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

## Volume II

## Naval Operations from November 1798 to March 1799

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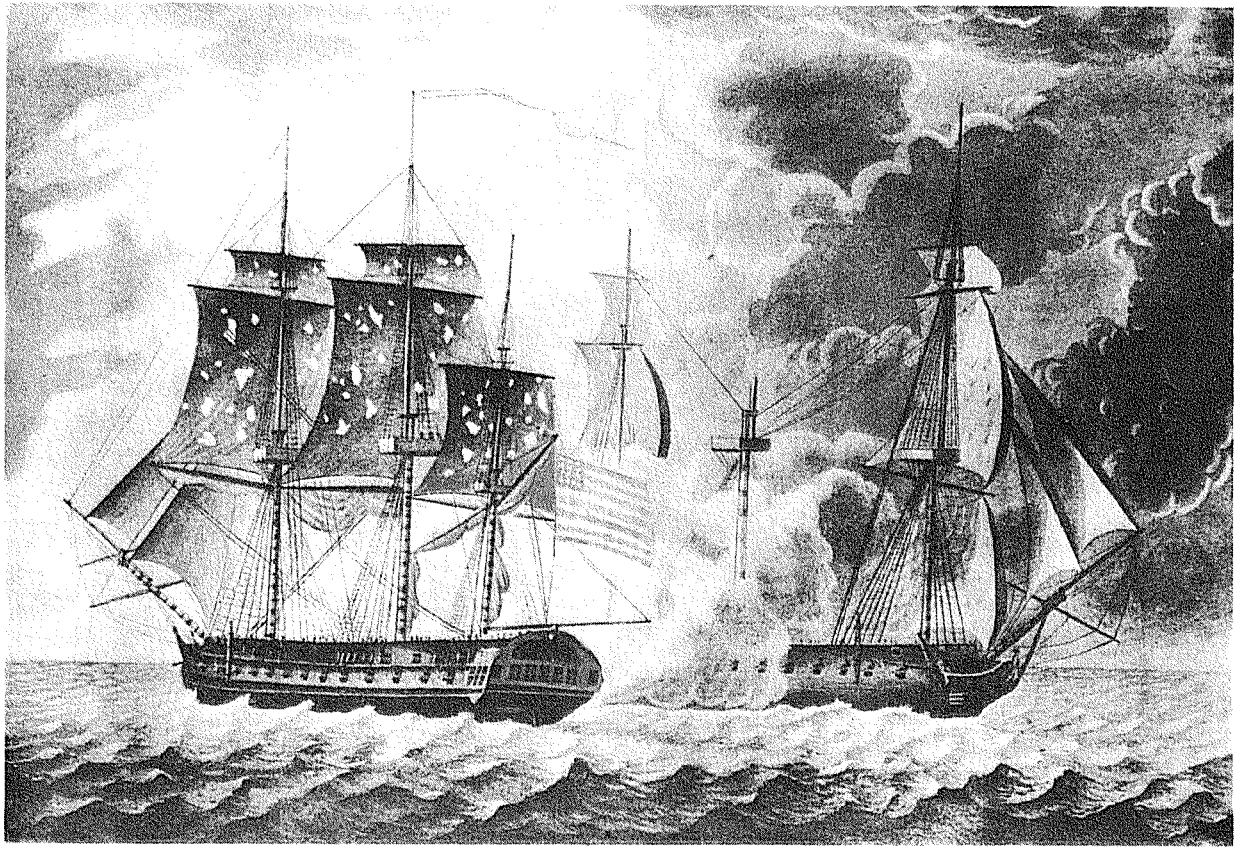
# NAVAL OPERATIONS

## FROM NOVEMBER 1798 TO MARCH 1799

## QUASI-WAR WITH FRANCE



ACTION BETWEEN THE CONSTELLATION AND L'INSURGENTE, FEBRUARY 9, 1799.

# NAVAL DOCUMENTS

RELATED TO THE

## QUASI-WAR BETWEEN THE UNITED STATES AND FRANCE

⚓

# NAVAL OPERATIONS

FROM NOVEMBER 1798 TO MARCH 1799

⚓

PUBLISHED UNDER DIRECTION OF

*The Honorable* CLAUDE A. SWANSON

*Secretary of the Navy*

⚓

PREPARED BY THE OFFICE OF NAVAL RECORDS AND LIBRARY
NAVY DEPARTMENT, UNDER THE SUPERVISION OF
CAPTAIN DUDLEY W. KNOX, U. S. NAVY (RET.)

*By Authority of Acts of Congress*
*Approved March 15, 1934, and June 24, 1935*

UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1935

# PREFACE

This volume is the second of a projected series of early documentary material dealing with American naval history. It covers naval operations from 1 November, 1798 to 31 March 1799, inclusive, during the Quasi-War with France (1798–1801).

Among the events included herein are the capture of the *Retaliation* by the *Insurgente* and the *Volontaire;* the engagement with and capture of the French Frigate *Insurgente* by the Frigate *Constellation;* the sinking of the Schooner *L'Amour de La Patrie* by the Frigate *United States;* the capture of the Privateer *Marsouin* by the *Delaware;* the capture of the Schooner *Porpoise* by the Revenue Cutter *General Greene;* the engagement between the Ship *Mary* and three French privateers off the southern coast of Spain; besides other engagements between armed American merchantmen and French privateers.

The volume also contains data concerning over three hundred American armed merchant vessels which participated in the war during the year 1798, taken from such sources as are available, the accuracy of which cannot be vouched for in all cases. The Government issued commissions to many of these vessels as "Private Armed Ships", authorizing them to attack French privateers.

Throughout the work it has been the endeavor to make the text of the printed document identical with the original source. Spelling, punctuation, abbreviation, etc., are reproduced as they are found in the originals or in the copies on file. It should be noted, however, that the spelling of proper names is sometimes inconsistent and that capitalization and punctuation found in the copies may not always be identical with the originals, the errors having been made at the time of copying into the records.

Sincere thanks are due to the following individuals and activities not mentioned in the preceding volume, who have very kindly cooperated in this work: Mr. Ernest L. Averill; Mr. M. V. Brewington; Mr. Truxtun Broadhead; Mr. Lewis D. Cook; Mr. R. P. Daily; Mr. F. E. Dayton; Mr. John T. Du Val; Commander Arthur Bainbridge Hoff, U. S. N. (Retired); Mr. L. W. Jenkins, Peabody Museum; Mr. John F. Marshall; Lieut. Comdr. R. H. Maury, U. S. N.; Mr. E. Armitage McCann, Ship Model Makers' Club; the Misses Macomb, Washington, D. C.; Mr. William Muir, Ship Model Society; Rear Admiral Yates Stirling, U. S. N.; U. S. Navy Recruiting Office, Baltimore, Md.; Otis Library, Norwich, Conn.; Virginia Historical Society; U. S. Naval Institute; Long Island Historical Society; American Antiquarian Society, Worcester, Mass.; Public Record Office, London.

A large part of the preparation of this volume has had the immediate supervision of Commander Lucius C. Dunn, U. S. N., who has been assisted by Mr. H. F. Lunenburg, Miss L. I. MacCrindle, Miss C. M. MacDonnell, Mrs. C. R. Collins and Mrs. A. R. Lawrence.

The publication of these documents was made possible by the Acts of Congress approved March 15, 1934, and June 24, 1935, quoted below:

"*Provided*, That in addition to the appropriation herein made for the Office of Naval Records and Library, there is hereby appropriated $10,000 to begin printing historical and naval documents, including composition, clerical copying in the Navy Department, and other preparatory work, except that the 'usual number' for congressional distribution, depository libraries, and international exchanges shall not be printed, and no copies shall be available for free issue: *Provided further*, That the Superintendent of Documents is hereby authorized to sell copies at the prorated cost, including composition, clerical work of copying in the Navy Department and other work preparatory to printing without reference to the provisions of section 307 of the Act approved June 30, 1932 (U. S. C., Supp. VI, title 44, sec. 72a)."

"*Printing Historical and Naval Documents.* For continuing the printing of historical and naval documents, including composition, clerical copying in the Navy Department, and other preparatory work, in accordance with the provisions of the appropriation made for the commencement of this work as contained in the Naval Appropriation Act for the fiscal year 1935, $20,000, together with the unexpended balance for this purpose for the fiscal year 1935: *Provided*, That nothing in such Act shall preclude the Public Printer from furnishing one hundred and fifty copies of each volume published to the Library of Congress."

