek or Rock creek, any of them would afford water to fill locks, to prevent the difficult, and sometimes dangerous,

operation of launching; and ships, by means of such locks, could be repaired without the tedious operations of discharging and heaving down. It is perhaps desirable that the principle navy-yard should be under the eye of Government. It is certainly just that it should be in the centre of the union, if it can be so placed with equal advantages to the whole community.

Nothing of consequence to the welfare of the country escapes your penetration. Will you, Sir, permit me the liberty of soliciting your opinion on this very important subject? The depth of water in every part of the channel of the river is a consideration of great magnitude. It has been suggested, that, about Maryland point, the water is too shallow to admit the passage of ships of the line, drawing, fully armed and provisioned, 24 feet.

Joining in the universal prayer for the preservation of a life of inestimable value to the Country, I have the honor to be &c^t &c^t

BENJAMIN STODDART.

[Harvard College Library.]

To President John Adams from Staats Morris

FORT M^cHENRY SUNDAY

16th Sept^r 1798

SIR By a vessel this moment arrived in a quick passage up the bay, I have certain information of the capture a French privateer mounting 20 Guns & 200 men by the United States Frigate *Constitution*. — She was directly from France with orders to cruise on our Coast, & was anchored in Hampton Roads on Wednesday last. Conceiving this information to be of some importance I have taken the liberty of communicating it, & I beg leave to add that if it should be thought proper to direct the prisoners to this port, by reducing my Centinels I can furnish a sufficient Guard from my Command to march them wherever the Government may direct.

I have the honor
to be (in haste)

Sir

Your obed^t Serv^t

STAATS MORRIS

[NDA photostat.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
16 September 1798, Sunday

All these Twenty four Hours clear and pleasant Weather, Except the first Hour or two when we had some Rain. The Middle the Wind was light, and variable. The latter a steady Breeze at about South East, which may be considered as the Commencement of the Trade Wind. The Vessels as before in Company.

Watland's Island at Noon bore South South West, half West, sixteen Leagues Distance.

Latitude observed 24°.43' N°.

Longitude Account 73.34 W.

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant John Mulloony, U. S. Frigate *United States*,
16 September 1798

Stiff gales and cloudy.

Spoke Brig *Charlotte* from Barbadoes bound to Alexandria

Sounded — no bottom —

[Long. Obs^d 74.34]
[Lat^d Obs^d 36" 53.]

[NA.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
16 September 1798, Sunday

Begins with clear Weather Wind N. N. W. @ 8 the Revenue Cutter came along Side and tooke the prisoners 75 in Number belonging to the *Niger* on b^d under a guard of our Marines and Order'd them for Norfolk. got the Sheet Anchor of the gun *Wale* @ 4 P. M. M^r Jn^o Welsh pilot was discharged & M^r George Latimer took charge of the Ship as Pilot, in his Room.

[NDA.]

To William Smith, United States Consul, Lisbon, from Richard O'Brien,
United States Consul, Algiers

Copy

ALGIERS 17th of Sept^r 1798

WILL^m SMITH Esq^r *Lisbon*

SIR, I received on the 3^d your favour of the 22^d of June & 14th of July, & its inclosed to Mons^r Famin; the inclosed are a Copy of a Letter to Capt Ingraham in Tripoli, a letter addressed to the Secretary of State, which I wish you to take a Copy of such parts as you think proper, & forward to him, you will also receive a Note of the Regala, to the Ministry, the account current between the U. S. & the House of Joseph Coen Barri, & a note of the Regala, customary to be given to the Regency on a new Deys coming to the Throne, which is a Copy of what has been forwarded to you before, but I have no information that you rec^d it. I think you will see the situation of our affairs so stated in those dispatches as to give you full information.

I have of late received several very pressing Letters from our Agents at Tunis & Tripoli — where general discontent seems likely soon to take place, the Algerines at present are something content, but I fear the storm is gathering, that if not checked, will burst forth with such fury as to bear down all remonstrance & reason, but I hope the speedy arrival of the Vessels will prevent those disagreeable consequences.

I wish you to be a little particular, in acknowledging the Letters you may receive from me, for I am a little suspicious that a number of Letters, I have wrote by the way of Alicante have miscarried, as you do not acknowledge many I have wrote. —

These dispatches are by a Gibraltar Privateer, directed to M^r Gavino American Agent at Gibraltar, which I think is a tolerable safe conveyance. —

I hope Sir you will be so good, as to give me every information in your power, relative to those Corsairs, their detention gives me much

pain & care, as I am continually under the necessity of fabricating some story or other to satisfy the impatience of the Regency

Sir you may rest assured of my greatest exertions, to keep up harmony & good will between this Regency & the U. States as well as the other Barbary States.

I Am with the greatest respect & esteem Your most

Ob^t Hb^l Serv^t

P. S. We are informed, that the French have taken Alexandria by force of Arms, they not wishing the French to enter their dominions, we have this from good authority.

The Algerines this season are strong in Cruisers, 11 sail went out a few days past, & there are four more remaining in Port, stronger than they have been known to be for a number of years.

You will observe Sir that all letters I send to you, for the Secretary of State, that are unsealed are first for your perusal, now it often happens that I have an opportunity to write to you the same information as to the Secretary of State & so that I know you receive it, it is sufficient for what is requisite you will write him.

N B I am affraid that we shall finde great difficulty in unshipping Mons^r Famin.

Your Most Ob^t Serv^t Rich^d OBrien

[SDA. Algiers, Vol. 3, 1798.]

To Captain Alexander Murray, U. S. Navy, from Secretary of the Navy

[TRENTON,]

Navy Department September 17th 1798

Cap^t ALEX^s MURRAY

SIR Be pleased to receive M^r John Barry Nephew of James Barry Esquire, on board of Your Ship as one of your Midshipmen. —

If you already [have] Midshipmen enough, M^r Barry can be put on board of another vessel hereafter. —

[NDA. OSW, Vol. 1.]

To Captain John Adams from Secretary of the Navy

[TRENTON,]

Navy Department September 17th 1798

Cap^t JOHN ADAMS

SIR The Cutter *Scammel* under your Command being launched you will proceed to enlist (so as to have them ready as soon as your vessel is ready) Your crew, to consist of 30 men & Boys; fifteen to be able seamen at 17 Dollars per month.* They must be enlisted for 12 months; and if necessary, you may advance each of them two months pay; — taking security that they do not run away after enlistment — for this purpose I enclose you the form of a Shipping Paper, and another of a Bond, which the sureties must sign, as well as the men. — John Martin Esquire will furnish you with the money necessary, and you must be careful to enlist none but healthy, sober, capable people; preferring Americans to Foreigners. —

* Eight ordinary Seamen and 7 Boys from 5 to 14 Doll^r per month

Out of the 15 Seamen allowed, you may appoint your Boatswain, Carpenter & drummer — to each of whom may be allowed three dollars per month, beyond Seamen's Wages. — I write to M^r Martin also, to furnish every thing necessary to equip your Vessel for a Cruise of 3 Months, and you will assist him by your attention & Exertions.

I cannot discover whether you have any Mates — If your have not, M^r Martin will assist in procuring three, at 35, 30 & 25 Dollars per month. — Their names must be early communicated to me, that I may lay them before the President. —

You will write me fully as to your Situation, & prospects of getting to Sea. —

I am &c^a

[NDA. OSW, Vol. 1.]

To John Chaplin, Jr., and others, Beaufort, S. C., from Secretary of Navy

[TRENTON,]

Navy Department September 17th 1798

JN^o CHAPLIN J^r
& others—*Beaufort* }
So: Carolina

I am honored with your Letter of the 27th Ult^o In mine of the 28th July, I did not mean to confine you in the Cost of the Galley authorized to be built for the public, to the estimated Sum. — On that Subject I had no doubt of your doing as well for the public, as you could for yourselves. —

It is extremely difficult to procure any thing to be done in Philadelphia, or New York, in the present calamitous situation of these places — Unfortunately they have been looked to by all parts of the Union, for particular Articles — Copper bolts, Spikes & Nails, can be procured in none of the Towns Eastward. And I do not believe it would be possible for me, to send you Copper bolts, Spikes & Nails, even for one Galley, so as to reach you sooner than three months. — I shall not therefore, attempt it, but shall trust they can be furnished in Charleston; But I will direct that a sufficient quantity of Sheathing Copper (an Article also very Scarce) Shall be forwarded to William Crafts Esquire of Charleston, for your Galley. — And this you may calculate on receiving in full time. —

Altho the present laws will not permit the President to accept the Sloop of War you have in contemplation, on the terms you mean to offer her, there can be no doubt, that Congress will, at their next Sitting, enable him to accede to Conditions so reasonable, and so patriotic. —

I have the honor to be &c^a

[NDA. GLB no. 1.]

To James Barry, Baltimore, from Secretary of Navy

[TRENTON,]

Navy Department September 17th 1798

JA^s BARRY Esq^r }
Baltimore }

SIR I have been so much engaged, that I could not attend earlier to your favour of the 7th. Instant

On the subject of Convoys, our force is yet too small, I am afraid to afford them to Europe. — Perhaps on receiving timely notice, I could generally provide a force to convoy vessels as far as the Islands. — Perhaps, until they were out of danger from the cruisers belonging to the Islands. The Calamitous situation of most of the large Towns, will prevent our force from encreasing so fast as it would have done.

I have written to Captain Murray to receive your Nephew on board the *Montezuma* in quality of Midshipman —

I am &C^s

[NDA. GLB No. 1.]

[Sept. 17, 1798.]

[Translation of statement of master of the *Niger*]

Account of the capture or detention of the English Ship *Niger* by the American Frigate *Constitution*, Captain Nicholson

On the 8th of September, at 7 in the morning, sailing close to the wind, heading W. N. W., I perceived a vessel to windward; I took her bearings N. $\frac{1}{4}$ N. E. The weather was very black and stormy in the north, which caused her to be hidden from me for some time. At 9:30 I again saw this vessel; her course was set to cross mine. I did not change my Course, always steering close to the wind. For a few moments I was uncertain as to what this vessel was, but shortly thereafter I made her out to be a warship and judged her to be American. Having approached me within a canon-shot, she hoisted the American colors, and fired a shot. Whereupon I hoisted the English colors and fired a shot to leeward. I then had my lower sails brailled and my mizen-topsail at the mast. Having come within hailing distance, they shouted to me from the vessel to send an officer on board with the ship's papers. I sent my First Lieutenant with my register and my two war commissions, one against France, and the other against Spain. Hardly had my boat come alongside when they called out to me to strike all my sails, to lower another boat and to come myself. I immediately went on board, accompanied by Mr. Jackson, a passenger on my ship and an Englishman by nationality: I had hardly climbed to the forecastle of the frigate, when I was surrounded by great numbers of men armed with sabers and pistols. The Captain asked me whence I came — from Kingston, I told him — when did you leave — the 11th of August and since then I touched at Port Antonio in order to take these two English vessels, *Pushy Park*, Captain Lawrey, and *Favourite*, Captain Wm. Spark, which I had recaptured from a French privateer — Very well, where are your papers — You have them: here is my general clearance

which I forgot to send you — I do not want these papers; I want your French commission — I have none, I have been in the service of the English for five years: I command English ships, I have been in command of this vessel for three years. She belongs to a merchant of Jamaica — Let me have your dagger — no, sir, I am English and a friend of your nation: I should not be disarmed — Give it to me, or I shall have it taken from you; I shall tell you why afterwards — Then I gave it to him. — After this short dialogue he told me to go down to his room where I found my First Lieutenant (Mr. Duboutier) seated on a chair, with a soldier standing guard over him and holding a bayonet pointed at his chest. He asked me if I had other passengers than Mr. Jackson. I said yes, even one of his compatriots, Mr. Garts of Baltimore. He gave orders to have them brought, sending back Mr. Jackson, who told him that he had his wife and two children aboard. The crew of my two boats was guarded and put in irons on board the frigate; and he put an officer and some of his sailors in my boat.

I do not know what the Officer did when he boarded my ship, I was not there.

Presently they fetched Mr. Belmont and Mr. Demanes, both commissioned officers in the service of His Britannic Majesty who showed him their commissions: he asked by what chance they were to be found on my ship, since I and my lieutenant were wearing French uniforms: they answered him that we had no uniforms and that these were the clothes we always wore: he ordered them to remain on board, and then permitted Mr. Demanes to return to the ship in order to get some shirts and other linen for our use. In a little while the boat returned with a part of my crew, which was immediately put in irons; subsequently all were transported and put in irons; they left me my servant to wait on me; and four Americans who belonged to my crew were not put in irons until the next day. That day I dined with the Captain, who told me that I was to have his cabin and the entire quarter-deck as a prison: I told him again that my ship was English; that a part of my cargo belonged to Philadelphia merchants; that since I fell under his suspicion, nothing was simpler than to detain me and to convoy my ship to the nearest port; but I begged to him to leave on board one of my officers with ten of my crew in order to look after the cargo and the various things belonging to me, to my passengers and to my crew, and in order to relieve him of any responsibility connected therewith. He answered me, that I was not to teach him his trade and that he did not need my advice. Thus everybody was transferred to the frigate, with the exception of three negroes, my servants, one a cook, the other a baker, and another, who was in charge of my provisions, five sick sailors and Mr. Chappelain, a commissioned officer in the service of His Britannic Majesty, a passenger on my ship who was also ill.

In the evening Lieutenant Bills who had been named Prize Captain took with him Mr. Paris, my second Lieutenant on the *Niger*. At about 6 o'clock in the evening the two ships set sail. I went down to the Captain's cabin — what are you going to do here — drink a glass of water — do not set foot in this room again; Let this man be shown where he is to stay. They lodged me with the frigate's officers, who never ceased to overwhelm me and all my passengers with attentions during the entire period of our detention.

Captain Nicholson took possession of all my papers, such as my Log Book of this voyage and preceding voyages, my register, (The Register is in the name of Mr. John Richards, merchant at Kingston.) my two war commissions, my general clearance, all my bills of lading, my charter party issued by the government for chartering my vessel, all the orders of various Santo Domingo Generals, all my private papers, such as letters and accounts relative to my dealings with the various merchants of Jamaica, and more than one hundred letters, which were entrusted to me at Kingston to be delivered to various merchants in Philadelphia.

On the 9th we hove to, and Mr. Bills was told to come aboard the frigate with Mr. Jackson, an English passenger: I do not know what he said to the Captain of the frigate, he said nothing to me, and I was not present during their interview: they returned at about 11 o'clock.

In the afternoon the boat came back again to the frigate: I noticed that Mr. Bills was sitting on my English colors: I went to him and told him that he could take a red, blue or yellow flag, but not the colors of His Britannic Majesty, which were not made to be sat on by any one whoever he might be; that especially in the position in which I found myself it was particularly insulting; therefore I prayed him to remove it: — English flag, French flag, it is all the same to me; I pay no attention to it; the officer replied to me: — I pray you to do so, and I withdrew. When this officer returned aboard the *Niger*, I stood on the ladder to see if my colors had been removed: I saw him who sat down on them: since this officer speaks French very well, I begged him again to remove my flag: — it is mine, he answered; it belongs to me, and I do what I please. Considering this as an insult to the British flag, I then told him in English to remove this flag, that it was not made to be insulted by any one; he pushed off without replying to me. I was exasperated; I immediately went to the captain; I laid my complaint before him, and told him that it was my duty to make representations to him: it was then that I was insulted; he treated me like a pirate; he told me that he would have me hanged, and used a hundred thousand still more insulting epithets, such as rascal, abominable wretch etc. which he also applied to my unfortunate passengers. Bring me, I said to him, before a court of justice; if I am a pirate, I will be hanged; you are not my judge, and your position obliges you to treat me well, and to respect the flag under which it pleases you to arrest me. On the morrow of this horrible scene, they took my servant away from me, and quartered us aft, with seven paces walking space and a sentinel, who followed us wherever our needs obliged us to go; at night we had two sentinels at the door of our cabins.

On the 10th the boat came alongside, we were permitted to send for linen aboard the *Niger*. Mr. Paris was sent aboard the frigate. In the afternoon at three o'clock, Mr. de Belmont was taken below, and his pockets were searched. Mr. Garts, an American merchant, one of my passengers, came on board; he told us that it was absolutely a mystery to him why we were detained, that he had assured the Captain of the frigate, that I had been in the service of H. B. M. for a long time. I asked for logbooks: Mr. Bills said he would ask the Captain, who probably refused, since we have not had any. On the 11th the boat did not come; a vessel had been sighted; I hoped that she might be English and would serve to identify us; we were made to go below

before she was within hailing distance. On the 12th the pilot came on board and we entered Chesapeake Bay. I saw the *Niger* hoist an American flag and a French flag under it: I shall not venture upon any reflections; let those who shall read my account judge for themselves.

On the 13th as Captain Nicholson was preparing to land, I asked his permission to go ashore with him, in order to go to the English Consul; he refused; a moment later my passengers and I got orders to go below; I was detained until the 16th when I was transferred to the fort; I was not allowed to communicate with the shore, the letters which were written to me from ashore were intercepted and were not given to me until the moment of my departure.

When I left the frigate I obtained permission to send Mr. Paris, my second Lieutenant aboard the *Niger* in order to get a bag of silver coin, which he had in his trunk, which included some foreign pieces; arriving on board, he found his trunks open, in spite of the fact that he had the keys in his pocket, all his belongings scattered about the room, and his bag empty.

When I arrived at the fort, I was treated by Mr. Clayborn with honor and consideration: this officer did everything in his power to lighten my captivity and that of my unfortunate passengers; my crew also shared in his kindness: I cannot praise enough this officer as well as Mr. Wilkins, his second in command: let me herewith express to the officers of the frigate *Constitution* my gratitude and that of all my passengers, who will never forget their kindness.

(Signed) GEORGE DU PETIT-THOUARS
master of the Ship

DU BOUETIER,
English commissioned officer, first mate on the *Niger*
Paris, 2^d Lieut^t

FORT NORFOLK 17 Sep^{bre} 1798.

Witnesses C. DEMANES,

English commissioned Officer, passenger

I. [?] BELMONT,

English Commissioned Officer.

JEAN PEYRANNE

Officer in the English service

A true copy from the original — JACOB WAGNER

Representation of the Captain, officers and Passengers of the British Letter of Marque Ship *Niger*, relative to the circumstances of her capture by the United States' Frigate *Constitution*, Capt. Nicholson. — 17 Sep. 1798.

[SDA. Misc. L., Sept.—Dec. 1798.]

To Secretary of the Navy from Captain Thomas Tingey, U. S. Navy,

KINGSTON (NEW JERSEY) 17th Sept^r 1798

SIR I have the honor to acknowledge receipt of Yours of 15th instant, enclosing me a Commission of Captain in the Navy of the United States; which call to the service of my country I readily accept, and shall with celerity obey.

I request your acceptance of my thanks for the polite and friendly manner in which your communication is couch'd — and when announcing to the President my acceptance, may I beg of you to inform him how highly I appreciate the precedence he was pleas'd to confer on me in the appointment, and that I consider it as a mark of his attention, which I shall constantly emulate to deserve.