DUDLEY W. KNOX,
*Captain, U. S. Navy (Retired),*
*Officer in Charge of Office of Naval Records and Library,*
*Navy Department.*

# ILLUSTRATIONS

Facing page

Action between the *Constellation* and *L'Insurgente*, February 9, 1799 . . . . . Frontispiece

Painted and engraved by E. Savage and published by him at Philadelphia, May 20, 1799. Inscribed: "Action between the *Constellation* and *L'Insurgent*. Off the Island of St. Christophers, when after an hard fought battle of one hour and a quarter the Frigate of the Directory yielded to superior skill and bravery. Killed on board *L'Insurgent* 29. Wounded 46. *Constellation* 1 killed, 3 wounded. Force of the *Constellation:* Guns 36, Men 310. Force of the *Insurgent:* 40 Guns, 18 Brass Swivels, 409 Men." Reproduced by courtesy of Mr. Charles H. Taylor from an original engraving in his collection.

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Painted and engraved by E. Savage and published by him at Philadelphia, May 20, 1799. Inscribed: "*Constellation* & *L'Insurgent* — the Chace." Reproduced by courtesy of Mr. Charles H. Taylor from a very rare original engraving in his collection.

It will be noted in this illustration and also in the Frontispiece that the artist represents the American flag as composed of thirteen stars and thirteen stripes, whereas fifteen stars and fifteen stripes were legally prescribed and commonly used by the Navy at that time.

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| | |
|---|---|
| Acct | Accountant. |
| Am. Antiq. Soc. | American Antiquarian Society, Worcester, Mass. |
| Am. State Papers. | American State Papers. |
| Appts. | Appointments. |
| Bk | Book. |
| CHR | Custom House Records. |
| CL | Consular Letters, State Department. |
| Col. or Coll | Collector or Collection. |
| Con. LB | Congress, Letter Book. |
| Conn. HS | Connecticut Historical Society, Hartford, Conn. |
| Ct. of Cl | Court of Claims. |
| Dip. Cor | Diplomatic Correspondence, State Department. |
| Disp | Dispatches, State Department. |
| Dom. L | Domestic Letters, State Department. |
| EPP | Edward Preble Papers, Library of Congress. |
| GLB | General Letter Book, Navy Department Archives. |
| HS | Historical Society. |
| HS of Pa | Historical Society of Pennsylvania. |
| Inst. to Min | Instructions to U. S. Ministers, State Department. |
| Inv. | Invalid Pension Claims, Veterans' Administration. |
| LB | Letter Book. |
| LC | Library of Congress. |
| LR | Letters received, U. S. Marine Corps. |
| LS | Letters sent, U. S. Marine Corps. |
| Mass. HS | Massachusetts Historical Society, Boston, Mass. |
| MC | Major Commandant or Marine Corps. |
| MCA | Marine Corps Archives. |
| Mss | Manuscripts. |
| NA | Naval Academy, Annapolis, Md. |
| NDA | Navy Department Archives. |
| Newport HS | Newport, R. I., Historical Society. |
| NHSC, NYHS | Naval Historical Society Collection, New York Historical Society. |
| NHSMss | Naval Historical Society Manuscripts. |
| Nom | Nominations. |
| NYHS | New York Historical Society, New York, N. Y. |
| NYPL | New York Public Library, New York, N. Y. |
| OSW | Letters to Officers of Ships of War, Navy Department Archives. |
| PRO | Public Record Office, London. |
| Req. on UST | Requisitions on U. S. Treasury. |
| SC | Spanish Claims, State Department Archives. |
| SDA | State Department Archives. |
| Spol. Cl. | Spoliation Claims, State Department Archives. |
| T. D. A. | Treasury Department Archives. |
| USN | United States Navy. |
| VA | Veterans' Administration. |

# NAVAL OPERATIONS

## FROM NOVEMBER 1798 TO MARCH 1799

## QUASI-WAR WITH FRANCE

# NAVAL OPERATIONS

## FROM NOVEMBER 1798 TO MARCH 1799

## QUASI-WAR WITH FRANCE

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

UNITED STATES SHIP *Constellation*
*Hampton Roads 1st November 1798* —

SIR, Before this can reach you, my Letters or Copies of them, under Date of 9[22] and 27[22] of October, must be at Hand. Yesterday the *Virginia* Revenue Cutter, Captain Bright, arrived from a Cruize to the Southward, and called on me for Orders, but I had none to deliver him. Our Navy wants Organizing, and some of our Officers are wanting of Common Propriety in their Actions. Captain Bright handed me a Letter from Captain Phillips dated 23 Ultimato, a Copy of which I here enclose you. By this Letter you will see that Nicholson of the *Constitution* has undertaken to convoy a Fleet to the Havannah, and to take with him the *Baltimore*, which had been put under my Command, and sent by me on a particular Service, and to return, after performing it, to receive my further Orders in these Roads.

At the same Time, that I consider Nicholson's Conduct as highly reprehensible, I do not censure Captain Phillips in the least. In the British Navy, which we are best accustomed to, a Superior Officer not in Squadron with a particular inferior one, and meeting him at Sea on a Cruize &c may undertake to countermand his former Orders, and place him on a different Service, to which he was sent, but while he does this at his Peril, the inferior Officer must generally be considered as acting with Propriety in obeying his Orders how far you will consider Nicholson as having gone too far in all this Business, I know not, but my Opinion is taken up from old Precedents, and is Conclusive.

When I was cruizing off Charlston last Summer, I had every Attention shewn me by the Merchants of that Place, very many of which have been my Old Friends, and Mercantile Correspondents; they delicately hinted to me a Wish, that I would go to the Havannah, and convoy their Vessels Home, that were detained by french Privateers cruizing off that Place, and altho' I suppose by my Instructions, I had as much Latitude, as has been given to Nicholson, and with a sincere Wish to serve them in Addition, I wrote the Gentlemen, that I could not feel myself at Liberty, but soon after placed my self in

the Way of receiving Instructions, that would enable me to serve them, tho' the State of the Ship, her Seams all being in Want of Caulking & rendered the hasty Expedition very inconvenient, But, Sir, every Plan of Government may be frustrated by such Proceedings, as those of Nicholsons, and the Ships sent the Lord knows where at the mere Whim of an Officer, I shall however say but little more on the Subject, but leave you to consider Nicholson's Conduct, as you think proper. I must notwithstanding confess myself to be much displeased, as he had no Business certainly with any Vessel put in Squadron with me, without Directions from the Navy Department, or in some Case of urgent Necessity; besides the Force with which he has gone with that Convoy from Charlston is too great for any French Cruizers in the Route to Havannah, unless the three or four French Frigates from the Cape should be met with, and then it is too little; hence it follows that a Couple of small Vessels, such as I before recommended to you, will be superior to the Enemies Privateers in that Quarter, and from heavy Ships of War, they may run on the Bahama Bank, when to Windward, or close in Shore into Shoal Water, when on the Coast of Cuba to Leeward, or otherwise.

I am informed since my Arrival here, that a 44 Gun Frigate from Gaudaloupe has joined three Others at the Cape destined for Havannah.

I know of no Employment for Capt[a] Bright at this Season of the Year, better than attending to the Revenue Business, as his Vessel is badly calculated for the Winter; unless you should send him off the Islands in the West Indies, where she may be of some Service, and I should think it well to attach her to the *Constellation* if she goes off Gaudaloupe, and among the Antilles. I have the Honor to be, Sir, with great Respect

Your very Obedient Servant

T. T.

Hon[ble] BENJAMIN STODDERT
*Secretary of Navy.*

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

---

**Presumably to Secretary of the Navy from Captain Thomas Truxtun, U. S. Navy**

UNITED STATES SHIP, *Constellation,*
*Hampton Roads 1st November 1798.*

SIR, You being informed of the State of our Rigging, and Sails, owing to bad Canvass, and the unseasonable Weather, in which many Vessels have been totally dismantled, I must now remind you of our Situation in Respect to Anchors, as advised long ago. I have under all the Circumstances of our Outfit in Patuxent, and the many Omissions in sending what I required, made as few Complaints as possible; but to this Day we have never had any Grape Shot on Board, tho' have been supplied with Cannister. Fox of your Office knows well how often I wrote, and verbally mentioned, the Necessity of having Grape Shot on Iron Stools. I however make Allowance for the then State of Things. I have made every Inquiry for an Anchor, but can hear of none, that will suit, and the Ring of one of my other Anchors is not to be trusted to, as I have before wrote you.

If a Cruize among the Antilles is the Object, an Anchor may be had in all Probability at Martinica, and other Articles that cannot be got here.

Three or four Months' full Allowance of Provisions and Water, is as much as this Ship will carry, and then she will be very much down in the Water for sailing fast.

I have put the Ship in the best State that is possible, and spare my Rigging and Sails, by postponing my Visit to New York for the present; at which Place there is a Plenty of Water, to pass the Bar you mention, and for any English 74 Gun Ship, and at Spring Tides for larger Ships; tho' we found at Neap Tides, too little Water for Count D'Estang's heavy Ships.

I enclose you herewith a List of the principal Articles wanted at present for this Ship, for a Southern Expedition, which I have supposed, you contemplate.

I have the Honor to be &c &c.

T. T.

P. [S.] As there are a Number of the public Vessels gone to cruize among the Islands, would it not be well to send a Store Ship, as is common on such Occasions. Say a Sloop or Schooner with Bread, Beef, Pork, &c. to Martinica consigned to some Merchant; John Gay, Esquire at that Place is a respectable Man. I hope you will excuse the Liberty I have taken, and impute my Advice to my Zeal for the Public Good.

T. T[RUXTUN]

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

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**To William Pennock, Navy Agent, Norfolk, Va., from Captain Thomas Truxtun, U. S. Navy**

UNITED STATES SHIP, *Constellation*
HAMPTON ROADS *November 1st 1798*

DEAR SIR: I have received the Pig Iron, you sent, and will take the Water as fast as possible. I examined my Ground Tier of Water, as preparatory to the Outfits, before my Arrival here, and found it would do very well. I shall send you more empty Casks, as I have a Number to fill up. I cannot receive Pork of Carolina Feeding, but if your Pork is really good, and Beef also, and upon an Avarage, it will not cost more, than at New York, have the Quantity contained in my last Letter, well coopered and sent on Board as soon as you can.

The Injury the Ship may sustain (by her Sails being so exceedingly thin) at this Season of the Year, in a Passage to New York, has induced me to postpone my Visit there, in Order to return to that Place from my next Cruize, which I expect will be to the Windward Islands, as I have written, the Secretary of the Navy, that in that Quarter, only are french Privateers at present (European Seas excepted) and that to go thither, this Frigate should have new Sails, and in fact much new Rigging owing to the terrible wrecking Weather we have had on the Coast during our last Expedition.

Send Garrettson on Board immediately, I want to serve out Slops, he can return by next Boat after. Mr Shirley must also return, as Cowper is to go up, and ship the Men. Mean Time, Carson must

engage me sixteen good Seamen, encourage him to be expeditious. I am in great Haste.

Your Obed$^{t}$ humble Servant,

THOMAS TRUXTUN.

W$^{m}$ PENNOCK Esq$^{r}$
*Naval Agent Norfolk.*

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

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 1 November 1798, Thursday**

First part this 24 hours the Gale Increasing from the W. N. W. with a Dangerous Sea Ship Labouring much hauld down our Mizen Stay Sail and bore up in Order to Scud before it but find$^{g}$ her so uneasy hove too again under Ballance Mizen & Reefd Mizen Stay Sail and Main Stay Sail Set our Fore Top Sail close Reef'd the Main Top Sail being Split our Rigging being very Slack Set it up fore and aft. @ 3 P. M. James Johnson Od$^{y}$ Seaman was lost overboard by Accident but it was Impossible to give him any assistance and poor fellow he found a watry grave.

@ 8 P. M. the Gale Seem'd to abate and at 11 P. M. Made more Sail to keep the Ship Steady during the Course of the Gale the ship took in much Water upon the Gun Deck.

[Latitude observed 38°.00$^{m}$ N$^{o}$]

[NDA.]

---

**To Major Commandant W. W. Burrows, U. S. Marine Corps, from Garrett Cottringer for Secretary of the Navy**

[TRENTON]
*Navy Departm$^{t}$ Nov$^{r}$ 2$^{nd}$ 1798.*

Major W. W. BURROWS

SIR There being no probability that the Ship building in Connecticut will be launched until the spring, the Marines which Lieut$^{t}$ Caldwell has recruited, should be sent either to Newport or Providence, to go on board one of the Vessels; & he should be directed not to recruit any more in Connecticut for the present. Be pleased to give him directions to this effect. —

I have the honor &c$^{a}$

G[ARRETT] C[OTTRINGER] for Sec$^{y}$ of N.

[NDA. GLB, Vol. 1.]

---

**To Captain Thomas Tingey, U. S. Navy, from Charles W. Goldsborough for Secretary of the Navy**

[TRENTON]
*Navy Department 2nd Nov$^{r}$ 1798*

Cap$^{t}$ THO$^{s}$ TINGEY

SIR Herewith, I send you, agreeably to your request, the private Signals to be used by our Ships of War; and the private Signals, to be used between the Ships of War of the United States and those of his

Britannick Majesty. All of which you will be pleased to acknowledge the receipt of.

I have the honor to be,
Sir,
Yr obedt Serv

CH[ARLES] W. G[OLDSBOROUGH]
for Secy of Navy.

[NDA. OWS, Vol. 1.]

---

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

[TRENTON]
*Navy Department G. Town Novr 3rd 1798.*

Capt THOs TRUXTON

SIR, I am honored with your Letter of the 27th Ultimo, with its enclosures. I received two days ago your Letter of the 9th from Mr Yellott.

I congratulate you on your safe return. The manner in which you have executed the service you have been engaged in, will afford satisfaction to the President and the Country.

In directing your Ship to New York or Rhode Island I had in view your own convenience and satisfaction. I supposed it would be agreeable to spend the little time your Ship would necessarily remain in Port among your Friends & your own affairs. I can say to you in Confidence, that it is contemplated to employ the greatest part or the whole of our Force in the West Indies this Winter, and our force has encreased considerably since you left Baltimore.

If you should determine not to go Eastward, but to Sail at the proper time from Norfolk to the West Indies, I will make my arrangements accordingly; and this is a point I leave to yourself; Tho' I shall be glad to see you at the Seat of Government, and to benefit by your advice, in the manner of employing our force, and other things. —

Should you go to New York or Rhode Island, as I presume you wish to do, it would be well to take all the bread you can at Norfolk. Meat will be furnished of a better quality by the Eastern States. I shall leave this for Phila before I can receive your reply. Still please to direct for me at this place. Your Letters will follow me if I should be gone. I have only a moment to say this much to you.

I have the honor &c.

B. S[TODDERT]

[NDA. OSW, Vol. 1.]

---

**To James Jackson, Governor of Georgia, from Timothy Pickering, acting for Secretary of the Navy**

[TRENTON]
*Navy Department Novr 3rd 1798.*

JAs JACKSON Esqr
*Govr of Georgia*

SIR The Secretary of the Navy having gone to Maryland, to remove his Family thence to Philadelphia, I am charged in his absence with the duties of this department. I have therefore to acknowledge the receipt of your Letter of the 14th Ultº to the Secretary of the Navy,

Stating your opinion of the number of Galleys & Gunboats requisite for the protection of the Coast of Georgia. As the arrangement for the Naval defence of your State has been fixed by the Navy Department with the Presidents approbation, and both the President, & the Secretary of the Navy are absent; but will be at Philadelphia, in the present month, I deem it impossible 'till then to deviate from that Arrangement. But you may expect to learn the President's determination thro' this department, in time to lay the same before the Legislature of Georgia in January next. —

I have the honor &C$^{a}$

[NDA. GLB No. 1.]

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**Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 4 November 1798**

This 24 hours first part modarate gales and varible and Rain at 4 Sent 8 men on Bord the *Commerce* To asist in Setting up the Rigan and geeting hur Ready for Sea

Midle part fresh gales and thick Rainey weather at 10 a m gott under Weigh and Came To Sea in Company with Brig *Pickring* and *Commerce* at 11 Came past Road Island Light house

Latter part modarate gales and Clear at mrdns Light Bore N W 3 Leagues Distns all hans Employd in Lashing anchors

Lattd Obbrs 41° 23′ North

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

---

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

Got under way at 2 P. M. came to off New Castle and moored at 5 clear weather —

[NA.]

---

[4 November, 1798]

**Capture of the armed Schooner *Highlander*, Thomas M'Connell**

ALEXANDRIA, *Dec. 29, 1798.*

"Came passenger with Captain Willis, Thomas M'Connell, who was captured in the schooner *Highlander*, of Baltimore, mounting 12 guns, and carrying 22 men. T. M'Connel informed Captain Willis that, on the 4th of November, in lat. 19, 10, long. 59,00, he fell in with a French privateer, from Guadaloupe, mounting 12 guns, 9 and 6 pounders, with 96 men and 80 muskets, whom he engaged for three glasses. In the beginning of the action M'Connell's first mate was shot thro the right shoulder, and his second killed; and, owing to the superior number of men and musquetry, on board the enemy, was obliged to strike. M'Connell had three seamen and one officer killed, first officer and one seaman wounded — The enemy had 8 killed, and 3 wounded, and received much damage in the hull and rigging, which obliged them to put into Bassaterre to repair, where they carried M'Connell and crew whom they immediately put into jail. The

crew were loaded with irons, and obliged to subsist on 4 ounces of salt beef and bread for every 24 hours. The sixth day after imprisonment a cartel was sent in by the *Solbay* frigate, when they were liberated. The first lieut. and one seaman were left behind, in the hospital, sick of their wounds. Capt. M'Connell received the worst of treatment and bad language from the French during his confinement. The only name they called him and the rest of the prisoners was "John Adams's Jack Asses." — There were about 100 Americans in Bassaterre jail, when Capt. M'Connell left that place.