The President having reserved to himself the right of taking up the relative seniority of rank, in the Captains appointed to the *late establishment*, I have hope that no difficulty will occur to prevent his exercise of that right whenever he shall see fit, after the appointments are complete. In respect to myself, I am not so sanguine in expectation, but that I shall readily concede precedence to any individual, who may hereafter be appointed on *this establishment*, who shall have superior claim to me, on the same ground that I found mine, with respect to some of those previously appointed.

I shall ever strenuously advocate the most strict observance of orders, and that no Officer whatever be permitted to hesitate, but promptly to obey those he receives from the head of the Department. Nevertheless I have reasons cogent in the extreme, for wishing to decline acceptance of the command of the *Ganges*: the particulars of which I reserve for verbal communication. — were it indispensibly necessary for the good of the service, and she fitting as an additional ship, *no private consideration* should deter me, but, as this apparently is in no wise the case, I have hope You will approbate my views for this indulgence

I have the honor to be

Sir &c. &c. &c.

The Hon^{ble} B. STODDERT

Sec^y of the Navy Trenton

P. S. I shall have the honor to wait on you in person on Wednesday, when, if the reasons I have to prefer, for not joining the *Ganges*, should not appear of sufficient force to you, I shall make arrangements for a prompt observance of your orders.

[NDA, Tingey LB, 1798–1800.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
17 September 1798, Monday

Begins with Cloudy W^t Unmoord Ship & Came to Sail under Top Sails & Stay Sails 2 Miles Nearer Norfolk, and came too in 5-½ fath^{ms} Water. @ 5 P. M. Moor'd Ship Wind E. N. E. Rec^d a Quantity of fresh Beef on board. also Water fired the Morn^g & Even^g Guns as usual.

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
17 September 1798, Monday

Moderate Breezes all these Twenty four Hours. Run all Night under an easy Sail, so as not to come up with the Keys before Day Light. At 5 AM it being Day Light made Sail, and a little after 7 Ditto made Otwood's Keys bearing South South East five Leagues

Distance, and at 10 Ditto made Crooked Island the Body bearing South. Bent the Larboard Bower Cable, and sailed along the Island to the Westward, so as to hawl round the Bird Rock, and go through that Passage. The *Baltimore* and the other Vessels a little astern. I observed with Astonishment the Number of Houses, and Settlements made on this Island since I passed it last in the Year 1775, when there was no such Thing as a House, or human Being settled on it, in Fact it now appears to have a Number of well cultivated Plantations, very many Houses, and at a Distance two good looking Forts, on one of which I observed an English Flag flying.

By the Lunar Observation I made at about 3 PM the Longitude of this Island (say the Bird Rock) is very accurately fixt at $74^{\circ}.26'$ W. from Greenwich, and by the Observation at Noon to Day, the Latitude of that Rock is $22^{\circ}.49'$ North.

Latitude observed $22^{\circ}.59'$ North

Longitude observed 74.10 W.

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant John Mulowny, U. S. Frigate *United States*,
17 September 1798

Spoke sloop *Minerva* from Havanna bound to Rhode Island, bent the Cables. —

Sounded in 20 fathoms

Sounded 23 D^o

Sound every hour from 18 to 23 fathoms — —

Exercised the crew at the Guns at small arms —

[Long. Obs^d $74^{\circ}41'$
[Lat^d Obs^d 38.4]

[NA.]

To the Secretary of State, from David Humphreys, United States Minister to Spain
(No. 163)

MADRID Sept^r 18th 1798

SIR, My last letter to you was dated the 14th inst, and was forwarded by way of Lisbon under cover to M^r Smith. A Copy of the Arrête of the French Directory for taking off the Embargo from American Vessels in the ports of France was enclosed in it. I thought any remarks on the extraordinary phraseology of that Paper superfluous, as you would of course make your own observations on it.

This is to go by way of Malaga, from whence six armed American Merchantmen are to sail together in a few days for New York. One of them was purchased & armed by a Citizen of the U. S. in Malaga. — The French Privateers have as yet kept at a respectful distance from our armed merchant vessels in the Mediterranean; but it is reported to me that French Privateers of a larger size are about being fitted out to attack them.

Lord S^t Vincent has within a short time past permitted several loaded vessels from the U. S. to enter the port of Cadiz.

To my great astonishment, the Supreme Council of War has confirmed the Sentence of Condemnation in the case of the Brig belonging to M^r Nissen of New York. A re-hearing will be demanded.

M. de Saavedra is gaining health much faster since he was at the Escorial than was expected. He is still very feeble. — His recovery becomes every day more requisite for the public Service; and particularly for the continuance of the friendly relations between this Country & the U. S. — If you see the French News Papers, you must see a strange quantity of falsehoods respecting Spain.

By the tenor of the last Notes which have passed between the French & Imperial Ministers at Radstadt, it seems that the negotiations must positively result in peace or war, in a very short period.

With sentiments of great regard & esteem

I have the honour to be,

Sir

Your M^d ob. & M^d H^{ble} Serv^t

D. [AVID] HUMPHREYS.

The SECRETARY OF STATE
&c &c &c

[SDA. Disp. Spain, Bk. 4, Humphreys.]

To Captain John Brown, Revenue Cutter *Diligence*, from Secretary of the Navy

[TRENTON,]

Navy Department, September 18th 1798

Capt. JOHN BROWN
Cutter Diligence

SIR Your Letter of the 15th Instant I have rec^d —

M^r Francis & Cap^t Gill having both been written to, for the purpose of providing all the Articles necessary for your vessel, will furnish a few Medicine's agreeably to your desire, upon your shewing them this Letter. — After receiving on board, the Articles for Wilmington, North Carolina, & Savannah in Georgia, mentioned in my Letter of the 15th, you are to proceed to these respective Ports, and deliver them agreeably to the receipts signed by you —

You have already been furnished with the regulations of the Navy, which are to supply the place of Articles of War, and I now enclose you, an act of Congress passed the last session, with Instructions founded upon that act, authorizing Captures of French Armed Vessels; you will observe however that you are not to attempt a recapture of any American Vessel, which may have been taken by the Cruisers of any other Nation than the French; because it is presumable that if such captures prove illegal, the Government of such Nation will make compensation. — You will be attentive to introduce and keep up a due discipline on board your vessel and promote a proper respect for the American flag.

When you have delivered the Articles as above mentioned, you are to consider your cruising ground to extend from Cape Fear, to Cape Hatteras, paying particular attention to the former, and you will sometimes look into Core Sound and Ocrocoek [Ocracoke] Inlet — In order that the Inhabitants may see that they are attended to; And finally I request that you will do every thing in your power to afford as ample protection to the Commerce of North Carolina as your force will admit of. — When I wish to make any Communications to you,

it shall be done through Major Jn^o G. M^oRea at Wilmington in North Carolina, who will act as the Agent for your vessel —

I wish you success — & shall be glad to hear from you when any occurrences takes place, which you deem worthy of Notice. —

P. S. You have enclosed the private signals Established in the Navy, and also a List of Signals by which our Vessels and the British may know each other.

[NDA. OSW, Vol. 1.]

To Captain Patrick Fletcher, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department September 18th 1798

Cap^t PATRICK FLETCHER

SIR The President has appointed you a Captain in the Navy of the United States. —

You will signify your acceptance or nonacceptance of this appointment — In case you accept; you will take the oath of allegiance, which is enclosed, and forward it to this Office with your acceptance. —

N. B. It is probable that your services will be required in the course of 8 or 10 days; you will therefore hold yourself in readiness to Act immediately when called upon. —

I am &c^a

[NDA. OSW, Vol. 1.]

To President John Adams from Daniel Davis, Portland

PORTLAND Sept. 18th 1798

SIR — The inclosed letter came to hand by this Evening's Mail. It contains all the information I possess upon the subject, excepting that I have been informed, the Bristol schooner mentioned in the letter, was captured by a French privateer; that the crew remained on board, and a few days after the capture, rose upon the four Frenchmen who were put on board to carry her into port, and retook her, and arrived safe in the port of Damarascota with the French prisoners.

M^r Tinkham, the writer of the letter, is a deputy-marshal who lives at Wiscasset. I have taken the liberty to inform him as the best opinion I could form upon a case intirely new to me, that if money must be advanced for the immediate necessary support of the Prisoners, it should be done by the Collector of the Port of Waldo-borough, within whose District the schooner first arrived; and that I had no doubt the Collector would have it allowed him in his quarterly accounts —

I have thought it my duty to transmit to you this information, in order that your "pleasure may be known" concerning the Prisoners; the law of Congress of the 25th of June last, having authorised the President to determine what shall be done with them —

I have the honour to be
with the highest respect
Your Hble Serv^t

DAN'L DAVIS
D. Att^r Maine

[NDA photostat.]

[Enclosure]

To Daniel Davis, District Attorney, from Joseph Tinkham, Wiscasset

WISCASSET 17 Sep^r 1798 —

DEAR SIR Major M^r Kenn [?] has just arrived with the 4 French Prisoners retaken in the Bristol schooner Cap^t Dickey, he took them upon "an Act further to protect the Commerce of the United States" which Act is Published in the Centinel of the 8th Aug^r — the 8th Sec of which says they shall be reported to the Collector of the port in which they shall first Arrive — & be delivered to the Custody of the Marshall &^e &^e who shall take charge for their safe keeping & support at the expense of the United States — Collector Cook as they did not first arrive in his District don't choose [?] to have any thing to do with them, and there being no Majistrate in this place at this time I think the Law authorises & makes it my duty to commit them to Goal which I shall do immediately —

I must request you to write me by return of Post — directing me how to proceed with them — likewise to send me an order where I am to draw for Mony for their dailey Subsistence. Fay [or Fry] the Jailor's circumstances is such that he can't advance for them & I am sure mine is *such* that I cant — M^r Cook I suppose is the proper person — pray don't fail answering this by next post — the Names of the Prisoners are —

Etienne Richard Prize Master	
Francois Maurlin [?]	
Pierre Severe [?] Petit	} Seamen
Pierre Casmagnale — [?]	

They belong'd to the French Privateer Schooner *La Fleur de la Mer*.
I remain with Esteem

Your most obed^t Serv^t

JOSEPH TINKHAM D. Marshall

DANIEL DAVIS Esq. }
District Att^y

[NDA photostat.]

To Secretary of the Navy from Major Commandant Burrows, U. S. M. C.

MARINE CAMP Sept. 18. 1798.

SIR, I just now received your Commands to send a Detachment to the *Eagle* cutter, but it will not be possible to compleat the order immediately, I have at present but five men fit having yesterday sent the Detachment to Baltimore. I have an Officer recruiting at Germantown, and expect he will meet with Success. My recruiting Officer at N. York says he has about 1 dozen men. I have ordered him to send them on immediately, and as soon as they arrive they shall be accoutred and sent to the *Eagle* Cutter.

I have the Honour to be

Y. Ob. Ser.

W. W. B. [WILLIAM WARD BURROWS]
M. C.
M. C.

To the SEC^y OF THE NAVY
[MCA. LS, 1798-1799.]

To John Brown, Providence, R. I., from Secretary of Navy

[TRENTON,]

Navy Department September 18th 1798

JOHN BROWN Esq^r }
Providence

SIR I have only received Cap^t Talbot's report of your Ship the *George Washington* this day. —

That you may not be kept in suspense, I just write to inform you that I will take her for the public on your Terms, 40,000 Doll^r 10,000 in Cash, and the balance in 6 p^r C^t Stock. — It is not worth disputing about Trifles, and if you insist on it, I must add the 400 Dollars for the expense since your offer; tho' I really think you ought not to ask it. — —

My chief object in buying this Ship, is to have an additional vessel of her Force in immediate Service. — In this I hope there will be no disappointment. — —

Tomorrow I will make the necessary arrangements, and will write you again. —

The Guns, I mean the 9 pounders, will be wanted —

I have the honor
&C &c^s

[NDA. GLB No. 1.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
18 September 1798, Tuesday

Foggy Weather with Rain @ 5 A. M. call^d all hands, and wash'd Decks. @ 7 put the Empty Water Casks on B^d the Pilot boat @ 9 a Sloop came along Side with water and Tar. Unbent the best Bower & bent it to the larboard Cable. Carpenters altering the fore Channels for the better Security of the Masts. all hands employ^d variously.

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
18 September 1798, Tuesday

Moderate Breezes all these Twenty four Hours, and fine Weather. At 4 PM discovered an English Sloop of War in the Crooked Island Passage, standing to the Northward close in with the Land. We gave her Chase and she first hoisted American Colours, but after firing several Shot at her to bring her to, she hawled them down, and hoisted the English red Ensign, and fired a Gun to Leeward.

Having to go through a narrow and intricate Channel, I hoisted the Signal for the *Baltimore* to quit the Chace, and stood on our Course to pass Cape Verde.

At 5 AM found we were on the Edge of the Bahama Bank, hawled off to the Southward, and kept about it's Edge, untill we passed Key Verde, which was at 9 AM, and then steered West South West by Compass.

I find all the Charts to be very erroneous as to the placing of Key Verde, which is certainly seven Leagues further to the Southward,

than it is placed. I make Key Verde to be in Latitude $21^{\circ} .47'$ North; and it is undoubtedly on the Edge of the Bahama Bank. The *Baltimore*, and other Vessels in Company as usual.

Latitude observed $21^{\circ} .38' N^{\circ}$

Longitude Account $76 .17 W.$

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant John Mulloyny, U. S. Frigate *United States*,
18 September 1798

Light Winds, foggy. —

Sounded, 14 fathoms, fine grey sand, sounded 10 fathoms Saw the land bearing N. W. by W. distance 8 leagues —

Kept the lead going every half hour in the night.

Saw a pilot-boat bearing N W. made a Signal for a pilot. at 8 A. M. he came on board

At M the light house on Cape Henlopen bore N W by W.

Got the Anchors all clear for letting go. — — —

[NA.]

To Joshua Humphreys, Naval Constructor, from Captain John Barry, U. S. Navy

FRIGATE U. S. [*United States*] OFF BOMBAY HOOK

Septem^r 19th 1798

DE^r SIR Agreeably to your request, I now transmit you an account of the qualities of the Frigate, *United States*, and such remarks as I have made since I left the Delaware. No ship ever went to sea steers & works better, and in point of sailing, I have every reason to believe, she is equal, if not superior to any ship I ever saw. I have seen nothing that I could not with the greatest ease, outsail, and on a sea, an easier vessel perhaps never spread canvas; if there was a press of canvas carried on her, it might probably bury her more than it ought, but I do not think that could be ascribed to the form of the bottom, but perhaps to the Fore Mast being too far forward; but in this I would make no alterations untill I had more trial. I think if her masts raked a little more it would help her pressing so much, and I have reason to believe she would sail faster — respecting the Masts, I can say nothing more, untill I have a better trial —

At present we have but one hundred Tons of Iron Ballast, but if I possibly can, I'll get twenty or twenty five tons more, or shot in proportion, this I think will help her, as she is at present somewhat tender, — on our arrival at Boston, I made James Morris take the heights of the Midship ports, his report was that the lower sail was seven feet 6 Inches above the water — I am of opinion, if it would not have made her labour in a Sea, that she would have been a better ship with a little more beam, say twelve or eighteen inches — with a tender of my best respects to M^{rs} Humphreys & Family

I am Dear Sir

Your esteemed Friend

& very Humble Serv^t

JOHN BARRY

M^r JOSHUA HUMPHREYS

Philadel^a

[HS of Pa. NDA photostat.]

To Captain Samuel Barron, U. S. Navy, from Secretary of the Navy

[TRENTON,]

Navy Department September 19th 1798

Cap^t SAM^l BARRON *Norfolk.*

SIR Your Letter of the 8th Instant, communicating the information, that the Merchants had bought M^r Myer's Brigantine [*Richmond*] has been received. —

Besides a Lieutenant of Marines & 20 Privates which will be provided by the Major of the Marine Corps, You will be allowed,

Two Lieutenants
Two Midshipmen
One Surgeon
One Purser
One Sailing Master
One Sailing Master's Mate
One Boatswain
One Gunner
One Carpenter
One Cook — and not exceeding 90 Privates, to consist of able Seamen
Ordinary Seamen & Boys. —

No general arrangements having been made respecting the proportion of the different descriptions of men — It is certainly however, our soundest policy to create Seamen — It is therefore adviseable, that the ordinary number of able Seamen be lessened, and a larger proportion of ordinary Seamen and Boys be employed, than have heretofore been in the Navy Service — I am persuaded that our Vessels have been crowded with more men & Guns, than is necessary — Experience proves, that Boys are very serviceable — probably one Boy to each Gun may not be too many — I wish you however, to give this Subject your full consideration and communicate your opinion at large —

It is only by the collective wisdom of experienced Men, that a Judicious arrangement can be made —

You will nominate suitable characters for your Officers — If Col^o Josiah Parker, is in Norfolk, consult with him on the subject.

It is all important that men of Experienced Courage and Integrity be employed to fill the several stations. —

I will give you Instructions to recruit your Crew, as soon as your Brig^e is ready to receive them. —

I have the honor to be &c^t

[NDA OSW, Vol. 1.]

To John Caldwell, Hartford, Conn., from Secretary of Navy

[TRENTON,]

Navy Department September 19th 1798

JOHN CALDWELL Esq^t }
Hartford, Connect^t

SIR M^r Wolcott has referred to me, that part of your letter, of the 22nd Ultimo which relates to a Convoy. —

Our Force is yet too small to admit of convoying our Trade; and it has been thought, it would be rendered the most effectual Security

to it, in our power to render, to find employment for the French Cruisers, about their own Islands, by attacking them there — If however, you will let me know the number of Vessels to leave Connecticut about the 1st of November, I will endeavour so to arrange a part of our force, as to give them some protection if practicable. — —

I have the honor to be &c

[NDA. GLB No. 1.]

To William Pennock, Navy Agent, Norfolk, from Secretary of Navy

[TRENTON,]

Navy Department September 19th 1798

W^m PENNOCK Esq^r Norfolk

SIR In one of your Letters you mention some sick Seamen, who had been sent on shore by Cap^t Truxton — and on this subject I can only request that you will continue to have them carefully attended, with as much frugality as their situation will admit of, — until some general arrangement can be made, and in the Interim if they have recovered, they should immediately repair on board of any of the Ships of War that may be in Port. —

With respect to those who are in confinement for Mutiny, you will direct that care be taken to prevent their escape, until they can be brought to a Court Martial — —

P. S. The Pork, Beef, & Bread I mentioned in another Letter, may be soon wanted — Have the bread set about, and let me know the Price at which you engage it — It should not be Pilot Bread — But such as the British use for Seamen. — —

I have the honor

&c &c

[NDA. GLB No. 1.]

Extract from journal of Lieutenant John Mulloony, U. S. Frigate *United States*,
19 September 1798

Entered the bay of Delaware at 7 P. M. came to off Bombay hook.

[NA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
19 September 1798, Wednesday

Pleasant Breezes, and fine Weather. At 7 P M made the Signal for the Fleet to hawl the Wind on the Larboard Tack, as I thought it imprudent running in this Part of the Strait at Night, having found the Charts very erroneous, and Current setting strong to the N. E.