[LC, Conn. "Connecticut Courant", 14 January 1799.]

---

**To Lieutenant Archibald McElroy, U. S. Navy, from Captain Thomas Tingey, U. S. Navy**

PHILAD$^{A}$ *5th November 1798*

SIR Having appointed you to recruit a Crew for the United States Ship of War *Ganges* under my command. You will forthwith engage the house of Lewis Albertus, or other public house suitable for the occasion, and endeavor to procure able seamen, not exceeding *at present,* the number of forty, at seventeen dollars per month: and engaged agreably to the articles to serve twelve months: having for your guidance the following instructions (namely).

1$^{st}$ — You must be careful to recruit none but sound and healthy persons (for which purpose the Doctor will be sent to attend You) and observe that no indirect or forcible means be used to induce them to enter into the service.

2$^{d}$ — No Negroes or Mulattoes are to be admitted, and as far as You can judge; You will exclude all of a suspicious character. Be careful also to give a decided preference to all native Americans.

3$^{d}$ — You are to avoid an advance of money *if possible* until the men are got on board; but should you find it impracticable to procure them on this condition You may pay them two months advance— In this case you will take care to obtain sufficient security to resort to in the event of desertion, before the time of the advance is worked out.

4$^{th}$ — Take a regular account of the name & station of each recruit: together with a description of his person — and his usual place of residence, so that he may be identified at any future period.

5$^{th}$ — Every man you ship, must take an oath agreably to the form given you — You have also the shipping Articles, wherein the Name, Station, & pay of each man must be enter'd — It will be necessary to have this business done with exactness to avoid confusion — The form of the Bond to be sign'd by the sureties is already deliver'd to You, take therefore particular care that these sureties, are persons of good & responsible characters, before you accept them and do not let one person be security for too many of your people.

6$^{th}$ — I shall furnish you with money for this business, and you are to observe, that you will be allowed besides your pay and rations — *Two Dollars for each recruit,* in full of every expense of attesting, furnishing ribbon, punch &c. &c. in short of every expense, but that of their conveyance to the Ship. — In this latter You must observe

the strictest occonomy, as extravagant charges will not be allowed, *and no one will be allowed* without a proper voucher for the payment.

7th — Forty Eight hours will be allowed each person after signing to prepare necessaries &c — and every one who fails to render himself on board in that time You must have immediate recourse to his security for the return of his advance.

As I wish much to bring the Ship up immediately should 15 or 20 good men present direct, that would proceed down for the purpose of bringing her up, receive them with assurance that they shall be paid their advance, immediately on the Ship anchoring before the town, and be allow'd two days to make their arrangements

I am
Sir
&c. &c.

T. T. [THOMAS TINGEY]

To Lieut[t] ARCH[d] M[c]ELROY
*1st of the Ganges*

[NDA. Tingey LB, 1798–1800.]

---

**To Secretary of the Navy from William Bartlet, agent for building Ship at Newburyport, Mass.**

NEWBURY PORT *Nov[r] 6th 1798*

Honble BENJAMIN STODDERT Esquire

SIR, At foot are the names of the 3 remaining officers to compleat the list you were pleased to forward some time since — The *Merrimack* is in a good State of forwardness. & by the Spring Tides on the approaching full Moon she will be ready & can pass our Bar. and at which time we have no doubt she will be manned.

We have the honor to be with
sincere respect
Y[r] Obd Ser[t]

W[m] BARTLET

Officers for the *Merrimack*
THOMAS PLATT. *Boatswain*
BENJ[n] SHURTLIFF *Doct[r] Mate*
THOMAS BURK *Sailmaker*

[NDA. Area 7, November 6, 1798.]

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**To Allen McLane, Collector of the Port of Wilmington, Del., from Timothy Pickering, acting for Secretary of the Navy**

[TRENTON]
*Navy Department November 6th 1798*

ALLEN M[c]LANE Esq[r]
*Collector of the Port of Wilmington*

Having undertaken to attend to the Current Business of this Department during the absence of the Secretary, M[r] Stoddert, I trouble you with the enclosed copies of Letters, which were written by him to Robert Hamilton Esquire, Marshal of Delaware, to which no answer

has ever been received. And by late information from the French Prisoners, it appears that they have not been attended to; for they write that one of their number has actually died with Cold, and that others are likely to experience the same fate. —

I request that you will on receipt of this Letter apply to Mr Hamilton, and inquire if Mr Stoddert's Letters have been received, and whether he has complied with the Instructions they contain. If not, and from any cause whatever, he should not immediately attend to this object, you will please to repair to the prison where the French men are confined, examine into their situation, and supply each of them with a Blanket & Straw; The expense of which will be paid on your transmitting to this department, an account accompanied by Vouchers. —

Should Mr Hamilton have acted in the business, you will be saved any further trouble.

I am aware that this business is out of your line of duty; but what concerns humanity is the duty of every man; And my knowledge of your zeal and attention to every thing interesting to the honor & character of your Country, leaves me no room to doubt of your ready attention to the object of this Letter. — I am the more disposed to address you on the occasion, because Mr Hamilton was your deputy, and on your recommendation, succeeded to the Office of Marshal of Delaware. Should he have made the provision of Blankets & Straw for the Prisoners I shall be glad; but I wish you not to rest satisfied without the most evident proofs. If sick prisoners require medical aid, let it be furnished. If you could visit the prison with Mr Hamilton, and report the Actual State of things, you would render a very Acceptable service. —

I am &Cª

T[IMOTHY] PICKERING.

[NDA. GLB, Vol. 1.]

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

The *Delaware* arrived from a cruise
[Between Newcastle and Chester]

[NA.]

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**Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy commanding, 7 November 1798**

This 24 hours first part Strong gales and Cloudy weather under singal Reef Topsails, at 2 p m saw 2 sail in the Eastern quarter at 8 p m Sounded in 90 fathoms watter.

Midle part modarate gales and flying Clouds Sounded in 55 fathoms, at 2 a m in 56 fathoms at 4 in 75 fath

Latter part modarate gales and Clear weather Saw a Schooner in the N W Standing To N E the Brig *Pickring* and Brig *Commerce* in Companey

Lattd Obbrs 43° 09′ North

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

**To Messrs. Touin & Renne from Secretary of State**

DEPARTMENT OF STATE,
*Trenton Nov. 8. 1798.*

To Messieurs TOUIN & JOSEPH RENNE,
*late captains of the French privateers*
*Sans-Pareil & Jaloux.*

I received your letter of the 8th of October, and on the 9th wrote to Mr Létombe, late Consul General of the French Republic at Philadelphia, to inform him of your situation and your wants, that he, who with the consent of the American government still remained charged with the care of French citizens within the United States, might provide what was necessary for your comfort. On the 16th of October Mr Létombe sent me an answer, that he could not know you as prisoners, that he was not your commissary, and that he had no funds by which he could supply your wants.

Here I must inform you, that many American citizens (to say nothing of their cruel sufferings under the orders of Victor Hugues, the special agent of the French Directory) have been imprisoned in France, that they were furnished with nothing but very bad bread and a few ounces of worse meat: that many hundreds of American citizens belonging to vessels which have been captured and condemned by the French, have been thrown ashore destitute of any means of subsistence, and that not contented with their vessels, cargoes & money, the French privateersmen have even robbed them of the cloaths on their backs. Under such distressed circumstances, American Consuls have relieved them: and notwithstanding Mr Létombe's answer to me, I think he ought to have relieved you and your crews in respect to all necessary cloathing. The bread, meat & vegetables supplied to you by the U. States I presume are good and sufficient.

I have further to inform you, that besides writing to Mr Létombe, I represented your situation to the Secretary of the Navy, who thereupon directed the Marshal of Delaware, who had charge of you, to provide blankets for all such as needed them. And upon receiving (on the third of November) your second letter, describing your people as suffering from the cold, I enquired at the Navy Office, and found the orders of the Secretary to the Marshall, Mr Hamilton, to provide blankets. I have now, in the absence of the Secretary, renewed that order; and moreover written to a gentleman of my acquaintance at Wilmington or Newcastle, personally to examine and report the situation of the officers and crews of the two privateers above mentioned, that if not duly supplied, adequate provision might be made.

You affect to be ignorant of the causes of your capture and detention as prisoners, seeing there has been no declaration of war between the United States and France. But you know very well that for several years past the French have carried on an unjust war against the commerce of the United States, in violation of treaties and the law of nations; by which American citizens have been plundered of more than twenty millions of dollars; and it was because you were yourselves engaged in this piratical warfare, that your privateers have been taken, and that you and your crews are detained as prisoners, in pursuance of the acts of the Congress of the United States, which

authorize such captures of French privateers, not only when found hovering on our coasts, but any where on the high seas; for in all parts of the high seas those privateers have been and are committing unjust depredations on the Commerce of the United States.

TIMOTHY PICKERING.

[Conn. HS. Mss. No. 22.]

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**To J. Davis, Merchant, New York, from Jacob Wagner for Secretary of State**

DEPARTMENT OF STATE
*Trenton Nov^r 8, 1798.*

M^r J. DAVIS Merchant *New York*

SIR In consequence of your letter of the 6^th of this month the Secretary of State has this day forwarded to the Collector of New York a permission to clear the Brig^t *Russel* for Cape Francois and Port au Prince, who on your applying for the same will make known to you the terms on which it will be granted to you.

I am, Sir, &c.

JACOB WAGNER

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

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 8 November 1798, Thursday**

Light Airs inclinable to Calm. At 4 P. M. Punish'd Robert Sharkey with 12 Lashes for being the Means of James Bates falling out of the Main Rigging whereby his Life was dispaird of.

Middle part Light airs Sounded 60. f^ms No bottom

At 5 A. M. James Bates died occassion'd by the above mention'd fall @ 7 Saw 3 Sail to the West^d Made Sail to Speak the largest call'd all hands to Quarters Prov'd the Ship *Martha* from Boston bound to Demarara Read prayers over the Body of James Bates & committed his body to the Deep. Cape Ann bore W. N. W. Dist 35 Leagues

[Latitude 42. 21 N^o]

[NDA.]

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**To Joshua Humphrey, Naval Constructor, from Timothy Pickering, acting for the Secretary of the Navy**

[TRENTON]
*Navy Department November 9^th* 1798.

M^r JOSHUA HUMPHREYS *Philadelphia*

SIR The Frigate *United States* having put into the Delaware in consequence of damage she has sustained on her late cruise, will require some repairs, which it will be important to have completed, with all possible expedition.—

You will please therefore immediately to attend to this object. —

I am &C^a

T[IMOTHY] PICKERING.

[NDA. GLB, Vol. 1.]

**To Nevison & Granbury, agents for U. S. Brig *Richmond*, from Secretary of the Navy**

NAVY DEPARTMENT *Geo Town 9th Novr 1798.*

Messrs NIVISON & GRANBURY *Norfolk*

*Gentn* I have delayed till this moment that I am about setting off to Philadelphia to acknowledge receipt of your favour of the 27th Ultimo. Should Capt Barron be ready before he receives orders from me at Phila for his cruise, he may make a short cruise as far as the Latitude of Bermuda, and then return again to Norfolk by the 1st December, by which time other Vessels will be ready to sail in Company. —

I must trust to your communicating this to Capt Barron, as I have not time to write. Please to take his receipt for the Vessel, & Expenditures on account of the United States —

I have the honor &Ca

[NDA. GLB, Vol. 1.]

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**To Captain William Maley of the Schooner *Lelah Eisha* from Secretary of State**

TRENTON *Novr 9, 1798.*

Captain WILLIAM MALEY

Commander of the armed Schooner *Lelah Eisha.* — — —

SIR By tomorrow's post I shall send you orders for sailing for Algiers: and I give you this notice that you may hold yourself in readiness. I am &c

TIMOTHY PICKERING

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

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**To Tench Francis, Purveyor, from Secretary of State**

TRENTON *Novr 9, 1798.*

TENCH FRANCIS Esqr

SIR, To-morrow I shall forward a commission and orders for Captain Maley, of the Schooner *Lelah Eisha,* to proceed on his voyage to Algiers. If the ship *Hero* is not gone, he will take her under his convoy. I suppose you have the invoice of the cargo of the Schooner made out. Maley should also have a complete inventory of the guns, amunition and equipments of his schooner.

If the Schooner is (as I imagine) at Chester or Marcus Hook, and she and the *Hero* are ready for sea, I shall be glad to have the orders which I shall send you to morrow, forwarded by express to Captain Maley — Unless Mr Humphreys or some other agent can carry them, and thus obviate any unexpected difficulties as to her sailing.

I write to Maley by this post to advise him of the above that he may hold himself in readiness. I shall send my letter for him to Chester post office.

I am respectfully &c.

TIMOTHY PICKERING.

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

**To Captain John Barry, U. S. Navy, from Garrett Cottringer for Secretary of the Navy**

[TRENTON]
*N Department Novr 9th 1798*

Capt JOHN BARRY

SIR I have received your favor of the 8th Instant.

Your arrival in Delaware being totally unexpected, no Steps were taken here to procure the Articles included in your several Indents, it having been intended to provide them at New port, to which place you know you were directed to repair at the End of your Cruise, and I am sorry for the Accident which has prevented you from Accomplishing it. What under present circumstances is to be done, is, to repair your damage as expeditiously as possible; to which effect Colo Pickering has written by this Post to Mr Joshua Humphreys, and your several Indents will be transmitted to Mr Tench Francis, who will provide the Articles therein contained. Capt Barron has not received the appointment you mention. Mr Stoddert will be at Philadelphia by the middle of next week. —

I am &c.

G[ARRETT] C[OTTRINGER] &cta

[NDA. OSW, Vol. 1.]

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**To Captain John Barry, U. S. Navy, from Timothy Pickering, acting for the Secretary of the Navy**

[TRENTON]
*Navy Department November 9th 1798*

Capt JOHN BARRY

SIR I have received your Letter dated yesterday, and have written to Mr Humphreys to attend immediately to the necessary repairs of your Frigate.

The Marshal of Delaware had early orders to furnish Blankets to the prisoners at New Castle; and as soon as I heard from them I wrote (Octr 9) to Mr Letombe late French Consul; but he refused to give them any relief, — Saying he had neither orders nor funds. —

I am &cta

T. PICKERING &cta

[NDA. OSW, Vol. 1.]

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**To the Secretary of State from David Humphreys, U. S. Minister to Spain**

(No. 172)

MADRID *Novr 9th 1798*

SIR, I have had occasion to address an office to the first Secr of State, since my last to you, respecting the embargo of our vessels at Cadiz; and permission has been given for such of them as were ready for Sea, to proceed on their voyages accordingly. But I have rec'd no answer to my Note on the Subject of allowing our vessels to arm in the Ports of Spain; and I have reason to believe that private orders have been sent to the Commanders in the different Ports to prevent them from arming.

The English expedition, which was reported to have gone into the Atlantic, has proceeded up the Mediterranean. From whence nothing of moment has been recd since my last.

Intelligence arrived this day from France of the total defeat of the second expedition destined from Brest against Ireland. It consisted, according to former Gazettes, of one Ship of the Line & eight Frigates. No particulars are related, except that after having been at Sea for twenty three days they encountered a superior English fleet on the Coast of Ireland, that the Combat lasted from Six in the Morning until five at Night, & that only one frigate had returned to Brest, when the account came from thence.

The day after the Gala of St Charles I returned from the Escurial, & shall go thither for that of the 12 instant. M de Saavedra was so well as to be able to preside at table; but he has not yet began to dispatch the public buisness of his office.

The Prince of Peace was present at the last Gala, & extremely well received by the King & Queen.

With Sentiments of perfect respect & esteem, I have the honor to be Sir,

Your Mo. Ob & Mo. h$^{ble}$ Ser$^{t}$

D. HUMPHREYS

The SECRETARY OF STATE
&$^{c}$ &$^{c}$ &$^{c}$

[SDA. Disp. Spain, Bk. 4, Humphreys.]

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**Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 9 November 1798**

This 24 hours first part Calm at 6 p m Sprung a Small Breeze from Southward

Midle part fresh gales and Cloudy at 1 p m Tact Ship 1 Reef in Each Topsail at 3 Tact Ship To Southward Duble Reeft Topsails at 4 a m Close Reeft Topsails at 6 a m handed main Sail Strong gales and thick Rany weather

Latter part Strong gales and thick weather at 10 wore Ship To Northword Brig *Commerce* had Lost hur F. T. mast Sint on Bord 7 men To assist in getting up New one

No Obbrs To Day

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

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

Got under way. at ½ past 4 came to anchor off Chester. at 7 Cap$^{t}$ Barry & M$^{r}$ Humphreys Naval constructor came on board. at ½ past 7 General Washington arrived at Chester, where the Troops of Horse from Philad$^{a}$ were to receive him —

[NA.]

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

UNITED STATES SHIP *Constellation*
*Hampton Roads 10$^{th}$ November 1798.*

SIR, I have been honored with your Letter of the 3$^{d}$ Instant and thank you for the very friendly Sentiments, contained therein.

Having lost one of the heavy Anchors in these Roads in June last, owing to the Badness of the Ring, and the Ring of another Complaining, as I before wrote you; and no Anchors of Size, suitable for such a Ship as this, to be procured. I have not felt myself at Liberty to go out of the Ship, since I returned from Havannah, and much as I wish to be at New York, and in it's Neighborhood, I have not been able to get my own Consent, to run into a Northern Port at this Season, where from a heavy Gale of Wind, or from Ice making unexpectedly, an important Ship, drawing a heavy Draught of Water, would probably be drove on Shore, lost, or so injured, that it might cost, (as we have no Docks) as much as would build a Sloop of War to repair her: Under these Considerations, I shall take the first favourable Oppertunity, and run the Ship into St. Mary's in the Potowmac, or in Patuxent, and place her in Safety, untill I pay you a Visit at the Seat of Government, and at the same Time see my Family.