At A M made the Signal for the Fleet to ware and hawl the Wind on the Starboard Tack, and at 5 A M it being Day Light, made Sail, the low Land of Cuba forming innumerable Islands, and Reefs on it's Coast bearing from South East to West South West, and those abreast of us at the Distance of 5 Leagues. Employed at Sundries.

Latitude observed 22°.1' North

Longitude Account 77.50 W

[HS of Pa. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
19 September 1798, Wednesday

Winds at S. W. with light Airs @ 1/2 past 5 A. M. a Lighter came along Side with fresh Beef, corn, & Water. @ 6 A. M. loos'd all Sails to dry. Fleeted[?] the Main Shrouds & set up the Rigging. All hands employ'd variously.

[at Hampton Roads]

[NDA.]

To Mr. Sagué, merchant, New York, from Jacob Wagner

DEPARTMENT OF STATE, Sep^r 20, 1798.

M^r SAGUÉ Merchant *New York*.

SIR, The Secretary of State has received your letter of the 17th current, requesting a prolongation of time allowed in the Act of Congress for the entry of vessels from French ports, so far as respects the vessel you are about to dispatch for S^t Domingo: and he directs me to inform you, that any vessel clearing out from the United States under the President's permission and bona fide employed in aiding the departure of French persons, will be permitted of course to return, altho' she should not arrive until after the 1st of December next. In such case no new act of the President will be necessary to admit her to an entry: but the permission to clear will be of itself a sufficient document for that purpose: and to prevent embarrassment it will be adviseable for the vessel to return to the port of her clearance, as the permission to clear will be filed with the Collector of that Port.

I am, Sir, very respectfully, &c.

JACOB WAGNER.

[SDA. Dom. L., Vol. 11.]

To President John Adams from the Secretary of Navy

[TRENTON,]

Navy Department September 20th 1798

JOHN ADAMS Esq^r }
President of }
the U. States }

SIR I have not yet received Official accounts of the Capture of the French 20 Gun Ship by Nicholson — but the account comes so well authenticated from different quarters, that the fact is not to be doubted — I hope this ship will prove a useful addition to our Navy —

I have the honor to be &c^t

[NDA. Nom. Appts. LB, 1798–1820.]

To Captain Silas Talbot, U. S. Navy, from Secretary of Navy

[TRENTON,]

Navy Department September 20th 1798

Cap^t SILAS TALBOT

SIR As I have concluded to buy the Ship *George Washington*, belonging to John Brown Esquire of Providence; I have the honor to request, that you will proceed to that place as soon as your Affairs will permit, and I hope this will be immediately, and take upon yourself the direction of fitting and preparing her for Service. —

It is greatly to be desired that She be fitted with all practicable expedition, and that at all events she be ready to proceed on a cruise some time in the month of December, if not in the beginning of that month. —

I will remit to you by the time you reach Providence 2500 Dollars, and will supply when wanted, any further sum necessary. —

The ship must be delivered to you with the Articles contained in the Inventory, which you have enclosed. —

You will judge whether the whole of these articles are necessary for the Ship as a Vessel of War; and should any of them be unnecessary, Sell them for public Account, giving Credit in your account for the amount of the Sale. —

It is a fortunate Circumstance that no alteration of the Decks will be necessary — A spar deck you think may be added with advantage — please to have this done; as well as every other thing which shall in your Judgment be essential to make her a complete War Ship. —

I observe there are 47 Water Casks, in the Inventory. — If the Ship can Stow them, with provisions enough for Six months, She ought to have as many Water Casks as will contain 25,000 G^{ts} You will judge, and have the number of Casks Wanted, made immediately; that they may have sometime to soak — New Casks should be well soaked & rinsed, and when filled, should have some Lime put therein. — Please to attend to this. Inconveniences have arisen from the Water turning sour & Smelling, in New Casks. —

M^r John Brown will furnish 24 nine pound Cannon, and 8 Six pounders. — It will be well to get these early, prove them, and have the carriages made, and have a sufficient quantity of Ball, Grape & round headed shot cast in time. — These M^r Brown can also furnish.

The price of Bal is £.25 p^r Ton in Pensylvania. — M^r Brown, who Seems to be a complete Master of the Art of bargain making, will probably ask more. — You must do the best you can with him, and let the public be Screwed as little as possible. — I will send you soon, a List of other Articles to be got in Rhode Island. —

Please to take notice, that besides the sails contained in the Inventory, M^r Brown is to furnish a new main Sail, a new lower Studding Sail, and a new top Gallant Studding sail. — Any other sails you deem necessary to make two Suits of tolerably good sails for the ship, you will have procured — Also a Sufficient quantity of Spare rigging, Anchors & Cables. —

I cannot tell at this moment who will Command this Ship. I think a Captain from Massachusetts. — All the other officers I wish to get from Rhode Island, and must rely greatly on your opinion.

Be pleased therefore, as early as you can, after getting to Providence furnish me with a List of names you would recommend for the different stations. — — If you think Jacobs will make as good a Lieutenant as can be had, you may employ him in assisting about the Ship, and I will name him to the President. — —

You know the Importance of good men to the service. If Rhode Island cannot furnish such, they must be got elsewhere — —

The officers should be appointed, and the men recruited so as to procure a Crew by the time the Ship will be ready to receive them. — I shall get this business on foot, as soon as I hear from you, when it will be proper to begin. —

You may employ a Clerk, at such reasonable Compensation as you shall Judge proper. — His Expenses & yours will be paid; and your other compensation for this Service will be at least equal to your Pay & Emoluments as Captain in the Navy. — —

I have the honor

&c &c

[NDA. GLB, No. 1.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
20 September 1798, Thursday

Winds Variable @ 7 A. M. a boat came along side with fresh Beef for the Ships use at 8 A. M. M^r Ward acting Masters Mate was broke for abusing the Ships Steward @ 3 P. M. Cap^t Nicholson went on board the *Virginia* Cutter to proceed to Williamsburg. Rec^d 30 Gang casks Water.

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
20 September 1798, Thursday

Throughout these Twenty four Hours, very fresh Breezes. At 2 P M it began to get squally; at 4 Ditto the Weather became uncertain; took in the light Sails, handed the Mizzen top Sail, close reefed the fore, and double reefed the Main Top Sails, and furled the Main Sail; at Dark hawled up the fore Sail, and run under the Main, and fore Top Sails reefed as aforesaid, with the fore Top Mast Stay Sail. The Fleet keeping stationary, thro' the Night, untill about half past Eleven, or thereabouts, was as tremendous and awful, as any Thing I had ever seen in either Quarter of the Globe. The Lightning, and Claps of Thunder in Fact surpassed any Description that could be given, and the Squalls of Wind, and Rain were heavy, but of short Duration. Add to this, we were in the most narrow Part of the Straits, when this dreadful Night came on, I however had the Ship steered a steady Course, and passed through, leading the Fleet without any Accident whatever.

At 2 A M it cleared away finely and at half past 3 Ditto, the *Baltimore* having made a Signal previously of seeing a strange Sail, I was fearful some Cruizer would capture, and take off one of the Merchantmen, I hove out the Signal for bringing to on the Starboard Tack, and at Day Light Nothing being in Sight made all Sail, and stood down towards the Western Part of the Straits.

At Noon Key Sal Islands bore West B. North $3\frac{1}{4}$ North, fourteen Leagues Distance. The Fleet in Company astern.

Latitude observed $23^{\circ}.22' N^{\circ}$

Longitude Account $79.21 W.$

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant John Mulloony, U. S. Frigate *United States*,
20 September 1798

After leaving Bombay hook came to off New Castle.

[NA.]

To President John Adams from the Secretary of Navy

[TRENTON,]

Navy Department Sept. 21st 1798

JOHN ADAMS Esq^r }
President of
the U. States }

SIR I have a Letter dated the 13th from Pennock, the Naval Agent at Norfolk, saying that Nicholson had brought into Hampton Road, a Ship of 20 or 24 Guns, [*Niger*], full of men, who refused to give any Account of themselves, and who are supposed to be Pirates — I hope by the Mail of this evening to receive more certain Intelligence. —

Cap^t Barry to my surprise made his appearance here at 1 oClock — His ship with about 100 Frenchmen & negroes aboard he left at Chester. Decatur with 30 or 40 more, was following him in, with two prizes, a Sloop & a Schooner taken in the West Indies. —

Barry returned too soon — His reason, apprehensions from the Hurricanes in the West Indies at this Season. —

Upon the whole it is better than to have kept the Ships sleeping on our own shores. — Tho' the result of the enterprize falls very far short of my hopes.

Murray, to whom I am sending orders this day, to proceed to the West Indies with the *Montezuma*, the Brig *Norfolk*, the Cutter *Eagle*, & the *Retaliation*, will return with more Brilliancy. —

I have no time to add more, than that I have the honor to be &c^t

[NDA. Nom. Appts. LB, 1798–1820.]

To William Pennock, Navy Agent, Norfolk, from Secretary of Navy

[TRENTON,]

Navy Department September 21st 1798

W^m PENNOCK Esq^r
Norfolk.

SIR I have your Letter of the 13th Instant — The Newspapers also mention the Capture of the vessel by Nicholson. — But I am still at a loss as to her situation, — Whether she be a French Privateer, or a pirate. — If she be a French Privateer, she must be immediately sent to Baltimore under the Command of Cap^t Barron, who, without interfering with Cap^t Williams' enlistment, must hire seamen to

navigate her to Baltimore, with her Crew on board, from whence I will take measures to have them secured. —

If the vessel be a Pirate, and the Crew can be secured in Goals; (in your & the neighbouring County Goals) this must be done. — and you must get them furnished with provisions by contract on the best terms in your power; contracting that they be supplied with 1^{lb} of Coarse Bread, $\frac{1}{2}$ # of Meat — & 1# Potatoes turnips, or any other kind of vegetables, p^r day. — — —

But if they cannot be secured in the Neighbouring Goals, they must be sent in the Ship to Baltimore, altho they be Pirates. — If you contract for their Supplies of food, let me know the Terms, which ought to be as reasonable as possible. — If the Crew goes to Baltimore in the Vessel, then the Commanding Officer of the Fort, must be applied to for a guard, to keep the Prisoners secured to Balt^o, Where they must be delivered over to the Commanding Officer of the Fort at Whetstone Point — Enclosed is an order from the secretary at War to the Commanding Officer of the Fort, for this purpose — — I hope I shall receive Intelligence this Evening by the mail. —

Cap^t Nicholson must have a Midshipman and another Inferior Officer to give Evidence on the Trial of the Ship; without which, she cannot be condemned. — —

I am &C*

[NDA. GLB, No. 1.]

To Mr. Barry or Mr. Palyart from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *Constellation*
off the Morro 21st September 1798. —

SIR I enclose you several Letters which please to deliver. Several Vessels, that I have convoyed hither will give you the Public Prints, which however contain Nothing very interesting at present.

A Supply of a few Barrels of Limes, and Orranges, some Pines, and a little other Fruit, with about Twenty Boxes of the very best Segars, is all I have occasion for at present. On your sending them off, I will give a Bill for the Amount.

On the 27th Instant I purpose leaving this Station for the Coast of the United States. Be pleased to give public Notice of my Determination. I am Sir,

Your Obedient Servant

THOMAS TRUXTUN.

To M^r BARRY or M^r PALYART.

PUBLIC NOTICE

To the Merchants and Masters of American Vessels at Havannah

GENTLEMEN: Having just arrived off the Morro Castle, I take the most early Opportunity to inform you, that I shall stand off and on, waiting for such Vessels as can be got ready to sail (and joins me on this Station) by the 27th Instant; on which Day, I purpose to return to the Coast of the United States.

The great Fleet of our Vessels having sailed, which was the Object of my Expedition here, I think proper to inform you, that I can not exceed the above Time.

Such as can benefit by the Convoy now offered, will please to call on Board for Signals &c. as soon as they get out of the Harbour. I am, Gentlemen,

Your Obedient Servant

THOMAS TRUXTUN.

UNITED STATES SHIP *Constellation*
off the Morro Castle 21st Sept. 1798

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

[21 September 1798]

To Lieutenant of Marines Saunders from Captain Thomas Truxtun, U. S. Navy

Official

Commodore TRUXTUN to Lieutenant SAUNDERS

SIR, On your being landed at the Havannah, you will wait upon the Governor, and deliver the Packet addressed for him without Delay.

I also request you will be pleased to deliver as soon after as possible the other Letters herewith handed you.

It is my Wish, that you return on Board on Monday, if possible. You will be pleased to inform those, who it may concern, that I certainly leave this Station on the 27th Instant for the Coasts of the United States. Great Prudence is necessary to be observed towards the Government Laws &c. &c. The public Paper enclosed you will paste up, wherever the Change or Coffee House may be —

I hope to see you speedily, and am, D^r Sir

Your Obedient Servant

THOMAS TRUXTUN.

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

To His Excellency the Governor of Havanna from Captain Thomas Truxtun,
U. S. Navy

UNITED STATES SHIP *Constellation*
off the Morro Castle 21st September 1798. —

SIR, I have the Honor to inclose your Excellency, under Cover with this Note, a Letter from the Secretary of State; and hasten to dispatch Lieutenant Saunders with Directions to wait upon your Excellency, and deliver the same without Delay.

The numerous Captures, and unprovoked, and unparralled Depredations committed on our lawful Commerce, by the armed Vessels of France, and her Colonies, for which, Redress has hitherto not been attainable, and a number of these depredations being made in this Quarter has induced the President of the United States who is sensible of the Reciprocity and Convenience to both Nations, that so valuable a Branch of our Trade, as that to the Havannah, should not go wholly unprotected, to Cause two Frigates to be dispatched, under my Command, for the Purpose of convoying Home, such of our Merchant Vessels, as may be ready to return from your Port, and it is not doubted but your Excellency will accord with his Views, by granting permission (agreeable to the 7th Article of the Treaty of Friendship, Limits, and Navigation between his Catholic Majesty, and the United States) for the Vessels of my Nation now ready to sail from the

Havannah to depart without Delay, and take the Benefit of my Convoy. I shall accordingly with your Excellency's Permission stand off and on, before the Morro, for a few Days, untill they come out.

The Government of the United States ever desirous of giving new Proofs to Spain, of its real Friendship and unremitting Solicitude, that a perfect Harmony should always subsist between the two Nations, and that the Benefits to be derived from a lawful Commerce, be encouraged, have directed me to manifest this Disposition on our Part to the Spaniards, whenever and wherever I meet them, and I can assure your Excellency, that I shall always feel infinite Pleasure in obeying the Order.

I have the Honor to be with the highest Respect,

Your Excellency's most Obed^t & very humble Serv^t

THOMAS TRUXTUN.

N. B. Lieutenant Saunders will }
receive your Communications }

His Excellency The GOVERNOR of HAVANNAH.

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

To Captain Alexander Murray, U. S. Navy, from Secretary of the Navy

[TRENTON,]

Navy Department September 21st 1798

Cap^t ALEX^t MURRAY

SIR Enclosed are Instructions authorizing the Capture of French Armed Vessels on the high Seas. — I expect the Brig *Norfolk*, Cap^t Williams at Norfolk, of 18 — 6 pound Cannon, will be ready for a cruise between the 5th & 10th of October; And I have ordered the Brig *Eagle* of 14 Guns, Cap^t Campbell, & the Schooner *Retaliation*, Lieut^t Commandant Bainbridge, of 14 — 4 pounders to rendezvous at that place about the 5th of that Month. —

You will take these three Vessels under your Command, & proceed to the West Indies for the purpose of seizing or destroying French Armed Vessels, and giving protection to our Commerce. Attacking French cruisers on their own grounds, will perhaps, be the most effectual mode of protecting our Vessels on our own Coasts' from their depredations. —

It will be necessary that you examine at Norfolk, the State of the provisions, Water, and Military Stores of all the Vessels; and that they receive such supplies there, as will enable them to keep the sea for at least three months. —

The *Eagle* & *Retaliation* will not carry more than two months water. — But you should be careful to have as much water & provisions on board all the Vessels. — The *Montezuma*, the *Norfolk*, the *Eagle*, and the *Retaliation* as will be sufficient for all, for three months. —

W^m Pennock Naval Agent at Norfolk, will supply whatever may be wanted. —

It is presumed that the British will attend sufficiently to the Island of S^t Domingo. — Guadaloupe, S^t Martins, Porto Rico; and other places where French Privateers are fitted out, or harbored, any or all

of them, as circumstances in your own Judgment shall direct, you will attend to. I say as circumstances in your own Judgment shall direct, because I mean not to confine your exertions by any particular Instructions — The object of your cruise as already observed, is to take and destroy French Armed Vessels. — You will Judge from the Information you can obtain, how you can best effect this object, and so direct your operations.

But in attending to this object, you will also give all the aid & protection to our own Vessels in your power. — It is not necessary for me, to a man so sensible of the necessity of order & Discipline as you are, to recommend the strictest attention to it, on board of your own, and the Vessels under your Command. Too much attention cannot be paid, nor too much pains taken to impress on the Minds of the Officers & Men, a high respect for the honor of our Flag. — I will write you, to reach you at Norfolk. —

Wishing you success & honor,

I remain &c^t

P. S. I send you herewith, private signals for the Ships of War of the United States, also private signals to be used between his Britannick Majesty's Ships of War, and the Ships of the United States. —

NB You will see the propriety of keeping these Instructions profoundly a secret. —

[NDA. OSW, Vol. 1.]

To Captain Hugh G. Campbell, Revenue Cutter *Eagle*, from Secretary of the Navy

[TRENTON,]

Navy Department September 21st 1798

Cap^t HUGH G. CAMPBELL

SIR Enclosed you will receive an Act of Congress of the 19th July last, authorizing the Capture of French armed Vessels, together with Instructions founded on that Act, by which you are to be governed. — Also Private signals, and signals which have been fixed upon to enable the British & American Cruisers to know each other when they meet. —

I likewise enclose the Rules & Regulations adopted by Congress for the Government of the Navy, and Marine Regulations which you will observe yourself, and cause to be observed by those under your command. — You will introduce regular discipline among your Crew, and teach them to entertain a proper respect for the American Flag.

Presuming that you are ready, you will immediately proceed to sea, cruising from the Capes of Delaware, to the Capes of Virginia until the 5th day of October, on which day, or if that be impracticable, as soon after as possible, you must be at Norfolk, where you will find Cap^t Alex^r Murray of the Ship of War *Montezuma*, under whose orders you are to act. —

I have the honor &c^t

[NDA. OSW, Vol. 1.]

To Captain Alexander Murray, U. S. Navy, from Secretary of the Navy

[TRENTON,]

Navy Department September 21st 1798

Cap^t ALEX^t MURRAY *Baltimore*

SIR I return your Commission altered as I proposed; I have not had an opportunity of receiving the President's concurrence. — I have no doubt of it; Yet if I should be mistaken, You must be content to take your old Commission again, I mean without the words "To take rank from the 1st July 1798." —

Your sentiments on this subject are so truly patriotic & virtuous, and your character stands so Justly, so high, that I am sure the President will lament as much as I shall, if unconquerable difficulties, in the arrangement of our officers should occur, to prevent your retaining at least the rank now given. —

I have the honor to be

&c^t &c^t —

[NDA. OSW, Vol. 1.]