In a few Days we shall have every Thing on Board for a four Months' Expedition, including the old Stores that remained when we last arrived.

The Ship is also fully manned, and the Crew very healthy; a few that became consumptive in Port owing to the bad Weather we have experienced, I discharged, and Pennock has provided them with Quarters, untill they are able to shift for themselves. When I observed we should have every Thing on Board in a few Days, I must except the Beef and Butter, which may be sent from Baltimore; what Beef M$^{r}$ Pennock sent alongside, I was obliged to return, as it was extremely bad indeed.

As I expect to see you towards the End of the Month, I shall conclude with observing that the Water I shall direct to be kept filled up, and as the Ship is in perfect Order, and will only want the Beef and Butter above mentioned, to enable her to go to Sea at a Single Day's Notice, defer other Matters, untill we meet.

I have the Honor to be, Sir, (in great Haste) most respectfully,
Your very Obedient humble Servant

T. T.

Honorable Benj$^{a}$ Stoddert
*Secretary of Navy.*

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

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**To Robert Purviance, Collector of Customs, Baltimore, Md., from Jacob Wagner for Secretary of State**

Department of State *Trenton. Nov$^{r}$ 10$^{th}$ 1798.*

Robert Purviance Esq$^{r}$
*Collector of Customs Baltimore*

Sir, By the Secretary of State's direction, I have the honor to send you annexed, an extract from a letter this day received by him from M$^{r}$ Peter de Clamouse Browne acting for the American Consular Agent at Oporto, dated 29$^{th}$ Sept$^{r}$ 1798, which you will be pleased to communicate to the owners of the vessel therein mentioned, if they are known to you. Some time since Gen$^{l}$ Smith was the owner of

a vessel of the same name, and very probably he may be the owner of the one referred to. I am, Sir, &c.

JACOB WAGNER.

EXTRACT

"I take the liberty of doing myself the honor of informing your Excellency that by the last Spanish post, news has been received here from Corunna, that the French Consul in that Port has set at liberty the American Brigantine *Fells Point*, John Brown, Commander, belonging to Baltimore, who having sailed from this port on the 28th of last month, bound to said Port of Baltimore was soon after taken and carried into Vigo by a French privateer.

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

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**To Tench Francis, Purveyor, from Secretary of State**

DEPARTMENT OF STATE
*Trenton Novr 10, 1798.*

TENCH FRANCIS Esqr. *Purveyor.*

SIR, The Schooner *Lelah Eisha* being Armed, and Captain Maley being ordered to defend her and whatever she has under her convoy, I thought it prudent that he should be furnished with a Commission as a Naval officer in the service of the United States. I have accordingly made out one for him as a lieutenant in the Navy, and now inclose it. You will have the goodness to get the War-Office seal affixed to it, before you send it to Maley. At the same time he should be informed that the Commission is designed only for the present voyage, and not to ground any claim for permanent employment. Altho' his good conduct in his present undertaking will recommend him to the further attention of the Government. All the papers now transmitted herewith for him are noted below. I presume he will have obtained a sea letter, Mediterranean passport, clearances and other customary papers (Register excepted) from the Custom House. I wish you to ascertain this, and see it done, if not already accomplished. You will write of course to Capt. O'Brien, and send him invoices of all the articles on board, and copies of the invoice of the cargo of the ship *Hero*, for which I inclose a passport, leaving a blank for you to insert the master's name, which I have forgotten. If as I have suggested to Mr Humphreys, the Captain of the *Hero* puts guns on board her, he will consider whether he had not better take out a commission, at the Custom House, to secure him against being treated as a pirate, in case he fights and should be taken. It will cost him but some trifling fee; and I suppose he knows people enough in Philadelphia who will be his bondsmen for observing his instructions as commanding a private armed vessel.

I am respectfully &c.

TIMOTHY PICKERING

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

ENCLOSURES IN LETTER OF SECRETARY OF STATE TO TENCH FRANCIS, DATED NOVEMBER 10, 1798

1. A Commission of lieutenant for Capt. Maley.
2. A passport from the Secretary of State.

3. A Passport in the Turkish Language from the Dey of Algiers.
4. Instructions to Captain Maley to fight &c.
5. Private Instructions to ditto.
6. A letter to Captain O'Brien, Consul General at Algiers.
7. A letter to James Simpson Esq[r] Consul of the U. States for Morrocco, at Tangier.
8. A letter for John Gavino Esq[r] Consul of the U. States at Gibraltar.

[Enclosure No. 2]

PASSPORT FOR THE ARMED SCHOONER *Lelah Eisha*

*To all who shall see these presents Greeting.*

I Timothy Pickering, Secretary of State of the United States of America, do hereby certify and make known That the armed Schooner *Lelah Eisha* whereof lieutenant William Maley is Commander, has been built in the United States for the Dey of Algiers, pursuant to a Stipulation of Richard O'Brien Esq[r] now the American Consul General at Algiers; and that the Stores on board of her are also destined for the Dey of Algiers, in pursuance of existing Stipulations with that power. The whole to confirm and secure the peace entered into between the said United States and the Dey and Regency of Algiers. Wherefore in the name of the President of the United States, I request all who may meet with the said Schooner *Lelah Eisha* either at sea or in port, to allow her to pass not only unmolested, but with every necessary aid, to enable her to reach her destined port, the City of Algiers, in safety.

Given under my hand and the Seal of my Office at Philadelphia, the tenth day of November 1798;

TIMOTHY PICKERING

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

[Enclosure No. 4]

INSTRUCTIONS TO LIEUTENANT WILLIAM MALEY, COMMANDER OF THE ARMED SCHOONER CALLED THE *Lelah Eisha*

You being appointed to the command of the armed Schooner above named, are to proceed forthwith to the City of Algiers, and there deliver her with her guns, tackle apparel and Stores to the Dey of Algiers, for whom she has been built, armed and equipped, according to the directions you shall receive from Richard O'Brien Esquire, the Consul General of the United States of America, at that City to whom as soon as possible you will make known your arrival.

As you have a crew competent to the defence of the *Lelah Eisha* against ordinary cruisers, so you are to defend her accordingly against all attacks but those of superior force. You are therefore to prepare your officers and crew for such defence, and maintain the necessary order and discipline among them, for this object as well as for the safe navigating of the Schooner to her destined port.

The Ship *Hero*, laden with timber and Stores on account of the United States, to be delivered at Algiers pursuant to the Stipulations between that Regency and the United States, I presume has not yet sailed, if so, you are to take her under your convoy.

Besides the warlike and other equipments properly belonging to the *Lelah Eisha*, there are certain Stores by way of Cargo, which are

also for the Dey of Algiers in pursuance of the stipulations above mentioned. The invoice of these articles, as well as an inventory of every thing properly belonging to the Schooner, you will take with you and deliver to Captain O'Brien our Consul at Algiers, whose orders respecting the delivery of the whole you will strictly observe; or in his absence, the orders of the person left there in charge of the officers of the United States.

The orders for using your arms, you will observe point only to the *defence* of the Schooner under your command, and the protection of the Ship *Hero*, under your convoy. You are therefore not to give chase to or attempt to take any vessel you may meet with. Nevertheless, should you meet at sea with any vessels of the United States, in the hands of French captors, you may retake them. And you will understand that it is against the French Cruisers, that the orders for defence are mainly intended. The Government of that nation having laid aside all regard to the law of nations, and the most plain and acknowledged principles of justice in the arrets and regulations it has made in regard to the capture and condemnation of neutral vessels, and especially those of the United States. But you will consider well the strength of such captured American Vessel, and attempt nothing at the risque of the *Lelah Eisha* or of the Ship *Hero*. So likewise you may take under your protection any American vessels holding the same course with you. In case of a recapture you are not materially to deviate from your proper course, nor essentially diminish the force of your crew.

It is expected that the other armed vessels and the Brig *Sophia* will reach Algiers nearly as soon as the *Lelah Eisha*, and that the crews of the whole will come home in the *Sophia*.

Relying on your vigilance, bravery and prudence, I have only to wish you a prosperous voyage to your destined port, and a safe return to your Country.

Given under my hand and the Seal of the Department of State at Philadelphia, the Tenth day of November, 1798;

TIMOTHY PICKERING,
*Secretary of State.*

L.S.

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

[Enclosure No. 5]

## PRIVATE INSTRUCTIONS TO LIEUTENANT WILLIAM MALEY, COMMANDER OF THE ARMED SCHOONER *Lelah Eisha*

If visited by a European vessel of War of Superior force, and your papers are demanded, you will exhibit your sea-letter and the Special passport or certificate under my hand and seal: If by any cruiser of the Barbary powers, you will exhibit your Mediterranean passport, and the passport of the Dey of Algiers in the Turkish language and under the Dey's Seal. These ought to satisfy any vessel of war which may visit you. If however other papers shall be required, you may exhibit the inventory of the Schooner and her equipments, the invoice of goods and stores on board her, your clearance and any other customary papers. If you should have an engagement with any other armed vessel, and your right of fighting should be questioned, you will show your Commission, and your instructions to fight and defend your vessel and convoy.

If not inconvenient to touch at Gibraltar, you may do it and make known your destination to our Consul, John Gavino Esq$^{r}$ If any unexpected change should have taken place to render your going to Algiers improper or unsafe, he can inform you: and in this case you will secure your vessel until you can get advice from Captain Richard O'Brien our Consul at Algiers, how to proceed; contriving to let him know as soon as possible your situation. In such case also you will get M$^{r}$ Gavino to write an account of it to Col$^{o}$ Humphreys our Minister at Madrid, and to William Smith Esq$^{r}$ our Minister at Lisbon. What they or either of them shall finally advise, you are to do. But this caution is suggested only because it is possible (for it is not probable) that there may be reasons to forbid you to proceed to Algiers.

If you should fall in on the coast of Morrocco, off Tangier, you will there find James Simpson Esq$^{r}$ American Consul, with whom you may in like manner advise and Consult.

But the chance of there being any objection to your proceeding directly to Algiers is so very small, and the danger so great of meeting with French privateers near the Streights mouth, seeing they frequent the Spanish ports of Algeriras on one hand and Ceuta on the other — if the wind should be favourable it will be best for you to push forward and go directly to Algiers.

The letters and packets addressed to M$^{r}$ Simpson and M$^{r}$ Gavino you will contrive to convey to one or the other of those gentlemen, either going or returning: but do not go out of your way to deliver them to either, if you bring the letters and packets home again.

Given at Philadelphia the tenth day of November 1798.

TIMOTHY PICKERING,
LS. *Secretary of State.*

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 10 November 1798, Saturday**

Steady Breezes and clear W$^{r}$ tacking to Windw$^{d}$ at 5 P. M. Thatchers Island bore N. N. E. 4 Leag$^{s}$ Distance fired a gun & hoisted our Ensign the Brewsters bear$^{g}$ S. W. b. W. 6 Leagues Distance Shorten'd Sail fired a gun and hoisted a Light at the Mizen Peak @ 8 P. M. Boston Light bore W. b. N. 3½ Leagues dist Tack'd Ship Occassionally At 7 P. M. fired a gun and hoisted our Ensign likewise a Jack at the Fore top Mast head Got all clear for Anchoring At ½ past 11 A. M. the Pilot came on B$^{d}$ Made Sail & Stood for Nantasket Roads at 12 came too with the Small Bower in 6 f$^{ms}$ Soft Bottom Light bear$^{g}$ N. E. b. E. Hospital Island W. b. S. Georges Island North hoisted out the Barge at 3 Cap$^{t}$ Nicholson and 3 officers went to Town.

[NDA.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate, *United States*, 10 November 1798**

General Washington left Chester at 7 A. M. when we saluted him with 15 Guns.

[NA.]

**Extract from journal of James Pity, U. S. Frigate *Constitution*, 11 November 1798, Sunday**

Steady Breezes & Clear Weather at Anchor in Nantasket Roads @ ½ past 12 Mr Knox the Pilot came on Board and took charge of the Ship at 3 P. M. the Barge Return'd from Town hoisted her in & Moord Ship. The Wind Increasing & every appearance of a gale.

[NDA.]

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**Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 11 November 1798, Sunday**

This 24 hours first part fresh gales and Dry Cloudy weather at 7 p m the hald To the Northward handed Top g Sails and Duble Reeft T Sails Still plying To windard of Cap Sambro

Midle part fresh gales and Clear weather at 6 out Reefs and Sett T g Sails at 8 p m pilot Came on Bord

Latter part modarate and Clear Came To anchor abrest of Halifax Townd and fired a Salute of 15 guns and Recd in Return the Same Number from the garison

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

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[12 November 1798]

**To Isaac Garretson, Purser, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

Sir, Hurry on Board every Thing. I am told Mr Reese our old Pilot is at Baltimore; hunt him up without the delay of a single Moment, and send him down to me, I want him for a particular Service. Bring me down a fat Sheep, one Dozen of Fowls fat, one Pound Hyson Tea, and one Loaf of Sugar, with a Bushel of Potatoes. It will answer my present Purpose.

You are not to receive the Beef, nor the Butter from the Agent. I am in great Haste Yours

T. T. [RUXTUN]

Eight Boards of Pine 1½ Inch
Eight Dº of Dº — 1 Inch
to be sent off immediately —
12th November 1798.

Mr Isaac Garretson —

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

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**Extract from the log book of the Brig *Jerusha*, Captain Josiah Richards, from Jamaica, boarded by French privateer *Coffee Mill*, 12 November 1798**

"Sailed from Jamaica the third day of November, with part of the Jamaica fleet, bound through the windward passage, but was obliged to bear away, and come through the gulph.

"On the 12th of the said month, was boarded by the French privateer called the *Coffee Mill*, which formerly belonged to Capt. Alexander, fitted out for Charleston; they overhauled my papers and let me pass, after taking one barrel of sugar and a barrel of bread.

"On the 21st of the said month, was boarded by the *Montezuma* sloop of war, off the Havanna. Captain Phillips, in the *Baltimore* sloop of war, was cruising off said port, and had captured a small privateer, mounting 4 guns; he had her still with him. He informed me, that the *Constitution*, Capt. Nicholson, had sprung her bowsprit, which obliged her to bear away, where, he could not tell."

The *Jerusha* was also boarded by the *Coffee Mill*, on her passage out, off the east end of Jamaica.

[LC, New York. "Argus, or Greenleaf's Daily Advertiser", 31 Dec. 1798.]

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**To Captain Silas Talbot, U. S. Navy, from Secretary Timothy Pickering, acting for Secretary of the Navy**

*Navy Department November 14th 1798*

SILAS TALBOT Esqr
*Providence, R. I.,*

SIR Yesterday as I was preparing to leave Trenton I received your Letter of the 7th, stating further disappointments on account of the bursting & deficiencies of the nine pounders cast by Mr Brown for the Ship *George Washington*. You will have by this time received my Letter of about the 7th enclosing one from Mr Brown to Govr Bowen, or others his partners in Hope Furnace desiring them to make up the complement of nine pounders for the *George Washington* out of the nines cast for the ship at Newburyport or Portsmouth, I presume therefore that your embarrassments about Guns are at an end, but if not, and the full complement shall not be furnished before you hear again from this office, I presume Mr Stoddert (who will come to Town this day) will procure the Guns at New York or Philadelphia, where a considerable supply has been imported from England. I was on the point of giving peremptory orders for your receiving the complement of Nines from the parcel cast for the Newburyport or Portsmouth Ships, but enquiring now whether cruising orders had been sent to Capt Fletcher, and finding that they had not, and as it will be proper that these should come from Mr Stoddert, I defer giving any further orders about the Cannon. You may expect to hear from him without delay.

Mr Brown who is here says the Sixes have been all proved. But if Capt Fletcher desires it, he has no objection to his proving them over again; The public finding the powder &Cª This second proof I think will be expedient. If you should be finally disappointed as to Guns at Providence (I mean the nines) It may be expedient to get the Sixes and all other War like equipments on board ready for the Ships Sailing to New York to receive nine pounders, if this should be thought preferable to the transporting them to her at Newport.— The quality of the Guns at New York in the mean time will be ascertained.

I am &Cª

T[IMOTHY] P[ICKERING].

[NDA. GLB, Vol. 1.]

**To James & Ebenezer Watson, Navy Agents, New York, from Secretary Timothy Pickering, acting for Secretary of the Navy**

*Navy Department,*
*November 14th 1798*

Messrs J. & E. Watson

Gentn John Brown Esquire of Providence engaged to furnish 24 nine pounders, & 8 Six pounders for the Ship *George Washington* purchased of him by the Secretary of the Navy. He cast the nines, as well as the Sixes, but most of the former have burst in the proving, and such as did not burst, the Captain (Fletcher) hesitates to receive on account of the general bad quality of the metal. Lest there should be a final disappointment and the ship being by this time ready for sea, I have thought it adviseable to enquire what are the weights & lengths of the nine pound Cannon imported into New York, particularly those belonging to Hugh Pollock & Co, who say they are beautiful, bored from the solid & well finished. — And they have offered them to Gibbs & Channing of Newport, Rhode Island for the public service "at the same price at which they could procure Country made Iron Guns". —

I request therefore, that you will see them and inform that department of the weight and length of the nines, & of any other qualities which you think useful to communicate. If it be convenient at the same time to inspect their Sixes and the shot they have for both of them & the nines, it may be well to do it, and to Note the prices & qualities of the whole.