To Benjamin Lincoln, Collector, Boston, from Secretary Pickering

DEPARTMENT OF STATE TRENTON *Sept 21. 1798.*

BENJAMIN LINCOLN Esq^t Collector, *Boston.*

SIR, I have received a letter dated the 15th inst at Boston, signed Lasmartres, requesting the President's passport for the schooner *Eagle*, burthen seventy-five tons, to carry sixty French persons from Boston to Cape François and Port au Prince or Pettitguave. I now inclose the passport to you, with a blank for the names of the Master and owner, which names, when known, I beg you to communicate to me.

M^r Lasmartres also desires permission to receive his dues from the French Government, and vest the same in a cargo to be brought back in the Schooner: but no special permit is given, or necessary in such case, provided she returns to some port in the United States by or before the first day of December next, agreeably to the 3^d Section of the Act for putting an end to the intercourse between the U. States and the French Dominions. I am respectfully &c.

TIMOTHY PICKERING.

[SDA. Dom. L., Vol. 11.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
21 September 1798, Friday

Fresh Breezes, and squally Weather. At 4 P M passed Key Sal, and thus considered myself clear of the old Straits of Bahama.

At 2 A M a strange Sail was discovered ahead, called all Hands, cleared Ship, and got to Quarters; soon after Day Light, spoke the Schooner *Hope* from Baltimore bound to Havannah, one of the small Vessels that sailed in Company with us, and crossed the Bahama Bank.

At 11 A M being nearly abreast of the Morro Castle, dispatched Lieutenant Saunders with my Dispatches &c for the Governor of the Havannah, and put him on Board the Brig *Louisa* one of our Fleet, all of which that kept with us stood in to Havannah, and anchored safe.

It being probable, or at least not unlikely, that the French may after capturing our Vessels oblige the Prisoners to answer as they may direct. I am determined to board, and examine all Vessels bound into the Havannah, unless well convinced of it's being unnecessary.

At Noon the Morro bore South, three Miles Distance, the *Baltimore* only in Company.

Latitude observed 23°.15' N^o

Longitude Account 82.18 W.

[HS of Pa. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
21 September 1798, Friday

Begins calm & Clear fresh Breezes & Clear. all hands employ'd shifting the spare Anchors further aft. Rec^d Some Water. all hands employ'd Variously. Doct^r Read and M^r Nicholson taken very sick.

[NDA.]

To Benjamin Lincoln, Collector, Boston, from Secretary Pickering

DEPARTMENT OF STATE TRENTON Sept. 22. 1798.

BENJAMIN LINCOLN Esq^r Collector, *Port of Boston*.

SIR, Yesterday I sent you the President's permit to clear out the Schooner *Eagle*, for M^r Lasmartres, to carry French persons, to S^t Domingo. In the first instance of issuing a permit for clearing out a vessel from your office, I dropped a caution to prevent any collusion as to the *goods* and *effects* of the passengers, in contravention of the Act of Congress. A recent application from Norfolk, and information of such a fact elsewhere, induces a suspicion that in some instances, the persons sending out these *cartels*, as some call them chuse fast sailing vessels on purpose to be sold to the French for *privateers*. Besides the mischief to be apprehended from this source, it seems a direct evasion of the act, whose object was to *put an end to all commercial intercourse with the French*, and consequently a commerce in the selling and buying of vessels — and above all of vessels adapted to war. I have therefore submitted to the President this point — Whether the applicants for permits, or the owners of the vessels employed to carry away French persons, should not be required to give bond with sureties, that such vessel should not be sold, but return to the port whence they sailed, or some other port of the U. States; — and whether also the permits should not be restricted to vessels ascertained by the Collector to be *not adapted* for vessels of war. As you are near the President, I beg you to take his opinion and direction, before you act on the permit transmitted on the application of M^r Lasmartres. I am &c.

TIMOTHY PICKERING.

To Governor James Jackson, of Georgia, from Secretary Pickering

DEPARTMENT OF STATE TRENTON, *Sept. 22. 1798.*

[To] His Excellency JAMES JACKSON Esq^t
Governor of the State of Georgia

SIR, On the 13th instant I received from the President of the U. S. who is at his seat near Boston, your letter of the 8th Aug^t describing the exposed situation of the State of Georgia and the defensive measures you deem necessary for its security in the impending war with the French; and agreeably to his directions have conversed with the Secretary of War, to whom you had before made a similar communication. The latter has shown me the answer he has lately written to you; and informs me, he shall very soon write you again on the same subject.

He says also, that he shall order the Fort near St. Mary's to be manned and defended with the troops and guns now at that place: and by M^r Seagrove's letter of the 11th July to your Excellency, it seems that in his opinion those troops are competent for the garrison. By the same letter it appears that the militia, tho' good, are destitute of arms and amunition. But Thomas King Esq^t, in his letter of July 10th to your Excellency, says that the militia is *unorganized*. This is a defect which, depending on the government of Georgia to remedy, will certainly have engaged the requisite attention on your part to effect the same.

The Secretary further informs me, that Major Freeman, who is daily expected at the Northward, from whence he will immediately return to Georgia, will be specially instructed on the subject of the defence of the seacoast of that State.

The business pertaining to another department, I will only take the liberty to add a few remarks. Your representation points to so many places as necessary to be fortified, as apparently to surpass the means at the disposal of the Executive of the United States to accomplish. You mention four works (and one of them a strong one) as necessary for the security of Savannah alone: and it would seem, that unless all can be raised, any one would be of little or no use; except perhaps one which should immediately defend the town of Savannah from armed vessel, that might pass up the River to lay the town under contribution; and gallees probably would be a preferable and more certain defence from such an attack, seeing no heavy vessels can approach the town.

But admitting that forts were to be erected at all the places you have mentioned; how are they to be manned? Northern troops would soon be buried there: and the unhealthiness of the situations in general is so well known, that it would be difficult to draw even your own citizens from the back country to constitute the garrisons. My enquiries also lead me to think, that an enemy of force to attempt an invasion, would easily find landing places and evade all the fortifications which have been proposed. Upon the whole therefore it would seem, that gallees manned with negroes for working them, and with white men to serve the guns, would form a better and cheaper defence.

On the subject of the small Spanish Schooner burnt at Savannah, the prompt steps taken by your Excellency to discover the

perpetrators of that outrage, and to communicate a correct statement of the affair to the Governor of East Florida, meet the President's entire approbation. I shall address a letter to the District Attorney for Georgia to add his endeavours to those of your Excellency to bring the offenders to justice. I have &c

TIMOTHY PICKERING.

[SDA. Dom. L., Vol. 11.]

To Tench Francis, Purveyor, from Secretary of Navy

[TRENTON,]

Navy Department September 22nd 1798

TENCH FRANCIS ESQR.

SIR, I return the Letter of S. Walker — His articles are Such, as will be wanted only by the public.

There is no danger of their being purchased by Individuals — It will be best therefore, not to embarrass ourselves with Contracts, which circumstances may render it inconvenient to comply with. — If such of the articles as the public want in M^r Walkers list, Should be imported by others, before M^r Walker's arrives, we Should leave ourselves at liberty to buy them. —

Enclosed you will receive the copy of a Letter from the Purser of Barry's Ship. — How comes it that the Bread & Fish turn out So bad? Ought not the man who Sold the Bread, no doubt for very fine, to take back what remains on hand? I think he ought, and that you insist upon his doing So — or that if he will not, he Should be sued for fraud on the public. — The fish too — That Subject requires attention. The Idea that it is no harm to cheat the public cannot be too Soon exploded. —

I want Barry to Sail from New Castle in ten days from this date — Before he goes, he must have bread — Pray take instant and decisive measures to Supply him with 2400Wt. of good Sound Ship Bread fit for Seamen — and let it be delivered to Capt^t Gill, to be forwarded by him to New-Castle — If Phil^a cannot supply it, you can have it Supplied from Towns below. —

I am &c^a

[NDA. Req. on US T, 1798–1803.]

To Robert Hamilton, Marshal of Delaware, from Secretary of Navy

[TRENTON,]

Navy Department September 22nd 1798

ROB^t HAMILTON Esq^r Marshal of Delaware Wilmington,

SIR The Acts of Congress direct, that French Prisoners, Captured on board of French Armed Vessels shall be reported to the Collector of the Port where they shall first arrive, and shall be delivered to the Custody of the Marshal, or of some civil or Military Officer of the United States, who shall take charge for their safe keeping, and support at the expense of the United States, — —

Cap^t Barry has lodged a number of French Prisoners in the Goal of Newcastle, where it is apprehended they are not in sufficient security.

I have the honor to request, that you will take charge of these Prisoners, & any that may hereafter arrive in your district, and distribute them in the different Goals, if one can not be found large enough for the whole. — —

And that you will be pleased to make contracts, for supplying them with rations on the best terms in your power. — — The Ration to consist of, 1# of bread, half a pound, sometimes Fresh, sometimes Salt meat, and one pound of Potatoes, or Cabbage, Turnips, or other Wholsome Vegetables equivalent to 1# of Potatoes. — It is meant, that the Prisoners should have enough of wholsome, but cheap food. — I will not limit you as to the price of the Ration. — You will of course consult the public Interest in your Contracts

The payments to be made monthly to the Contractor, through your hands, and the money shall be furnished to you for the purpose. —

Be pleased to let me know how the Prisoners are disposed of, and the Terms of your Contracts for their Supply —

I presume there will be no difficulty in getting a Militia Guard to take the Prisoners to the Goals Selected by you, for their Safe keeping.

If not too distant, the Marines of the Ship might be employed on that service, on your application to Cap^t Barry. — —

Should Guards be necessary at the Goals, it will be desireable to get them into one Goal, that one Guard may suffice

I have the honor to be

&C^s

[NDA. GLB No. 1.]

To William Winder, Accountant for the Navy Department, from
Secretary of Navy

[TRENTON,]

Navy Department, September 22nd 1798

W^m WINDER Esq^r }
Acco^{nt} of the Navy }

SIR Cap^t Truxton's order for Six months pay & Rations must be paid — The difficulty I understand, arises from the circumstance of a Balance remaining against Cap^t Truxton, on the Books of the Accountant of the War Department, because account of his for expenses in superintending the building of the Frigate, (which the secretary at War thinks reasonable & Just & that it ought to be paid, has not been admitted by the Accountant. — —

Without undertaking to decide between the secretary at War, and the Accountant, we must not give our Captains just cause of complaint — — If the account of Cap^t Truxton for his Expenses should not be admitted he is able to refund the money to the United States — The present order is part of the provision he has relied on, for his Family, while absent himself on the public service. —

You will please to ascertain the amount of the order, and I will give a Warrant —

I have the honor

&C^s

[NDA. GLB No. 1.]

To Messrs. L. Hollingsworth & Sons, Philadelphia, from Secretary of Navy

[TRENTON,]

Navy Department September 22nd 1798

Mess^{rs} L. HOLLINGSWORTH
& SONS Phil^a — — — — }

GENT^l The Frigate *United States*, Cap^t Barry, at New Castle, is in want of 20 Tons of Iron Ballast — Either Kentledge, or Pig Iron will do — I know not where to get it so quickly as the ship ought to have it — she ought to be out in 8 days, or 10 at most from this time. — Perhaps there may be Iron at the head of Elk — you know where it is to be had; permit me then, to depend on you, to have 20 Tons of Iron Ballast, sent to the ship immediately — Please to have the account sent to me including all expences, and your Commission, and it shall be paid at sight — But recollect that depending on you I make no other arrangement for the Iron.—

I am &c^t

[NDA. GLB No. 1.]

To Otway Byrd, Collector, Norfolk, from Secretary Pickering

DEPARTMENT OF STATE TRENTON Sept. 22, 1798.

[To] OTWAY BYRD Esq^r *Collector Port of Norfolk*

SIR, I have received from your deputy, M^r Reuben Long, a letter dated the 3^d instant, stating, That “Dallert and Cartier finding that the vessel, to which a permit was granted some time ago, insufficient for the accommodation of all passengers who wish to leave this country, have solicited permission for the Schooner *South-Packet* to take passengers for Jacmel and Aux Cayes;” and that “*this is a new vessel now on the stocks.*” The latter circumstance naturally suggested the idea, that she was calculated for a fast-Sailor, and was really destined, after landing her cargo of passengers, to be sold to the French for a privateer. I have since heard of an instance of the kind, which confirms my suspicions. I do not therefore think it proper to issue a permit. I shall lay the matter before the President, who I believe will not in future grant his permit to any vessel without bonds, without competent sureties, being previously given to the Collector, that she shall not be sold, but return into the port whence she sailed, or some other port in the United States. As soon as I receive the President's direction on this subject I will again write you. In the mean time I remain &c.

TIMOTHY PICKERING

[SDA. Dom. L., Vol. 11.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
22 September 1798, Saturday

A fresh Trade Wind, and some few smart Squalls of Rain. Stood off and on the Morro all the Twenty four Hours. At 4 P M an American Brig by her Colours went into the Havannah keeping under the Guns along Shore, and in Fact otherwise too near the Rocks for me to venture in with a Ship drawing Twenty two Feet Water, particularly as there was no object in running a Risk, which in Case of a Calm with a Sea, and Current setting in, would have proved

fatal to the Vessel. At 6 P M brought to and spoke the Schooner *Jane* of and from Boston bound to Havannah, out 25 Days, the Master informed me, that he had been overhauled on Sunday last by two English Cruizers, and suffered to proceed, but saw no French Cruizers of any Sort.

At 10 A M spoke the Ship *Hope* of Providence, Rhode Island, from Turk's Islands, bound to the Havannah; sent the *Baltimore's* Boat on Board her to examine her Papers, and afterwards run down, and saw her safe within the Morro, which at Noon bore South, 3 Miles Distance. Exercised Great Guns, and Marines, and bent the new Main, and fore top Sails, the Others being much worn, and wanting repair.

[HS of Pa. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
22 September 1798, Saturday

Begins clear with fresh breezes a Sloop came along Side with 30 Puncheons & 23 gang casks, water. Spoke a Ship from Liverpool out 79 Days. Jn^o M^o Bride master Several of our officers on Shore at Norfolk return'd on Board.

[NDA.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, commanding,
22 September 1798

This 24 hours first part modarate gales and fair pleasant weather at 2 p m Cald all hans To quarters To Exercise the guns fore and aft at 8 p m Squaley Dubble Reeft the Topsails at 9 handed them Dark Squaley weather attended with heavy Rain midle part Squaley weather and heavey Rain at 3 a m Saw three Sail Sett Topsails out all Reefs and Sett all Sail fore and aft and gave Chace at 4 a m SpOak with them The British frigate *Hind* a Brig in Companey and an american with them a prise from the westw^d at ½ past 6 a m Squaley handed T g sail Duble Reeft Topsails Sounded in 40 fathoms watter soft owesey Bottom Latter part fresh gales Brig *Pickring* in Company

Lattd Obbrs 40..24 North

[NDA. Journal kept by Joseph Strout, 1798.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
23 September 1798, Sunday

Moderate Breezes, and pleasant Weather, standing off and on the Morro Castle, waiting for our Homeward Fleet of Merchantmen to come out. Gave Chase to several Vessels, but they stood close in with the Rocks of the Shore, of Course we could not overhaw! them.

At 10 A M the American Consul one of the young Orleans, and M^r Palyart with a Number of other Gentlemen came off, and visited me, bringing with them various Fruits, &c:

The Consul informed me, three french Frigates were daily expected from Cape Francois, and that all our Vessels would be out on Saturday.

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant John Muldowny, U. S. Frigate *United States*,
23 September 1798

the *Delaware* and prize *Sans Pareil* arrived — [Off Newcastle]
[NA.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
23 September 1798, Sunday

Moderate & Clear. Spoke a Sch^t from N York. 5 days out. Inform'd us the *United States* & *Delaware* had taken 2 french Cruizers @ 1 P. M. Doct^r Read of Norfolk came on B^d to attend our Surgeon & M^r Nicholson J^r who continue very Ill.

[NDA.]

[24 Sept. 1798]

To Major Commandant Burrows, U. S. M. C., from Lieutenant James James,
U. S. M. C.

Major W. W. BURROWS

Cap^t Dale has given permission that in case I should not be fortunate in the recruiting service for the Marine Corps that four of those belonging to the *Ganges*, may be removed on board the *Diligence* Cutter, as it may be the case; it, would be necessary that the Cloathing necessary and belonging to the Detachment should be forwarded to them; the Sickness here, is to say not in favour.

The names of those intended for the Cutter are James Brown, Edward W. Burton Wm. Frazier & Cornelius Mullen: Cap^t Brown informs me that from the Camp you are to furnish 8 Marines & 1 Serg^t or Corp^s the 4 here included your further command shall be duly attended to, Cap^t Brown informs me he will be ready for Sea on Thursday next.

A copy of the pay & Cloathing role would be of much service for those attach'd to the *Ganges*

I am Sir Y^r Ob^t Ser^t

JAMES JAMES
1 L^t Marines Sloop of War
Ganges *Marcus Hook*
Sept^r 24th 1798

[Major W. BURROWS Esq^r
Marine Camp near Philadelphia]

[MCA. LR, 1798.]

To Captain Hugh G. Campbell, Revenue Cutter *Eagle*, from Secretary of the Navy

[TRENTON,]
Navy Department September 24th 1798

Cap^t HUGH G. CAMPBELL

SIR I have received, three days after its date your Letter of the 19th I am sorry you have met with so much difficulty & delay; but it is essential that you should follow my Instructions of the 21st Instant,

and be at Norfolk the 5th of October at all events, whether you are completely fitted or otherwise — If you should not be, you can be completed at Norfolk

You will please to govern yourself accordingly and let nothing but unforeseen calamity, at sea, prevent your being at Norfolk by the time appointed. —

I am &c^s

[NDA. OSW, Vol. 1.]

To Captain Thomas Williams, U. S. Navy, from Secretary of the Navy

[TRENTON,]

Navy Department September 24th 1798

Cap^t THO^s WILLIAMS *Norfolk*

SIR In my Letter to you, of the 21st I requested you to appoint suitable persons to fill the several stations vacant, on board of your Vessel; since then I received yours of the 13th nominating

Thomas Calvert as a Lieutenant
John K. Read----- Surgeon
John Muse----- Purser
Robert Warren----- Midshipman

M^r John M^rRea being appointed your first Lieutenant, M^r Calvert must be contented to take Rank as second Lieutenant, in which capacity you are at Liberty to receive him on board of your Vessel. — M^r Thomas Reynolds has been appointed surgeon, but if he does not appear by the time you are ready, you may take John K. Read as your surgeon — You may receive M^r John Muse as your Purser & Rob^t Warren as midshipman. — You will inform all the Gentlemen whom you appoint, that they will be entitled to the same Emoluments acting under your appointment as if regularly commissioned — And that they will be nominated to the President, and receive their Commissions on their return — The President is in Massachusetts at present — of course 'tis impossible to have them regularly commissioned before you sail. —

I am &c^s

[NDA. OSW, Vol. 1.]

To Captain Thomas Williams, U. S. Navy, from Secretary of the Navy

[TRENTON,]

Navy Department September 24th 1798

Cap^t THO^s WILLIAMS *Norfolk*

SIR Presuming that you have acted upon my Letter of the 21st Instant, directing you to take measures without delay for providing the Officers &c^s of the Vessel under your Command, and having her in all respects, prepared to sail on a cruise by the 5th of October

I send you herewith, Instructions, authorizing the Capture of French Armed Vessels, wherever found on the high seas. — Also the recapture of any American Vessels which may have been captured by

the French. — You are however to remember, that we are at Peace with all Nations, but the French — should you therefore even see an American Vessel captured by the armed Ship of War, of any Nation at War, with whom we are at peace, you cannot lawfully interfere to prevent such Capture. — It must be presumed, until the contrary be proved, that the Courts of that Nation will render Justice; nor must you recapture any American Vessels taken by the Ships of any such Nation. —

You will place yourself under the command of Captⁿ Alex^r Murray, of the Ship of War, the *Montezuma*, who I expect will be at Norfolk about the 5th of October. —

I enclose you the rules & regulations adopted by Congress for the Government of the Navy, and Marine regulations, which you will observe yourself, and cause to be observed by those under your command — Using every means in your power to introduce order & discipline, and to inculcate on the minds of your Officers & Men, a high sense of the importance of maintaining at every hazard, the honor of the American Flag. —

You have also enclosed, the private signals to be used between the Ships of War of the United States, — and the private signals between our Ships & those of his Britannic Majesty — also your Commission, as Captain in the Navy of the United States — all of which you will acknowledge Receipt of. —

Wishing you all possible success & honor

I remain y^r &c^s

[NDA. OSW, Vol. 1.]

From Secretary Pickering to the 'Chevalier de Yrujo

DEPARTMENT OF STATE TRENTON, Sept. 24, 1798.

[To] The CHEVALIER DE YRUJO *Minister plenipotentiary &c. &c. &c. of His Catholic Majesty.* —

SIR, The governor of Georgia has transmitted to the Executive of the United States, information of an outrage committed at Savannah, in the burning of a small Spanish Schooner, of twelve tons, from S^t Augustine.

It seems that this Schooner, not long before, had been a privateer from S^t Augustine, and had captured two vessels going from Savannah to the West Indies, and carried them into S^t Augustine; where after a thorough examination, they were honourably released by Governor White. It seems also that two persons of her crew, on her arrival at Savannah, had been officers on board her when she was armed, and captured by two vessels above mentioned. These two men as well as the Schooner, were recollected, and the resentment of some of the Sufferers by the captors, probably excited a mob, who in the night went on board the Schooner and burnt her. This outrage, in itself unjustifiable, and after the very honourable conduct of the Governor of East Florida, wholly inexcusable, drew the attention of the magistrates; and the Governor of Georgia, besides explaining the matter fully to Governor White, issued his proclamation, offering a reward

of four hundred dollars, to be paid on the discovery and conviction of the Offenders. The immediate flight of the four Spaniards who composed the Schooners crew, deprived the magistrate of the benefit of their information and testimony.

I have now written to the District Attorney of Georgia, to use his endeavours also to bring the offenders to justice. I am, Sir, your ob^t Serv^t

TIMOTHY PICKERING.

[SDA. Dom. L., Vol. 11.]

To Mr. Hawly, United States Consul, Havanna, from Captain Thomas Truxtun,
U. S. Navy

UNITED STATES SHIP *Constellation*
off the Morro Castle 24th September 1798 —

DEAR SIR, I send you enclosed a Sett of Signals for the Merchantmen You will deliver a Copy to each of the American Masters, on their Departure from the Harbour; as I must leave this Station on Saturday I shall expect all the Vessels bound to the United States out agreeable to your Promise.

Accept my best Wishes for your Health, and Prosperity, and be assured I am with great Respect

Your very Obedient Humble Servant

THOMAS TRUXTUN.

To M^r HAWLY *Consul Havannah*

N. B. M^r Hawley will be kind enough to be particular in furnishing an exact Copy of the enclosed Circular, as well as the Day, and Night Signals, to each Master of a Vessel; and to have the Flags of the Day Signals painted, which can very soon be done; and by all Means to have the Fleet out by Saturday Morning next without Fail. As the Signals are agreeable to a System I have prepared, he will place my Signature at the Foot of each Copy.

THOMAS TRUXTUN.

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

(Circular)

[Enclosure]

Constellation OFF THE MORRO
24th Sept^r 1798.

SIR, A few Signals are all that is necessary for the Fleet of Merchantmen about to sail from Havannah under Convoy of the United States Ships of War, *Constellation* and *Baltimore*, especially as I shall consider them out of all Danger of french Cruizers, when well through the Gulph of Floriday, say as far to the Northward as the Southern Extremes of the United States. I am, Sir, wishing you safe Home

Your Obedient humble Servant









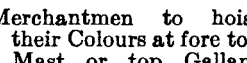




THOMAS TRUXTUN.

To Captain []
of the American Ship, or Vessel
Called the _____ of _____

[Enclosure]

[24 Sept. 1798]

Signals by Day

Nº 99. The Fleet will make more Sail.....	—X—	
100. The Fleet will shorten Sail.....	—X—	
155. To sail in close Order.....	—X—	
160. To sail in open Order.....	—X—	
246. To follow the Motions of Commodore.....	—X—	
120. To tack.....	—X—	
121. To ware.....	—X—	
137. To lay to on Starboard Tack.....	—X—	
138. To lay to on Larboard Tack.....	—X—	
A strange Sail to Windward.....	—X—	<div> { Merchantmen to hoist their Colours at fore top Mast or top Gallant Mast Head. Merchantmen to hoist their Colours at Main </div>
A strange Sail to Leeward.....	—X—	
125. To make best of your Way.....	—X—	
X { On seeing Danger of any Sort, or 139. Land a Merchantman to speak the Constellation, or Baltimore whichever is nearest, who will make the Signal to the Other, as painted.....	— —	
X { A Merchantman wanting to speak the Commodore will hoist his Colours, and stand towards him.....	— —	
6. In Distress.....	—X—	

N. B. Merchantmen not having a Pendant with a white Tail, which is the Signal of Distress, will hoist their Colours in the Shrouds, Union down. —

N. B. In Case of parting and meeting again, the Ships of War, forming this Convoy, will be known by a red Pendant at the Main top Gallant Mast Head, a blue Pendant at the fore, and a white Pendant at the Mizzen Top Gallant Mast Head, to be answered by the Merchantmen by their hoisting their Ensign, or Jack at the Main Top Mast, or top Gallant Mast Head, and a Pendant at the fore top Mast, or top Gallant Mast Head; or if a Sloop a Pendant over the Ensign at her top Mast Head.

THOMAS TRUXTUN.

Nº 1 is a blue Colour
 -2 is a white Pendant with red Tail.
 -3 is a white Colour.
 -4 is a blue Pendant with white Tail.
 -5 is a red Colour
 -6 is a red Pendant with white Tail.
 -7 is a red, and white Colour
 -8 is a red Pendant
 -9 is a white, and blue Colour.
 -0 is a white Pendant

The Duplicate Pendant is white, red, blue, white, blue, and red, it is used where there are not two Pendants of the same

THOMAS TRUXTUN.

Signals by Night

On seeing a strange Sail to Windward, Merchantmen will hoist two Lights, and speak one of the Ships of War.

On seeing a strange Sail to Leeward, Merchantmen will hoist one Light, and speak one of the Ships of War.

To tack, or ware Commodore will hoist five Lights.

To hawl the Wind to Starboard, six Lights.

To hawl the Wind to Port, seven Lights,

To heave to on Starboard Tack eight Lights.

To heave to on Larboard Tack, nine Lights.

To make Sail, one Gun.

To shorten Sail, two Guns.

On seeing Land, or Danger, two Lights, and one Gun.

Avoid the Danger, three Lights, and two Guns.

Disperse, four Lights, and three Guns.

The Fleet to follow the Commodore, five Lights, and four Guns.

To go under an easy Sail, three Lights.

N. B. All Lights will be hoisted in a Range, and the *Constellation* will carry a Poop, and top Light every Night, and the *Baltimore* a top Light only. The *Baltimore*, will keep the Rare, and answer Signals in the Day by a Flag of three Blue, and three white Stripes; and by Night immediately hoisting two Lights, which will be hawled down, as well as the Signal, as soon as the Commodore sees them.

The Fleet will sail as compactly as possible keeping at a proper Distance in Calms, and bad Weather.

Fog Signals at this Season of the Year, are not necessary to give the Merchantmen in the Tract of Sea we are to pass through; Captain Phillips, however, having those Signals, as well as the general Day, and Night Signals, will attend to them, whenever necessary to be made.

THOMAS TRUXTUN.

To William Pennock, Navy Agent, Norfolk, from Secretary of Navy

[TRENTON]

Navy Department September 24th 1798

W^m PENNOCK Esq^r Norfolk

SIR Your Letters to the 15th came regularly to hand; but I did not receive Cap^t Nicholson's 'till the last mail. — —

From the Account given by Cap^t Nicholson, it is impossible for me to form any Accurate Judgment of the real character of the ship *Niger*, brought into Hampton by him —

That She is not a Ship commissioned under the Authority of the French Republic, Seems more than probable, I think too it is more than probable that She is a Ship belonging to or hired by French Loyalists, who unable to find refuge in any other Quarter of the Globe; meant to make the United States an asylum for their persons & property — — The Train of Gun Powder, of which Cap^t Nicholson Speaks, might have been intended to prevent their falling into the hands of French National Ships, or Privateers. — The Crew being a mixture of all Nations, and an abandoned set of wretches, may be accounted for, from the circumstance of the owners (not allowed to take British sailors from British Islands) being under the necessity of taking such men as they could pick up. — Cap^t Nicholson indeed Strongly reports, that this Ship was certainly cruising, & Capturing our East & West India homeward bound vessels — If this be fact, there will be no difficulty in the business; but he does not state, that he has any evidence of this Fact; and he omits to say a word about the Account given by the Passengers, on this, or any other material point. — a most material omission! Upon the whole, I am almost as much at a Loss as to the Character of the Ship, as I was, before the receipt of his Letter. — There is no doubt he did his duty in bringing her into Port — And She must now be left to the decision of our Courts. But believing it most probable, that the Owners, and perhaps the Officers of the Ship are oppressed men, coming to our Country for refuge It becomes the American Character to treat them with Justice & humanity. — If they are in confinement, they should be liberated on Parole, and assured that Justice will be done them; and if innocent; that they have nothing to apprehend —

I think too it would be but right to advise them to able & honorable Counsel — While due care is taken of the claim of the United States, and Cap^t Nicholson and his Crew — We must not forget that the American Government & people want no more than Justice — As to the Prisoners, I mean the Common Sailors & Petty Officers; as they are already secured in the Fort, I suppose they may as well remain there until, the fate of the Vessel be determined, instead of sending them to the Country Goals, as mentioned in my last — But in future when Prisoners arrive at your port, you will please to have them delivered over to the Marshal, who, will, as the Law directs, take order for their safe keeping. — The Ration to be allowed them must Consist of one pound of Bread, — half a pound of Meat, and one Pound of Potatoes, or other Wholesome Vegetable, equal in value & nutriment to one pound of Potatoes — and must be Supplied by Contract, as mentioned in my last. —

The secretary of State, I expect will write to the district attorney,
on the Subject of the Ship —

I have the honor to be
&^{rs} &^{rs}

P. S. The utmost care, and attention
should be paid to the safety of the Money &
Goods of this Ship — If She be restored to
the Captain or owners, every thing taken
from her, or her Crew should be restored
with her. — —

[NDA. GLB No. 1.]

To President John Adams from the Secretary of Navy

[TRENTON,]

Navy Department Sep^r 24th 1798

JOHN ADAMS *Presid^t U. States*

I rec^d only on Saturday Evening, the Letter from Cap^t Nicholson,
of which the enclosed is a Copy.

It is I think highly probable, that the Ship brought into Hampton
by Nicholson, belongs to, or has been hired by that unfortunate class
of Frenchmen, who call themselves Loyalists, & who adhering to the
British till a place of Refuge is denied them in the West Indies come
to America as the only assylum for their persons & property. The
train of Gun powder mentioned by Nicholson might have been in-
tended to prevent the greater calamity of falling into the hands of
their Countrymen; The number of the Crew does not appear to be
larger than necessary to defend the Ship against the French Privateers
they might expect to meet with — and the Crew being made up all
Nations, & of the abandoned of all Nations, may be accounted for
on the ground of their not being allowed in a British Island, to take
British Sailors. If indeed it be true, as Nicholson so strongly asserts,
that “the Ship was cruising & capturing our homeward bound East
& West India Men” the business will be easily settled — But it is
remarkable that he says nothing about any evidence he has of this
all important fact — and it is also remarkable, that tho’ there were
reputable passengers on board & passengers too, irritated by the ill
treatment they had received He does not attempt to detail any infor-
mation received from them — nor to depend upon the evidence in
their power to give. I fear the real truth has not been so much the
object of his enquiries, as might have been wished in an Officer of
his high Rank in the American Navy. I will not however Sir trouble
you with further comments on this extraordinary *Official* Letter. I
have written to the Navy Agent at Norfolk, to liberate on Parole,
the Officers & owners if they are confined, unless there are stronger
reasons than I am informed of, to suspect them of Piracy, & to tell
them, they have nothing to apprehend, if innocent — and I have
desired him to recommend them to able & honorable Counsel, which
I have no doubt will meet with your approbation.

[NDA. Nom. Appts. LB. 1798-1820.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
24 September 1798, Monday

Begins with clear Weather @ 10 Cap^t Nicholson came on Board from Williamsburg clean'd between Decks & Sprinkled them with Vinegar Spoke a Sch^t from N York & Ship from Europe. Doct^r Galt came on Board from Hampton to attend the Sick. Ends in Clear W^t

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
24 September 1798, Monday

Moderate Breezes, and pleasant. At 3 P M gave Chace to two Sails, that were discovered to Leeward, soon after I saw they were Frigates. At half past 4 Ditto being under my three top Sails, and prepared for Action, they hawled their Wind to the Northward, and made Sail; and soon after bore down upon us, seeming determined to exchange a Broad Side, & run for the Morro, had we proved an Enemy; at five they passed me under a Crowd of Sail standing in for the Morro; we hailed each Other, and being satisfied they were two superb Spanish 44^s I could only be surprised at their Conduct. After speaking us in running immediately into the Havannah, without further ceremony, I stood on my Tacks all Night.

At Noon the Morro Castle bore South East half a Mile Distance, the *Baltimore*, that I ordered to chase a small Sail to Leeward at 9 A M not returned, tho' at the Distance of only two Leagues under the Lee.

[HS of Pa. NDA photostat.]

To Captain George Cross, U. S. Navy, from Secretary of the Navy

[TRENTON,]

Navy Department September 25th 1798. —

Cap^t GEO: CROSS

Charleston (S. C.)

SIR In my Letter of the 10th Instant; I enclosed your commission as Captain in the Navy of the United States; and requested that you would immediately take the Command of the Vessel before commanded by Cap^t Cochran. —

I know not precisely whether the Brig *Unanimity* still remains in the public service, or whether her Stores &c^s have been transferred to the new Vessel contracted for, by the Collector — Whatever vessel is in the public service it is intended you shall take the command of her. —

I know not the number of men engaged as Seamen. You ought to have 70 besides Commissioned Officers. — These should consist of a Serjeant, Corporal, & 12 Marines, to be furnished by the commanding officer of Marines at Charleston. — And any number you think right, not exceeding 40 able seamen at 17 Doll^s per month, the residue of Boys & ordinary seamen from 5 to 14 Doll^s per m^o according to merit. — The Collector will as usual furnish the Supplies, and money for recruiting, & pay of the Crew — The vessel you are

to command — in the present Instance, being still considered on the Revenue Cutter Establishment. — If the Crew now belonging to the Vessel be not such as is described, & engaged for 12 months, on these conditions, you should as fast as the times of Service of the present Crew expire, engage a new Crew on these conditions. —

If you have a Boy for every Gun, there will not be too many boys. — The situation and prospects of our Country, require that we should create seamen. — If you think proper, you may take two spritely young men of good character as midshipmen @ 19 Dollars per month. —

I enclose you the form of a Shipping Paper, & of a Bond to be signed by the persons who become Sureties for the money to be advanced. — For I take it for granted, that you will not get men without two months advance. — In which case they must be gratified — — You will be careful that the sureties are men of responsibility before you receive them, and equal to the repayment of any advance in case of desertion. —

I have the honor to be &c*

[NDA. OSW, Vol. 1.]

To Captain George Cross, U. S. Navy, from Secretary of the Navy

[TRENTON,]

Navy Department September 25th 1798

Cap^t GEO: CROSS —

SIR Enclosed you will receive Private Signals — & those between the United States Ship of War & those of Great Britain — also rules & regulations for the Navy and Marine regulations for the Government of yourself & Crew; and which you will cause to be observed so far as they will apply — You have also enclosed, Instructions founded on the Acts of Congress, authorizing you to Capture French armed Vessels where ever found on the high seas, or in our harbours, Rivers or Inlets. — And to recapture Vessels Captured by the French. — You will proceed to sea as early as possible — Your Cruising Ground to extend from Cape Fear to our Southern Extremity; — but you will consider the Port & Harbour of Charleston, the Harbour of Beaufort, and the Georgia Coast, as demanding your most particular attention. —

Commanding for the present, a Revenue Cutter, you will pay attention to the Instructions of the Treasury Department On the Subject of our own commercial Vessels, & others bound into our Ports. —

It will be necessary that you appear off the Harbour of Charleston every twelve or 15 Days to receive any communications, which may be sent you from hence. —

Cap^t Nicholson of the Frigate *Constitution*, & Cap^t Bright of the Brig *Virginia*, are cruising from Cape Henry to our southern Extremity. — And it is probable you will fall in with these Vessels. —

You cannot be too attentive to the Introduction of order & discipline among your Crew, and you should be assiduous in endeavours to inspire your officers & men with a high sense of the honor of the American Flag, which must be maintained at every hazard. —

But you must not forget that we are at War, only with France Armed Vessels, and the men found on board of them. — The Vessels of other Nations are entitled to, and must receive from us, civility & Friendship. — You are not, even to recapture a Vessel of our own, taken by the Vessels of any of the Nations at War, but the French — We are at peace, and wish to remain so, with all other Nations, and we must presume their Courts will render Justice. —

You will let me hear from you, as often as opportunity offers — giving me information of every material Occurrence —

Wishing you Success & honor

I have the honor to be &c^a

[NDA. OSW, Vol. 1.]

To Captain Patrick Fletcher, U. S. Navy, from Secretary of the Navy

[TRENTON,]

Navy Department September 25th 1798

Cap^t PATRICK FLETCHER *Boston*

SIR Presuming that agreeably to my notification of the 18th Instant you have made preparation to enter upon the duties of your appointment as Cap^t in the Navy of the United States. — I have now to request, that you will immediately repair to Providence, and there take the Command of the Ship *George Washington* lately purchased by the public —

I wish to have this Vessel in readiness for a cruize as early as possible; — Cap^t Silas Talbot acts as Agent for the Public at Providence, so that no inconvenience or detention will arise from inattention. — I shall expect on your part every attention to the Equipment and Manning of this Vessel — The officers must be appointed from Rhode Island.

You will write me immediately on the receipt of this Letter, and say whether you can repair immediately to Providence or not; And if you can, what time you will be there. — That I may forward the necessary Instructions by the time you arrive; If you should find it inconvenient to repair there immediately, I shall be under the necessity of providing another Commander for the *George Washington*.

I am Sir &c^a

[NDA. OSW, Vol. 1.]

To Captain Isaac Phillips, U. S. Navy, from Captain Truxtun, U. S. Navy

UNITED STATES' SHIP *Constellation*
off the Morro Castle 25th September 1798 —

SIR, I do myself the Pleasure to send you by Lieutenant Sterett a Sett of Signals for the Fleet to be placed under our Convoy, from the Havannah, Home.

As these Signals are merely to enable the Merchantmen to keep Company with us, there are but few of them Compass Signals at Night, or to follow the Commodore in the Day, you have in the printed Signals. The Merchantmen must attend to the Motions of the Ships of War in all Cases, where to them no Signal is made. You

will carry a top Light every Night, and after speaking with me about Sun Set, bring up, and sail in the Rear of the Fleet.

The former Signals you will please to send me back in Return, and attend to the printed Signals from the Department of the Navy as well as those accompanying this Note.

I shall have the Pleasure to show you on our Return to Hampton Roads, a Sett of Signals, (of which the inclosed are a Part of the Numbers) that I am now completing, intended for a Fleet of any Number of Ships of the Line in all Cases as well as Merchantmen Transports under Convoy.*

I am, Sir, Wishing us better Luck with great Respect
Your very Obedient hble Servant

THOMAS TRUXTUN.

Captain PHILLIPS
U. S. Ship, Baltimore

* In the Signals I now send you for the present Convoy, there are only four Numbers [word mutilated] Vizt. N^o N^o N^o N^o

99 120 125 6 which can interfere with the printed Signals, and to obviate any Difficulty, or Mistake on that Score, I shall never hoist them to you (while in Company with the present Fleet) to be understood as a Part of the Printed Signals without being accompanied by a United States' Jack being displayed near the same Place immediately, [word mutilated] about the same Time. Should we unfortunately by any unforeseen Circumstance be separated during our Passage Home, you will in that Case take a Range along the Southern Coast [from] St. Mary's towards Savannah, Charleston and North Carolina, and then return to Hampton Roads; In this Range you will examine all foreign Vessels, and such of our own, as are in any way suspicious, at the same Time interrupt the Trade as little as possible by unnecessary Detention.

[HS of Pa. NDA photostat.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
25 September 1798, Tuesday

Pleasant Breezes, and but little, if any Current; if any it must run to Leeward.

The Schooner I ordered the *Baltimore* to chase Yesterday proved to be an American from Havannah bound to New Orleans.

At Day Dawn this Morning heard several Guns fired in the Harbour, or at the Morro, and at fair Day Light discovered a Fleet of four Men of War, and a Number of Merchantment coming out. This Fleet was that bound to La Vera Cruz, which I was informed a few Days ago was ready for Sea.

Shortly after I ascertained this Fleet, I observed a Number of American Vessels coming out, which I understood from our Consul would sail to Day; they are under Convoy of two Ships belonging to Philadelphia of Eighteen Guns each, a Force sufficient to repel the Attack of any french Privateers in these Seas, as I am well informed the heaviest french Privateer that has been off here this War only mounted 16 Guns, six Pounders, and was rigged a Schooner; all the

Others were two, four, and six Gun Vessels. At Noon the Morro bore South East, 2 Leagues Distance, the *Baltimore* a little Astern.

[HS of Pa. NDA photostat.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, commanding,
25 September 1798

This 24 hours first part Calm flattening weather out Cutter and Scrubd the Bottom at 3 p m Sett Stearing Sails Loo and Loft and gave Chase to Sail in western quarter at 10 p m Spoak hur a Schooner from Turks Island Bound To New port

Middle part Strong gales from the North Close Reef Topsails Send Down Top g yards at 9 a m housd T G mast handed Mizzen T Sail

Latter part hard gales and heavy Sea under Close Reef main T sail and F Sail Brig *Pickring* in Company

Lattd Obbsr 40. .12 N

[NDA. Journal kept by Joseph Strout, 1798.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
25 September 1798, Tuesday

Strong Breezes from the N. W. W. & Clear W^t @ 1/2 past 9 A. M. M^r Samuel Nicholson Midshipman on Board the Frigate *Constitution* & Eldest Son of Sam^l Nicholson Esq^e (Com^r of Said Ship) departed this Life aged 16 Years, of the prevailing epedemic fever after an Illness of 4 days. The Coll^{rs} of y^e Frigate Cutter *Virginia* & *Niger* were hoisted half Mast. got a Coffin made & prepar'd to bury him @ 10 Cap^t Bright of the Cutter *Virginia* came on B^d to attend the funeral. Made Signal for a Boat @ 1/2 past 11 a Sch^t came along side and took on Board the Corps of Nicholson which was carried to Hampton attended by Several officers & Men. At 1/2 past 7 the boat Return'd from Hampton having buried M^r Nicholson in the Church yard by the Side of Commodore Mowat. @ 8 sent Doct^r Read on Shore being Ill of the same fever.

[NDA.]

To Captain Alexander Murray, U. S. Navy, commanding *Monlezuma*, from
Secretary of the Navy

[TRENTON,]

Navy Department September 26th 1798

Cap^t ALEX^t MURRAY

SIR, Referring to my Letter of Instructions of the 21 Instant; you will perceive that I have been very general in my directions; my intention then being to leave you much at large, to act upon the information you may obtain in the West Indies, or in going thither as your own Judgment shall direct you, will best promote the object of your Enterprize. —

You must not forget that you are at War with French Armed Vessels, and the persons found on board of them only. We are at peace, and wish to keep at peace with all other Nations; should you

therefore meet with American Vessels that have been captured by the Vessels of other Nations at War. Should you even see them in the Act of making the Capture, you must not interfere, but must presume that the Courts of Such Nations will render Justice. —

The length of time consumed in your Expedition will depend on Events. — You will probably return at a season, when it would be hazardous for the Vessels under your Command to go to Philadelphia or Baltimore; You will therefore return to Norfolk, or if you cannot readily enter the Chesapeake, to New York; with the Vessels under your Command; giving me instant notice of your arrival. —

If you fall in with Vessels bound to New York, on your return, it will be proper for you to Write by such opportunities, that I may have a chance of hearing of your being on the Coast before your arrival. —

I hope you will not be delayed many days for the Brig *Norfolk*; and I have been so positive; in my Instructions to Cap^t Campbell & Lieutenant Bainbridge, that I cannot doubt of their being at Norfolk by the 5th of October. — Whatever these Vessels want, M^r Pennock must instantly Supply. — Should you return by way of the Havanna, in that case Cap^t Campbell of the Brig *Eagle* may be ordered to Savannah in Georgia, & where, (deeming such an event possible) I shall have Instructions lodged for him. —

Should you find your Squadron encumbered with French Prisoners in the W Indies, altho' there is no express Law authorizing it, you are at Liberty to exchange such prisoners for American Seamen Captured by the French. — If you cannot do this, you may deliver them to any British Officer who will give a receipt for them. — I mean this in the event of your having too many prisoners. —

I am &c^t

[NDA. OSW, Vol. 1.]

To Secretary Benjamin Stoddert from George Washington

MOUNT VERNON, Sept^r 26th 1798. —

SIR, It will afford me pleasure to give you any information in my power, and any opinion, so far as I am able to form one, on the subject of your letter of the 16th instant; which did not come to my hands till the 24th.

I cannot entertain a doubt, but it will be the policy of this Country to create such a Navy as will protect our commerce from the insults and depredations to which it has been subjected of late, and to make it duly respected. — To effect this, there must be, as you observe, at least one Navy Yard established for building Ships. — That this should be under the Eye of the Government, and as near the centre of the United States as it can be fixed, with equal advantages to the whole of the Community, I think no one will deny. —

Whether or not the States to the northward of the Potomac are able to supply timber for Ship-building in such quantities — of such quality, and upon such terms as may be desirable, is more than I can tell. — But I will venture to say, that no place, either north or south of this, can be more effectually secured against the attack of an Enemy and that the Banks and vicinity of this River, both above and below tide water, abound with the best of Ship timber, is well known. — Whenever the Navigation above tide water shall be completed (which

I trust will be at no very distant period) there will be opened, not only an inexhaustible store of timber for building; but an abundant supply of the largest and best white pine trees for masts of any dimensions, as there are extensive forests of them about the head of the Potomac. — Besides which, no part of the United States affords better Cedar & Locust than the Lands about this River. — You know that Iron of the best quality can be furnished from the works on the River, and as cheap as from any part of the United States; and the establishment of a public foundry and Armory at the junction of the Potomac and Shanandoah, will afford no small advantage in arming the Ships. —

The articles of Tar, Pitch, Live-Oak &c, can be brought here *at least* upon as good terms as to any place north of this: And if hemp, cordage &c are to be imported, they can certainly come here as readily as to any other part of the United States. — But, should hemp be furnished from our own lands, (which is very desirable) this River is the Market to which it would be most likely to be brought in the greatest abundance; for, to say nothing of the rich bottoms on this River and its branches, which are exceedingly well calculated for raising hemp, it is so valuable an article that it will bear transportation across the Allegany from the rich lands of the Ohio, where it can, and undoubtedly will be produced in large quantities.

With respect to security against the attacks of an Enemy, no place can have advantages superior to the Federal City and Alexandria. — Should proper works be erected on Diggs' point (which you well know) at the junction of the Potomac and Piscatiqua Creek, it would not be in the power of all the Navies in Europe to pass that place, and be afterwards in a situation to do mischief above; for every Vessel, in passing up the River, must, from the course of the channel, (and the channel is so narrow as to admit but of one vessel's going abreast) present her bows to that point long before she comes within gun-shot of it, and continue in that direction until she comes directly under the point, from whence shot may be thrown upon her deck almost in a perpendicular direction.

Should she be so fortunate as to pass the works, she must expose her stern to the fire from them, as far as a shot can reach. — Thus exposed to be raked fore and aft, for such a distance, without once being able to bring her broadside to bear upon the Fort, you can readily see how almost impossible it will be for a vessel to pass this place; provided it be properly fortified and well supplied. — And what makes it the more important, is, that it cannot be attacked by land with any prospect of success; for it has the River on one side — Piscataqua Creek on another side (each nearly a mile wide) and the opposite Banks very low — a very deep Ravine (level with the Creek) on the third side — from whence the height is almost, if not altogether, inaccessible — and a very narrow approach on the fourth side. — In a word, the works might be insulated — and one range of batteries over another constructed sufficient for an hundred or more pieces of Cannon. —

Another advantage which this River affords is, that altho' the distance, in the course of the River, from its mouth to the Federal City, is between 150 and 200 miles; yet, from the heights about Cedar point (say Laidler's Ferry) no vessel can enter the River undiscovered —

and by means of Signals established on the prominent Eminencies, between that place and the site just mentioned, and the Federal City, notice thereof, and of the number & description of the Vessels, may be conveyed to those places in a few minutes. — Besides, there are not many winds, I believe, that will serve Vessels the whole distance. —

How far the place marked out in the plan of the Federal City, for a Marine Hospital, may be eligible for a Navy Yard, either from its situation or extent, I am unable to say. From your knowledge and information on this subject you are better able to judge than I am. — But that Locks or dry Docks, for building or repairing Ships, are essential to a Navy Yard, is certain; and there is no doubt but abundance of Water, to supply such, may be had from the Streams which you mention. And I think it is by no means chimerical to say, that the water of the Potomac may, and will be brought from above the Great Falls into the Federal City, which would, in future, afford an ample supply for this Object. —

But, after enumerating all the superior advantages which this River offers for the establishment of a Navy-Yard, every thing will depend upon the depth of water; and this is so important a point, that an accurate examination of it should be made, and no reliance placed on vague information. —

Should it not be found sufficient for Ships of the Line fully armed & provisioned, might not some measures be taken to deepen the channel over the bar at Maryland point, the only place, I am told, that requires it? — Or, might not a Naval Arsenal, or a depot for provisions, be established, with security, below the shallow parts of the River, where the Ships might Arm or take in their provisions? — These, however, are mere suggestions, which may, or may not be worth attending to. —

I thank you, Sir, for the good wishes you express for my health, which I most sincerely reciprocate, — and beg you to be assured that

I am, with great respect & esteem,

Your most Obedient Servant

G. WASHINGTON

BENJAMIN STODDERT Esq^r

Secretary of the Navy

[Conn. Hist. Soc. Mss. No. 42.]

To Captain Stephen Decatur (senior), U. S. Navy, from Secretary of the Navy

[TRENTON,]

Navy Department September 26th 1798

Cap^t STEPHEN DECATUR

SIR As this is the season when our vessels may be expected from Europe; and as it is probable attempts may be made by the French Cruisers, to intercept them on, or near our own Coasts, you will please to proceed to sea, as soon as your ship is Watered, and you get on board the few Supplies you want. — Your object must be to protect the Trade from New York to the Chesapeake and doubting neither your discretion, Bravery, nor Enterprize, I leave it to yourself to Judge, in what manner you can best effect this object. — I will

only observe, that Cap^t Barry will cruize from the Delaware Eastward. — It will be proper then, for you to pay most attention southward — There will, I imagine, be but little danger of Enemy Vessels on our Coasts, by the 15th November, you will therefore (no circumstances arising which in your Judgement shall make a longer cruize necessary) come into the Delaware, and up to Philadelphia about that time. —

Before you sail, be pleased to write me, what your Ship will want on your return, for another cruize of three months —

I have the honor &c^a.

[NDA. OSW, Vol. 1.]

To the Marshal of Delaware from Secretary of Navy

[TRENTON,]

Navy Department September 26th 1798

*To the Marshal of Delaware or
whoever has the Custody of the
French Prisoners, brought in
by Capains Barry & Decatur.*

SIR It appearing from Cap^t Decatur's information, that John Buffington, an american Native Citizen, taken in the Prize Sloop brought in by you, was forced into the Service of the French Cruisers, and continued in it against his will. — You will please to release the Said Buffington to Cap^t Decatur and for So doing, this will be your Authority —

I am Sir &c^a

[NDA. GLB, No. 1.]

To William Nicholls, Marshal of Pennsylvania, from Secretary of Navy

[TRENTON,]

Navy Department 26th Sept^r 1798

W^m NICHOLLS Esq^r
Philad^a

SIR, General Hand of Lancaster, has taken some trouble respecting the French Prisoners at that place, and has incurred expense by employing a Guard of Militia to assist the Sheriff in keeping them Secured — This expense, I have informed him, you will repay, as well as any further expense that may be necessary for their safe keeping, and for Supplying them with rations. — I request therefore that you will be pleased to attend particularly to this object as soon as possible — You will have them Supplied by Contract, on the best Terms in your power, with 1# of Coarse Bread, ½# of Meat, and 1# of Potatoes, Turnips, or any other kind of vegetables p^r day. — This you will consider the rule, in all future cases, and you will have the Accounts rendered & Settled monthly —

I have no doubt you will get this Service performed with Occonomy. —

P. S. Gen^l Hand has probably not paid the Guard, and may not wish to be troubled on the Subject, you had better therefore prevent this, by paying the Guard Yourself. —

I have the honor &c^a

[NDA. GLB No. 1.]



CAPTAIN STEPHEN DECATUR (SENIOR), U. S. NAVY.

To General Hand, Lancaster, from Secretary of Navy

[TRENTON,]

Navy Department 26th September 1798.

GENERAL HAND }
Lancaster }

SIR The Secretary at War has referred to me, your Letter to him, of the 31st Ult^o

The Acts of Congress direct, that French prisoners shall be delivered to the Marshal of the District where they arrive, or some Civil, or Military officer of the United States, or of any State, who shall take order for their safe keeping at the expense of the United States; So that I have really no proper Authority to interfere in the business — But as Congress have appropriated no Money for the Maintenance of prisoners, or guarding them; As they must be maintained and guarded; and as those taken by our Armed Vessels, are supposed to come under my direction, in cases where the Law has not made proper provision; — I advanced money out of the Navy appropriations to Major Nicholls the Marshall for feeding the Prisoners — I will write to him, to pay the Guard also. — — And any Guard in future found necessary, as well as for their rations; of the Strength of which, I have the honor to request, you will still be so good as to Judge — —

I have the honor &c^a

[NDA. GLB No. 1.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
26 September 1798, Wednesday

Light Breezes from the N. N. W. @ 10 A. M. Discover'd our Main Top mast Trussel Trees to be broke Sent down T. G^t Yth & T. Gall^t Mast on Deck. stripped the Topmast Carpenters fitted a New pair of Tressel Trees. rigged the Top Mast anew & sent up T. Gall^t Yards. @ 3 A. M. a Boat came along side from Norfolk with M^t Russell our fst Lieu^t & Several other officers from the Interment of Doct^r Read who died this Morning he was buried with Military Honors.

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
26 September 1798, Wednesday

Standing off and on the Morro as before with the *Baltimore* in Company. Brought to with Shot several small Vessels close in Shore that had the Appearance of french Privateers, but they proved to be Spanish Coasters, and other friendly Vessels. At Noon the Morro bore South West about one Mile Distance. A Boat from our Consul came off with a Letter, by which I forwarded a second Copy of my Signals for the Fleet, having previously sent him a Copy by the *Sisters of Norfolk*, Anderson, Master, which Vessel I brought to this Morning, and saw safe in the Harbour, she was from Teneriff.

[HS of Pa. NDA photostat.]

To Secretary Stoddert from Major Commandant W. W. Burrows, U. S. M. C.

MARINE CAMP, *Sept. 27, 1798.*

SIR, I expect this day to send off to Charleston, some articles for the Marine Soldiers expected to be raised there: and have desired Lieut Hall to supply Capt. Cross, with the necessary Compliment of men, when required. I have a Letter from Major Pinkney informing me that he has appointed John Maine, 2^d Lieut of Marines. I have to request leave to be allowed to appoint a Contractor for the Marine Corps. The Vagabond, Matthew Spillard who has been appointed for the Army, from growing rich, grows insolent. I have never had any personal Insult from himself, but he insults my Officers and men, sends impertinent messages to Camp, orders us to draw 4, 5 days provisions as suits him, when he knows that meat will not keep sound 2 days, and yesterday I wrote him an Order to come to me this morning, and he has sent me a verbal message, that I may come to him if I want him, that if I am not satisfied with him I may get another Contractor, and that he will not supply me after this month. From the situation of the times, I cannot get at any knowledge how to proceed against him; but at any Rate I ought to have a Contractor that will obey orders or I cannot execute those I receive. This fellow puts every impediment in my way. He detained the detachment going to Baltimore one day, and if I want a Cart or Waggon, I am obliged to look after it myself, for he sends words he won't — This matter must be remedied, and I know of no better way than to appoint some one, that will obey orders from you and those under you

I have the Honor to be

Yo: Ob: Ser:

W. W. B[URROWS]
M[ajor] C[ommandant]
M[arine] C[orps]

Since writing the above, my Capt., presented me with the enclosed elegant Composition, which I submit to your perusal, and ask if it be possible to exist with such a mass of Ignorance and Insolence

B. STODDERT Esq: }
Sec^y of the Navy. }

[MCA. LS, 1798.]

To President John Adams, from the Secretary of Navy

[TRENTON,]

Navy Department September 27th 1798

JOHN ADAMS Esq^r
President U. S.

SIR Having left behind me, when I came into Public Service, a wife & seven Children, whom I am anxious to see, and to remove to Philadelphia as soon as prudence will permit, I have the honor to solicit permission to transfer the duties of my office to Col^o Pickering, about the 15th or between the 15th & 20th of October — for about three weeks — possibly some necessary attention to my private affairs will require an absence of four — but this I do not expect will be the case. —

I mention Col^o Pickering, because the duties of the Secretary at War will require all his attention, particularly during the time I shall be absent — and M^r Wolcott proposes to go to Connecticut for M^{rs} Wolcott —

I shall endeavour to leave my business in such a Train, that it may be perfectly understood without requiring too much of the attention of Col^o Pickering. —

Decatur is ordered to cruise from Delaware to Cape Henry, 'till the 15th November, when he is to return into Port — I shall to-morrow send orders to Barry to cruise for the same time from Delaware Eastward. — Truxton with Philips may be expected before the 15th November from the Havanna and I shall before I leave Trenton make arrangements to have as much Force as possible in readiness in the month of December to proceed to the West Indies, or wherever ordered — I should suppose that the three frigates and Six or Seven 20 to 24 Gun Ships, and some vessels of smaller size, which will be prepared by that time, might be employed to advantage in the West Indies during the Winter months, when there will be little danger of enemy vessels on our Coasts; & when of course, our own vessels cannot be employed on our Coasts to much advantage. —

[NDA. Nom. Appts. LB, 1798-1820.]

Extract from Captain Thomas Truxton's journal, U. S. Frigate *Constellation*,
27 September 1798, Thursday

Light variable Winds this first Part. At 6 P M it began to look very threatening, dark Clouds rising to the Westward, with Lightning and Thunder. Got up the Conductors as usual on the Appearance of squally, or bad Weather, took in all the light Sails, close reefed the top Sails, and handed the fore, and main Courses.

At 11 P M saw a Sail in Shore of us, gave her Chase, and at A M fired two Shot, and brought her to. She was a Schooner from Havannah bound to Tonica, a little to Windward. At 9 Ditto made Sail, gave Chase, brought to, and spoke another Schooner from Havannah bound to same Place.

Saw several Coasters in Shore, and at Noon passed a Raft of fine Timber with a Mast standing on the Same.

The Morro Castle at Noon bore S. W. B. W. three Leagues Distance.

[HS of Pa. NDA photostat.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, commanding,
27 September 1798

This 24 hours first part Strong gales and heavy Sea with flying Clouds at 2 p m gott F g y[?] thought at 5 p m Lett out all Reefs out Topsails up T g yards and Sett F g Sails mad Long Island Bearing N n E at 10 P M Montock pint Light Bore By Compass North 2 Leagues at 12 a m the middle of Block Island Bore E n E at 2 a m Saw Road Island Light Bearing N N E at 4 a m move Tue Waiting for Boat at 6 a m fired Signal gun and hoisted Signall Flagg at 10 Strong gales

and Squaley Latter part Continues Strong gales Still Lying By waiting for a Boat Brig *Pickring* in Company from Newport
Lattd Obbrs 41..26 North

[NDA. Journal kept by Joseph Strout, 1798.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
27 September 1798, Thursday

Cloudy W^r Wind S. b. W. @ 11 A. M. Sent M^r Dorant 1st Masters Mate on Shore on Acc^t his being Sick of a fever @ 1/2 past 4 haid a Sch^r from Norfolk made her heave too and Sent a Boat on B^d wth Cap^t letters @ 1/2 past 9 spoke the Sch^r *Boston* from Cape Nichola Mole Inform'd us the English had evacuated that place the day before he saild M^r Tarbell Midshipman Return'd from Hampton Left M^r Dorant getting better.

[NDA.]

To Captain Alexander Murray, U. S. Navy, from Secretary of the Navy

[TRENTON,]

Navy Department September 28th 1798

Cap^t ALEX^r MURRAY

SIR I am honored with your Letter of the 25th Your detention in Baltimore is not to be regretted, as you will be at Norfolk quite as soon as the other Vessels will be prepared to receive you. I hope the Glasses and Instruments will be received before this. Should the Fever prevail at Norfolk, (and you seem to be positive on that point) it will indeed be very unfortunate. — If this Letter reaches you at Baltimore — please to recruit if you can readily obtain them, 20, 30, or even 40 men, more than your complement, to be put on board the other Vessels, if they should be wanted, which in all probability will be the case. —

The Brig *Eagle*, Campbell still in the Delaware, still wants men. I have given the most positive orders for her to sail to Norfolk in her present State. Should you carry in all the Vessels, rather more men than necessary, they will be useful in manning Prizes.

I do not mean that my Instructions, (those you have received, or those additional ones already sent to Norfolk, where you will receive them) should be considered as compulsory on you, to proceed instantly after the 5th of October to sea. — And if you find it impossible to get in any reasonable time, the whole of the Vessels under your Command in readiness, you are at Liberty to leave one behind: Tho' I shou'd wish the one so left, not to be the Brig *Norfolk*, as she is a strong Vessel. —

Barry & Decatur have returned, as you will have seen by the papers. Barry was instructed to give any assistance conveniently in his power to the Ship *New Jersey*, belonging to Nicklin & Griffith, now in Portorico. She was captured by the French & condemned. Nicklin & Griffith have bought her in; but cannot get her away from Portorico. I am not acquainted with all the circumstances — They will write you on the subject at Norfolk — And as her duties in this Country would amount to 10,000 D^s; And as it is right to give all the assistance

we can to our Merchant Vessels, any service you can render to this Vessel will be grateful to the Government. — Not only in assisting her out of the Port, (however, without offence to the Spanish Government) but affording her convoy, till you consider her out of danger from the French Privateers. —

I am &c

[NDA. OSW, Vol. 1.]

From Secretary Pickering To Charles Lee, U. S. Attorney General

DEPARTMENT OF STATE TRENTON *Sept. 28, 1798.*

[To] CHARLES LEE Esq^r *Attorney General of the United States.*

SIR, I duly received your letters of Sept^r 18th and 22^d relative to the armed vessel *Niger* captured by the frigate *Constitution*, Cap^t Nicholson, and carried into Norfolk. The circumstances detailed even by Captain Nicholson himself, in his letter to the Secretary of the Navy, furnished no satisfactory ground to suppose the *Niger* either a French or a piratical vessel; and I have written to M^r Nelson, the district Attorney of Virginia, expressing this idea; and have urged this consideration as a new motive for expediting the trial: for a trial there must be, as well to satisfy Captain Nicholson, as to ascertain by testimony the facts requisite to vindicate the Government and fix the blame of the capture, and its consequences, where they ought to attach. — Under these circumstances it is not necessary at this moment to take up the question you have proposed for consideration; altho' its importance in respect to future captures which may implicate Americans in French armed vessels, renders it expedient to have it decided as early as may be.

* * * * *

I am very respectfully, Sir, &c.

TIMOTHY PICKERING.

[SDA. Dom. L., Vol. 11.]

To Captain Christopher R. Perry, U. S. Navy, Ship *General Greene*, from
Secretary of the Navy

[TRENTON,]

Navy Department September 28th 1798

Cap^t CHRISTOPHER R. PERRY

SIR Your Letter of the 17th Instant I have received — Your observations respecting M^r Coggeshall shall be attended to — I wish you would select, and nominate to me, suitable characters for your officers — It is of every importance, that men of courage, abilities & patriotism, & such men only, shou'd be employed in our infant Navy. —

I expect to leave the duties of my office about the 15th October, to be executed by Col^o Pickering for three weeks — I should therefore be glad to hear from you immediately — Remember that your Ship must be got out in December, if it be possible, and say what I can do before I leave this, to promote that object. —

[NDA. OSW, Vol. 1.]

To Captain Richard Dale, U. S. Navy, from Captain Thomas Tingey, U. S. Navy

KINGSTON (N. J.) 28th Sept^r 1798

I had the pleasure to write you from Trenton on monday last — I visited that place again yesterday, and inform'd the Secretary of the Navy that I had made up my mind to receive the command of the *Ganges*, which for your satisfaction should have been instantly communicated, but really for want of time. I have learned one thing since I accepted the Commission, which had I known timely 'tis probable would have deter'd me — I mean your idea of quitting the service; not but that I approve of your intention to support your claim to your rank as per first establishment — yet I think, that will be understood, and settled without difficulty.

I shall hasten my concerns so as to relieve you as soon as possible, but I doubt whether I can effectuate all I am under urgent necessity personally to attend to, in much less than four weeks. I will however endeavor to visit the Hook perhaps in all next week, if I hear from you timely.

It will I think be eligible that you instantly inform all the Officers and men, now belonging to the Ship — of this arrangement, that I may receive possitive information if any mean to quit her, of their names and quality, without delay, that proper and timely means may be used to supply the places so vacated.

It is also desirable that you send me a complete account of the Officers and Crew, who mean to proceed on the next destin'd cruise. I shall advocate and approve every one holding their former situation who has your sanction. The gentleman who acted as your clerk, will doubtless be an acquisition, as he must now have gain'd much information, in the nature of the service.

I have seen and approbate your list of the Crew for the intended cruise, except that I think the number of boys, may be more than doubled, it will prove of future use to the service. Let me hear from you without loss of time, as I shall make no arrangement for visiting the Ship, till I receive your reply. Inform me your actual opinion, as to the time it will take to compleat her, and whether a Captains presence is indispensibly necessary.

I am — my friend &c. &c.

RICH^d DALE Esq^r
Command^t of the U. S. Ship *Ganges*
at *Marcus Hook*

[NDA. Tingey LB, 1798-1800.]

To Messrs. Nicklin & Griffith, owners of Ship *New Jersey*, from Secretary of Navy

Mess^{rs} NICKLIN & }
GRIFFITH

[TRENTON,]
Navy Department September 28th 1798

GENT^l I lament that the *New Jersey* rec^d no aid from Barry. — Cap^t Alex^r Murray, whom I believe you know, will sail from Norfolk for the West Indies, from the 8th to the 15th October — possibly about the 10th — He will have three or four Vessels under his Command. —

I have written him to give any aid in his power to the *New Jersey*, in getting her out of Port Torico, and in conveying her out of danger from French Cruisers — But have referred him to you for the circumstances attending the Vessel. — — If you think he can be of service, please direct to him at Norfolk, to the care of W^r Pennock — I would advise that your Letters reach Norfolk by the 8th or 10th of October — —

I have the honor &c^t

[NDA, GLB No. 1.]

To the Secretary of State, from D. Humphreys, United States Minister to Spain
(N^o 164)

MADRID September 28, 1798.

SIR, Altho' I would not trespass on your time by communicating the great variety of contradictory reports which have lately prevailed respecting the English and French fleets in the Mediterranean; yet I think it may be so interesting for you to receive, at as early a period as possible, the authentic account of the defeat or rather destruction of the latter, that I hasten to forward it by several different conveyances. I understand from good authority that such details have been received at the Secretary of State's office from the Spanish Ambassador at Paris, as leave no room to doubt that most of the French ships of the line and transports have been entirely destroyed. It is said fourteen ships of war were blown up or sunk. I enclose an extract from the *Clef du Cabinet*, which, in endeavouring to soften the severity of the blow, tends to confirm the truth of the fact. And I have seen another Gazette of Paris dated the 16th of Sept^r in which it is said "It was in the bay of Alexandria that our fleet was attacked and perished". A day or two previous to the publication of this news in Paris, the Directory had sent a Message to the council of Five Hundred, announcing the object of the expedition to be against Egypt; and that Buonaparte had landed and taken possession of Alexandria and Cairo.

Eight American vessels, richly laden with cocoa, sugar, coffee, tobacco, rice, flour, staves, &c. have lately arrived at Cadiz. The brig *Amelia*, captain Logan, belonging to Mess^{rs} William Craig and Henry Sadler of New York, having been taken by a French privateer, three of the crew endeavoured unsuccessfully to retake the vessel, and were put to death . . . the captain, who was not at first privy to their design, on discovering it attempted to succour them, and was wounded.

We have nothing new of importance at this Court. The health of M^r de Saavedra continues to improve.

With sentiments of great regard and esteem

I have the honour to be,

Sir,

Your most obed^t and most humble Servant

D. HUMPHREYS

The SECRETARY OF STATE &c &c &c

(SDA. Disp. Spain, Bk 4, Humphreys.)

[28 September, 1798.]

Remarks made on board the Ship *America*, at Havana, regarding several ships and Americans on Ship *Julia*

An obliging correspondent has favoured us with the following remarks made on board the ship America, at the Havanna.

Sept. 28, sailed from Havanna; same day at noon fell in with a French privateer schr. which we fired several shot at, she taking the advantage of a light breeze rowed away. Same day spoke the frigate *Constitution*, in company with the ship *Baltimore*, waiting for the fleet to come out; crews of both ships all well, there had not been a sick person on board.

Sept. 29, the fleet sailed and joined the convoy, consisting of 43 sail, among which were the brigs *Molly*, Kilby; *George Harden*; *Florida*, Hase: *Polly*, Howard; *Susan*, Smiley; sloop *Friends*, Moore: schooner *Brothers*, White, of Baltimore; ship *Sally*, Smith, of do. *Patty Washington*, Stocker, do. the schooner *Experiment*, Knap, had sailed for a port to leeward.

Oct. 1st, parted company with the fleet off the Florida Shore, in lat. 24, 28, N.

Oct. 2, fell in with the armed ship *Zenobia*, from Jamaica, bound to Providence, in company with a brig and a schooner.

Oct. 12, off Cape Hatteras spoke the schr. *Friendship*, which had been re-taken by the mate and one man; she was from Jamaica bound to Boston.

The *America* left at the Havanna the ship *Citizen*, of New York; *Olive*, of do. brig *Maria*, of Philadelphia, schooner *Daphney*, of do. schooner *Minerva*, of do. six sail of the line, five frigates, and 5 sloops of war.

American produce very low, their produce high.

A French privateer belonging to Guadaloupe, has been sunk in the W. Indies, by the British frigate *Concord*. What renders this circumstance melancholy is, that the privateer had several Americans on board; particularly the crew of the sloop *Julia*, captain Green of East Haddam, which she had taken a few days before.

[LC, "Independent Chronicle" (Mass.), Nov. 1-5, 1798, p. 146.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 28 September 1798

This 24 hours first part Strong gales and Squaley at 2 p m a Boat Came on Bord from New Port with Letters for Capt Sever at p m the gale Encrest thought it most prudent To Run in land anchor at 4 p m Came To anchor in 9½ fathoms watter goat Island Bearing East ¾ of mile Rowes Island Bearing N N W and Brintins point Bearing S B E one mile Distance at 10 p m Strong gales attended with heavy Rain Sent Down T G yards and Bent the Best Bower at 4 a m the gale abated the wind hald To the westward at 6 a m Sent up Top Gallant Yards

Latter part morderate and flatning with Drizely Rain at 10 a m Sent the Cutter on Shore for watter all hans Employd in Ships Duty

[NDA. Journal kept by Joseph Strout, 1798.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
28 September 1798, Friday

Fresh Breezes from N. N. W. @ 2 P. M. call'd all hands aft to Muster and read the Articles of War. Rec^d from the *Niger* 27 Men. Set Q^r Watches as usual.

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
28 September 1798, Friday

Light Breezes with some black Squalls of Rain and very uncertain Weather, throughout these Twenty four Hours. Made, and took in Sail according to the Weather, in Order to keep my Station off the Morro as near as possible, untill the Fleet are out, but the Current running strong to the Eastward, at Day Light was at least four Leagues above the Dragon, a little Fort to Windward of the Morro, which may be easily known, by it's standing on an apparently low Rock at the Water's Edge, having at each Corner a Pillar with a round Ball on the same. At Day Light discovered a small Schooner in shore, which I took for a Privateer, gave Chase, and made the Signal for the *Baltimore* to do the same, but the Wind being light, and this Vessel having a Number of Sweeps out, and at the same Time keeping in the Counter Current, which runs near the Verge of the Breakers, we could not come up with her, in Fact we chased so near in that it was necessary as the Wind fell very light, to get the Boat out and tow. Several Vessels came out, but we were too far to Windward at Noon to discover who they were. At Noon the Morro bore South West, between three and four Leagues Distance.

[HS of Pa. NDA photostat.]

To Secretary Pickering from W. Vans Murray, United States Minister to
The Netherlands

29. Sep. 1798.

Private — COLONEL PICKERING.

DEAR SIR, On the 19th I had the honour to write a few lines to inform you that the Fleet which convey'd Buonaparte's army to Egypt was defeated by Nelson about the first of last month — Since, particular accounts have reached us of that fact — and information very circumstantial of the defeat of his army in July.

The Porte may be considered in a State of War with France — I seize an opportunity to Hamburgh and have but a moment.

I am with the greatest respect & Sincere esteem

Dear Sir, Y^{rs}, &c^a

W. V. MURRAY.

Col. PICKERING

[Mass. HS. Pickering Papers, Vol. 23.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
29 September 1798, Saturday

At One P M a Squall of Wind preceded by Rain came up. Stood along the Coast towards the Morro, shortly after the little Privateer of one Gun, that we chased into the Verge of the Breakers as

mentioned in Yesterday's Transactions, came out from under the Land, and stood so near the *America* (a Merchant armed Ship of 18 Guns, belonging to Philadelphia, and one that came out of Havannah this morning) that Captain Cunningham fired into him, and as we have been informed, killed two of his Men, and wounded three more. She sheered off, and run in Shore immediately, where it is impossible to get at them with a heavy Ship, which shows that the best Protection for our Trade to Havannah, would be to send two fast sailing Schooners of twelve or fourteen Guns, and Seventy five Men to cruize between Key Sal, and Havannah as far Northward as the said Key Sal.

Standing off and on the Morro, waiting for the Fleet to come out, at Noon I counted forty Sail without the Harbour. Several of the Masters complained, that the Consul had not handed them the Signals I had sent him for the Fleet. I however furnished Others.

[HS of Pa. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
29 September 1798, Saturday

@ 5 A. M. Call'd all hands to Veer away cable — The Starboard cable & hove Short hoisted an American Jack at Main Top Mast head Signal for a boat. @ 7 Man'd our Boat & sent on B^d y^e *Niger* for the Rem^t of our people hoisted Signal for Sailing @ 2 P. M. Doct^r Galt came on B^d a Surgeon for the cruize. Rec^d on b^d 1 Pipe & 11 bbls. Vinegar & one drip Stone Sarved the cable in the wake of y^e hawse holes.

[NDA.]

To Secretary Pickering from President Adams

QUINCY Sept^r 30 1798

DEAR SIR I have received your favour of the 24th and have read carefully over all the Inclosures. Such as ought to remain in your office I return inclosed in this.

There is nothing that requires any Remarks from me; because I think all is well considered and well done. It may not however be amis to observe to Mr. Adams, that he need not be Solicitous about his success in making Treaties with Prussia and Sweeden at present. That I am fully convinced as he is, that both will affect to refuse any Treaty upon the Terms in his Instructions. This will not alarm me at all — and if both Powers finally refuse to agree to any stipulations, without the Articles in contemplation, We shall not be very uneasy. Our Commerce is of more consequence to them than their's to us: and with or without treaties we shall have all we want.

But we should be very improvident at the moment of being forced into a war, to bind ourselves to permit France & her Colonies to be supplied with every Thing even our own Produce in Prussian & Sweedish or Danish Ships.

I am, Sir your most ob^t &

JOHN ADAMS

The *Constitutions* Prize, must be tried and fairly determined by Law. I hope and believe that care will be taken, that no suspicions of plundering any thing may arise.

TIMOTHY PICKERING Esq^r

Secretary of State.

[SDA. Misc. L., Sept.—Dec. 1798.]

[30 September, 1798.]

Letters regarding conduct of Captain Leonard, of *Governor Jay*, with reference to the *Factor-Hazard* incident, and controversy between Captain Leonard and Henry M. Rutledge

PORT OF NEW-YORK, ON BOARD THE
U. STATES CUTTER *Governor Jay*,
October 29th, 1798.

TO THE EDITOR OF THE COMMERCIAL ADVERTISER.

SIR, Upon our arrival here on Wednesday last, we found, to our great astonishment, certain scandalous representations in circulation, respecting the conduct of John W. Leonard, Esq. commander of the United States cutter *Governor Jay*, with regard to the ship *Factor*, Captain Kemp, whom we fell in with at sea, on the 30th ult. lat 39, 20, N.

As we have the honour of holding commissions under Capt. Leonard, on board said cutter, we conceive it a duty we owe him as our commander, our country in whose service we are engaged, and ourselves, to declare that the abovementioned reports are false, and scandalous fictions, which must have proceeded from some imprudent or malicious persons, with an intention of derogating from Capt. Leonard's conduct, courage and character, as an officer, and to throw the infant navy of our country into contempt and disrepute. We trust, however, that the malicious intention of these malicious reports will be baffled, and the authors and propagators of them treated by every true friend to government with the contempt and resentment which actuates ourselves. To those who know Capt. Leonard it is needless to say any thing; they must be convinced from that circumstance alone, that any reports of the above nature are false and without foundation; to those who are unacquainted with his zeal for the service of his country, his genuine attachment to the federal government, and detestation of French principles and French philosophy, his prudence and skill as a naval commander, and above all that true fortitude and dauntless firmness which mark the character of the man of true courage, and which captain Leonard has upon all occasions evinced — to those, the candid relation of facts which are about to be laid before you, may not be unnecessary.

On the 29th September last, cruising in company with the United States schooner *Retaliation*, commanded by Lieutenant W. Benbridge, we discovered and gave chase to a schooner; we came up with her in a short time, and she proved to be the *Hazard*, Capt. Kelly, of and for New York from L'Anceveaux; but the wind blowing exceedingly fresh we were unable to board her. Some time afterwards one of the officers of the *Retaliation* informed us that she was owned by French

merchants in the West Indies. Upon this information Captain Leonard determined at all events to board her in the morning. Soon after we discovered a ship to leeward, we accordingly gave chase in company, and came up with her before night, near enough to discover she was armed, but night coming on we deferred speaking her till morning, and stood under easy sail to the westward, the same way the ship was steering; at 5 o'clock in the morning discovered the ship much in the same position, with regard to us, as we left her in the preceding evening, and the schooner *Hazard* some distance ahead. The ship shewed her colours, but we were unable to distinguish what they were. It was then determined to stand after the *Hazard*, as she was steering the same course with the ship, and satisfy our doubts with respect to her being French property, and then to speak the ship. We accordingly made sail and gave the signal for chasing in company with the *Retaliation*. At 10 A. M. the *Retaliation* bore away for the ship, which Captain Leonard thought rather extraordinary, as we were by agreement the signal vessel: he however concluded that Captain Bembridge meant to reconnoitre, while we boarded the *Hazard*, which we were afterwards convinced of, as he made the private signals for the American frigates and cruizers. We soon after came up with and boarded the *Hazard*, and being satisfied as to her being American property, wore and stood for the *Retaliation*, intending to go down to the ship and find out what she was. We came up with Captain Bembridge, and to our astonishment he informed us he had spoken the ship. We further declare, that it was never contemplated by Captain Leonard to leave the ship without boarding her. This ship was the *Factor*.

This, Sir, is a fair exposition of facts, which cannot be denied or contradicted with any regard to truth. Consider, then, Sir, how great was our surprize, when, on our arrival, we heard the conduct of our brave commander impeached, and his name branded with cowardice, by false and malicious representations; and what our feelings when we heard it reported from a gentleman of respectability who came passenger in the *Factor*, that he was called up to prepare for action with two schooners, who were supposed to be French privateers; that one of them, which he afterwards understood to be the *Governor Jay* (taking the *Factor* for a French armed vessel) hauled her wind, and basely and cowardly went off, and infamously deserted her consort; that the private signals made by the *Retaliation* were for the *Governor Jay* to bear away for the ship, and that the officers of the *Retaliation* who boarded the *Factor* informed him that Capt. Bembridge was surprized at the conduct of the Captain of the *Governor Jay*.

Now, Sir, this is absolutely untrue, we were upon a wind when we first discovered the *Factor*, in the morning, consequently we could not haul our wind. The *Hazard* being directly ahead of the *Factor*, all steering the same course, and we directly to windward, we consequently could have betrayed no disposition to run off. That Captain Bembridge made no other signal but that abovementioned, consequently he did not expect us to accompany him. We had not the smallest supposition of the *Factor's* being a French vessel. And we declare upon the very best authority, that this gentleman never spoke to the officers of the *Retaliation*, but that all his information was collected from the boat's crew of the *Retaliation* — five boys!

Can it be justifiable in *any person* to circulate reports of this nature upon so slender a foundation?

When we afterwards spoke Capt. Bembridge, he expressed neither then nor at any subsequent period, the least surprize that we did not go down with him to the ship, but immediately made enquiries concerning the *Hazard*; said that he had taken the ship in question for one of the American cruizers, but that she had proved to be the *Factor* from London, and mentioned several articles of political intelligence he had obtained from her.

For a person unskilled in maritime affairs, whatever his opinion may be, to express it publicly upon so delicate a point as the manoeuvring of an armed vessel, when it is generally the intention of the commander to conceal his motive; when that commander is just coming forward in an infant navy, and not present at the time to demand redress, is at least uncandid, ungenerous, and unjust, if not highly criminal.

The vile misrepresentations in question may, perhaps, have originated from the *imprudence* of this gentleman, perhaps to add a little to his consequence, or to retaliate upon a person then absent, any fears that he himself might have betrayed upon the occasion.

Capt. Kemp, we are informed, has given Captain Leonard the most polite and candid explanation upon the subject, and we are convinced, that the latter will never let the affair rest, until he has obtained full and ample satisfaction.

But to conclude — as Capt. Leonard never executed any manoeuvre, however minute and trifling, without consulting his officers, we consider ourselves injured in the nicest point, and if we cannot obtain that satisfaction which we have a right to expect from the *drawer* of this falsehood, we shall individually claim our right to redress from any of the *endorsers*.

JOHN SQUIRE, *jun. 1st Lt.*
NATH. HARRIOTT, *2d do.*
W. A. DUER, } *Midshipmen.*
J. E. FISHE, }

[LC, "Claypoole's American Daily Advertiser" (Phila.), 2 Nov. 1798.]

NEW YORK, November 9, 1798.

To the Editor of the Commercial Advertiser.

SIR, However painful it may be to the feelings of every man of delicacy, to become the object of public attention, there are cases, in which it does not depend upon himself to be introduced to their notice. I find myself reduced to this situation by a publication which appeared in your paper of the 30th ultimo, signed by Messrs Squire and Harriot, 1st and 2d lieuts. and by Messrs. Fisher and Duer, Midshipmen, on board the *Governor Jay*, United States Revenue Cutter.

The purport of the piece, is to induce a belief, that a passenger on board the *Factor*, had misrepresented the conduct of the commander of the *Governor Jay*, on the 30th of September, the day on which he fell in with this ship, and at the same time, to give the public notice, that satisfaction was intended to be demanded, for the injury which they alledge, has been done to their feelings, — it is pretty generally

understood that the passenger in question, is myself, and altho' they have not named me in the publication, I consider it as addressed to me. I therefore think it necessary to lay before the public, an account, of what has been my conduct relative to this affair, that I may avoid what I much dread, the censure of a respectable community. I therefore beg leave to state as follows — viz. On the 26th ultimo, on returning home to prepare for a journey to the Country, I found the following letter addressed to me from Capt. Leonard.

“PORT OF NEW YORK, ON BOARD THE UNITED STATES CUTTER,
Gov. Jay, Oct. 26, 1798.

“SIR, On my arrival from a late cruize, I was informed by a number of gentlemen of respectability, that certain reports had been made, respecting my conduct on the 30th day of September last, the day I fell in with the ship *Factor*, on board of which I am informed you were then a passenger.

“Sir, as all these reports have a direct tendency to create an unfavorable opinion in the public mind, I presume you will freely indulge me with a particular statement, of what you have been pleased to advance on the subject, that an explanation may be had; this Sir, I consider, indispensable from the duty I owe the service in which I have the honor to be employed, and that which every man owes to himself.

Sir,

Your humble servant,

(Signed) JOHN W. LEONARD,
Commander of the U. S. Cutter Governor Jay.”

This letter requires no remark. Captain Leonard had a right to know what I had related respecting the affair in question, and I complied without hesitation with his desire, by returning the following answer:

“NEW YORK, Oct. 26th, 1798.

“SIR, I received your letter of this morning, a few moments ago, and as I am to leave town in an hour or two, I have not leisure to give you as detailed an answer, as may be expected. I was a passenger on board the *Factor*, and on the 30th Sept. was called up at daylight, together with the rest of the passengers, and people, to prepare for action, with two Schooners which appeared to windward and which were imagined to be French privateers. After being on deck some little time, we saw one of the schooners, approach the other, and as we conceived, speak with her. As we had little doubt of the plan being formed, to attack us, captain Kemp immediately ordered to be hoisted, the French National colors; to the best of my recollection, a few moments afterwards, the vessel which had approached the other, hauled close upon a wind and went off. The other, after some manoeuvring, came down, prepared for action, and proved to be the *Retaliation* of Philadelphia. She sent on board of the *Factor*, an officer whom I understood to be a Lieut. He then informed us that Captain Bembridge who commanded the *Retaliation*, had not known what to make of us (to use his own phrase) and had made signals to the vessel in company, to bear down with him, and discover whether or no we were an enemy's ship, and in the event of our proving such

to join in the attack. This vessel he informed us was the *Governor Jay*, and he added that Capt. Bembridge had expressed his surprise, at the conduct of the commander of the *Jay*.

"This, Sir, is as correct a statement as I can with brevity give you. This is the substance of what I have mentioned since my arrival at New York, nor am I, I believe, singular in mentioning it. The Captain of the *Factor* and the other passengers on board of her, will give you the same account. As I had the honor to observe to you in the commencement of this letter, I am just quitting town on business, and am therefore too much hurried to add any thing else, than that I expect to return in the course of a week, when I shall with pleasure await your commands if you have any other for me."

I have the honor to be Sir,

Your most obt. servt.

(Signed) HENRY M. RUTLEDGE.

Capt. LEONARD, of the *Gov. Jay* Cutter."

I accordingly left New York with the full persuasion that if any further steps were to be taken on the subject of capt. Leonard's letter, they would at least be deferred, until the moment of my return. My surprise may be easily conceived, when I saw at Trenton, on the 1st of November, your paper of the day before, containing the publication signed by his officers. Not a little indignant at the scurrility with which it was marked, and at the public manner in which they threaten that capt. Leonard should demand satisfaction of the person alluded to throughout the whole of the publication. Imagining that these gentlemen had nothing more impatiently at heart, than to put into practice their threats, I immediately sat out from Trenton, and arrived at New York the afternoon following. On the morning of the succeeding day (3d November,) I sent on board of the cutter, by a friend, a letter, in which I announced to capt. Leonard, my having returned within the time prescribed, and after making a few remarks on the publication in question, I concluded with acquainting him, that I was ready to give him the satisfaction which was threatened to be demanded. The third and fourth passed without hearing from him, and on this morning the 5th November, capt. Leonard called upon me, and in the presence of several gentlemen declared to me, that the publication on the part of his officers was without his privity, as to its contents, that he had only, at their request, consented, that they should publish an extract of what was entered on his log book, on the day that he fell in with the *Factor*, and that he utterly disclaimed the personalities contained in the piece. I persisted in the statement that I had furnished him in my first letter, and which he mentioned to have shewn to his officers, and he, on his part, had nothing to require of me. With respect to that statement, which is taxed with being a misrepresentation, I have to add, that since my return to town, I have called on the only passengers in the *Factor*, who remain upon the spot, and they have with cheerfulness certified the truth and exactness of a copy which I communicated to them, in the following terms, viz. "We certify the above, to be a true and exact statement of what happened on the morning of the 30th Sept.

Signed

F. MENIER.

TH. BUTLIN.

T. FEDON.

J. WADDINGTON."

I have thus endeavoured to present to the public, as brief a statement as possible, of the affair, which has been without my consent, intruded on their notice. I have only now to add a few remarks on the publication of which it has been the subject. With respect to the merits of this production, I have no inclination to discuss them in a newspaper, nor would the public probably have leisure to attend to the dispute. I am satisfied to rest their opinion of the propriety of my conduct, on the relation of facts which I submitted to their view. But before I take my leave of them, I will request one favor, viz that they will turn their eyes to the bullying threats, with which the publication in question is concluded, and then to form their opinions of the authors of it, when they shall be informed that they suffered the object of their wrath to remain for three days in New York, after he had announced his arrival, without having taken any notice of that communication. It is not consistent with my usual mode of proceeding, to proclaim it to the world, either when I intend to demand or when I purpose to give satisfaction; but we are sometimes under the necessity of meeting men on the ground which they have taken; I must therefore declare to these gentlemen, that the drawer, as they are pleased to term him, will remain for some days longer on the spot, and will give to each of them, the satisfaction he may be disposed to require, proceeding agreeably to their respective grades. He will soon leave New York for a distant part of the continent; he will have nothing more to say to them thro' the medium of the newspaper, and he subscribes himself

HENRY M. RUTLEDGE.

[LC, "Claypoole's American Daily Advertiser" (Phila.), 9 Nov. 1798.]

Thursday morning, Henry M. Rutledge, Esq. and capt. Leonard, of the *Governor Jay* cutter, met within a mile of Powles hook, accompanied by their seconds, (pursuant to a message from the latter to the former) for the purpose of terminating a dispute already known to the public. Two cases of pistols were discharged — Captain Leonard's first fire passed through Mr. Rutledge's cloathes and grazed him slightly, when capt. L. declared himself "perfectly satisfied," — there the matter ended.

The foregoing is a correct statement of the circumstances which we both witnessed.

JOHN E. FISHER.

JOHN HENRY.

[LC, "Claypoole's American Daily Advertiser" (Phila.), 13 Nov. 1798.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
30 September 1798, Sunday

Wind @ N. N. W. @ 5 A. M. call'd all hands & hove Short. @ 7 Weigh'd & Proceeded out of the Roads falling calm came to anchor of Willoughbys point @ 4 spoke Brig^t *George* of Portland Waite Master. Weigh'd our anchor and came too in hampton Roads again. Wind @ E. b. S.

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
30 September 1798, Sunday

At 3 P M all the Fleet being out consisting of 43 Sail of Merchant Vessels belonging to various Parts of the United States, I hoisted the Signal for forming into close Order which Signal was answered by the *Baltimore*. We then proceeded on keeping by the Wind on the Starboard Tack, carrying Poop, and Top Lights at Dark, and the Battle Lanthorns all lighted. At 8 Ditto tacked, and stood to the Southward, at 10 Ditto tacked and stood by the Wind as per Column, all Hands at Quarters, Guns ready to fire at a moment's Warning.

At Day Light discovered a Schooner on the Weather Bow, which I took for a french Privateer, gave Chase, and brought her to after firing two Shot. She proved to be a Spaniard from Havannah bound to Charleston, South Carolina, and laden with Sugar, and Fruit, carrying no Guns, and only eight Men. The Master requested my Protection, but this was inadmissible, as we are at Peace with Great Britain.

At Noon the Bay of Matanzas under the Pan bore South, South East, ten Leagues Distance, from which I take my Departure. All the Fleet that came out with us in Sight and well.

Latitude observed at Noon, when the above Bearings were taken 23°.42 North. Received by the *Belvidera*, that came out of the Havannah Yesterday, and is one of the Fleet, an Answer from the Governor General of the Island of Cuba, to my Letter of the 21st Instant, on the Subject of the Departure of the Fleet, now under my Convoy Home. The Signal almost constantly flying to keep the Fleet in close Order, notwithstanding which the Masters would scatter, without paying any Attention to it.

Longitude at Noon calculated from the Pan of Matanzas 81°.28'W.

[HS of Pa. NDA photostat.]

[October, 1798]

Information furnished by Captain West regarding the Schooner *Amphitrite*, Thomas Snell, master, and prisoners taken by the French Privateer *Fleur de la Mer*, commanded by Pierre d'Pine

Yesterday arrived here, the schooner *Rover*, captain P. West, in 24 days from Curacao. The following persons came passengers in the *Rover*. Captain Garret Berry of the snow *Fanny*, of this port, and his mate, taken when bound for Lagaira; James Duncan, mate of the brig *Philip*, Captain Gorsuch and three of his men; one of captain Roxborough's, of the snow *Maryland*; and the sailing master and two men of the armed schooner *Amphitrite*.

Captain West has politely favored us with the following information:

The schooner *Amphitrite*, armed with 10 guns, and 22 men, Thomas Snell, master, sailed from New York on the 12th of August last. on a voyage to Demarara, from thence to Grenada, where she arrived on the 20th of September. Left the last mentioned port on the 4th of October, bound for Curacao, but on the 6th of the same month was stranded on the isle of Aves, a barren, uninhabited place, where they got safe on shore, and saved some of the materials belonging to the schooner. After they had been six days on the island they purchased