Mr Stoddert will probably arrive today, and to him your answer may be addressed. I believe I have in a former letter mentioned that we give Mr Foxall the founder near this City, and who is a complete Master of his business, £55. Pens$^{a}$ Currency p$^{r}$ Ton for his Cannon, while another Contract has been made at £50 — p$^{r}$ Ton — Their Cannon are to Weigh only 200$^{lbs}$ Gross for every pound of the Shot's weight. —

I have the honor &Cs

T[imothy] Pi[ckering.]

[NDA. GLB, Vol. 1.]

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[14 November, 1798]

**Information given by George Clark, passenger on board the Ship *Polly***

The ship *Polly*, Stinson, from Barbadoes, for Boston, has arrived at the Vineyard. Mr. George Clark, a passenger, has arrived in town, and obligingly communicated to us the following: List of American vessels sailed under convoy of the ship *Atlantic*, Capt. Nuns, mounting 18 guns, and the brigantine *Venice*, of 16, both bound to Lancaster. We took our departure from Barbadoes the 14th Nov. and came to windward of all the Islands, viz. ship *Mariah*, Thomas for Newbern, N. C.; brigs *North Carolina*, West for do; *Susan* and *Polly*, Taylor, for Baltimore; *Marcus* Miles, of Darby, for New-Haven; the *Marcus* was captured by the French, and recaptured by the ship *Cornwallis*, of Liverpool and sent to Barbadoes, where 16 salvage was taken) — *Swallow*, Stoddard, for New-York; schs. *John* Stenson, for

do.; *Eliza*, Skimmer, for Boston; *Cyntha*, Goodwin, for Sea Brook. — *Left at Barbadoes*, brig. *Hope*, Shipman, of Hartford, with horses; ——, Capt. Brown, of Rhode Island with provisions and horses; sloop, *Industry*, Fitch, of Nantucket. — Parted with Capt. Skimmer, in lat. 26, 20 long. 66, 59, her sails and rigging much shattered. Nov. 30, lat. 20, 20, long. 66, 59, saw a sail upon the weather bow, standing athwart us, which proved to be a bark, steering S by E with a great number of men on board — we immediately hauled our wind and made off — she then hoisted an American Jack at the main top gallant mast head; and from several circumstances, appeared to be a vessel captured by the French. — Dec. 1, lat. 27 8, long. 68, 18, saw a sail standing S. and after approaching near, took her to be a French privateer — we immediately gave chase, in order to appear as a ship of some force — and the privateer finding they could out wind us, bore away and chased after us — we immediately mustered all hands, and by the aid and assistance of a number of old hats, caps and old cloths, such as shirts, jackets, trowsers, &c. rigged all our handspikes, and made the appearance of as many men as possible, and with ourselves, numbered fifty — we then erected stern posts out of the companion doors, and by painted kegs two guns on each side. The moment she discovered the men, hauled her wind, and by her actions, we supposed she put chief of her men and two guns, on board the barque to serve as stern chasers — she being a deep loaded vessel, and as we suppose a valuable prize. The privateer, after closely examining us on both sides, from the distance she was at, bore away and *sneaked off* — steering S. S E. —— Dec. 7, lat. 19, 49 long. 58, 45, spoke the armed sch. *Abolina*, Pitican, 18 days from Baltimore, bound to Tortola —— The British frigate *Amphritite*, had captured and sent into Barbadoes, three French privateers, and sunk one — Provisions low. —— Mr. Clark left the Vineyard on Tuesday, where there was about 20 sail of vessels, among them Capt. Sherman, in a brig from La Guira, bound to Salem; and brig. *Cyrus* Daggett from Philadelphia, bound to Boston, who arrived at the Vineyard, on Sunday last, in only 36 hours from Delaware Capes.

The 9th inst. a coasting vessel was driven ashore on Portland head, and stove to pieces. By the severity of the weather, the sails were so frozen that the vessel was unmanageable, and consequently got upon the rocks. The captain's son, a brave youth, seized a rope, plunged himself into the sea, swam to the shore, and with the help of the rope saved the lives of the crew.

The ship *Randolph*, Hilton, from Martinico, for Portsmouth, put into Salem, on Wednesday last — 47 days passage, 22 of which have spent on the coast. Mrs. Baylis and family of this town are passengers.

The *Caroline* ——, in 53 days from London, arrived at Savannah, Nov. 30. She was armed, and on her passage was met by a French privateer which fired one gun — but sheered off instantly on its being returned.

[LC, Boston, Mass. "Columbian Centinel", 22 Dec. 1798.]

**Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 14 November 1798**

This 24 hours first part fresh gales and Clear weather
Midle part fresh gales and very Cold Sent on Shore 30 men To hall Down the guns
Latter part the people Employd in geeting up the Cabbles Ready to Teake on Bord Shott
Brig *Pickring* in Companey

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

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**To Secretary of the Treasury from Secretary of the Navy**

*Navy Department*
*November 15th 1798*

Sec$^{y}$ of the Treasury

Sir, By the best Estimates I am able at this time to make, 2,029,-225 80/100 Dollars will be required for the Pay & Subsistence, Wear & Tear, and contingencies of the present Navy Establishment, including the revenue Cutters for one year to commence the first day of January next. There appears to be the Sum of 1,220,214 87/100 Dollars of former appropriations for the Navy unexpended; but of this Sum there will be required for the Pay & Subsistence, provisions, & contingencies to the end of the present year, that is to the 31$^{st}$ December 1798, to finish the Vessels building by the public, and to arm and equip the Vessels building by the Citizens 848,903 Dollars, which will leave a balance of 371,311 87/100 Dollars to be applied in extenuation of the Sum of 2,029,225 80/100 Dollars.

In this view of the Subject, an appropriation of 1,657,913 93/100 Dollars in addition to existing appropriations will be requisite for the whole expences of the Navy from this time to the end of the year 1799. This will occasion a demand on the Treasury from this time, to the end of the year 1799 for the Sum of 2,878,128 80/100 Dollars on account of the Navy. You can Judge as well as I can, whether Congress will direct an increase of the Navy. My own opinion is, that the Safety & Independence of the Southern States, no less than the Commerce of the Middle & Eastern States require that the Navy Should be increased as quickly as practicable, to at least 12 Ships of 74 Guns, 12 Frigates, and 20 Ships from 8 to 24 Guns: But if Congress Should also be of this opinion, it is not, I think, probable, that more than 750,000 or 1,000,000 Dollars could be expended to advantage in the ensuing year. —

I am &c$^{a}$

[NDA. Req. on US T, 1798–1803.]

**Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 15 November 1798**

This 24 hours first part modarate gales and Clear weather wind To North Employd in Breaking up the ground Tiere
midle part modarate Breezes and fair weather
Latter part modarate and pleasant weather
Brig *Pickring* in Company

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

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**To Midshipman States Rutledge, U. S. Navy, from Secretary of the Navy**

*Navy Department*
*Phil[a] Nov[r] 16th 1798*

M[r] STATES RUTLEDGE
*Newport (R. I.)*

SIR I have received you Letter of the 2nd Instant, but did not find therein the Oath which you mention to have enclosed.

The Frigate *United States* having met with severe weather on her late cruise, & sustained some damage, her Commander Cap[t] Barry, thought it adviseable to put into the Delaware, instead of proceeding to Newport as was intended. The ship is now repairing, and will be ready for a cruise by the 10th of December; so that you may attend here as soon as convenient. —

I have the honor &c[a]

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 1.]

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**Signals issued by Captain Thomas Truxtun, U. S. Navy**

*About 16 November 1798*

Signals to be observed by the Merchantmen under Convoy of the *Constellation* Frigate, *under my Command*

B *By Night*

| | |
|---|---|
| To tack, or ware | Five Lights in a Range one over the Other |
| To make Sail | Three D[o] . . . . . ditto . . . . . |
| To shorten Sail | Two D[o] . . . . . ditto . . . . . |
| To heave to on Starboard Tack | Four D[o] . . . . . ditto . . . . . |
| To heave to on Larboard Tack | One Light, and one false Fire. |
| To speak | You must show two Lights horizontal thus $\overline{8\ 8}$ |
| In Distress | You must show two Lights in a Range one over the Other at six Feet [?] under thus. $\frac{8}{8}$ |
| On seeing a Strange Sail or One Sails. | Light and then speak Commodore $\frac{8}{8}$ |
| On seeing Land or Danger | Three Lights horizontal this $\overline{HHH}$ |

The above Signals by Night are sufficient for so few Ships * * * The masters of Vessels will however pay the greatest Attention to them. All Signals will be hoisted, where they can be best seen by Day or Night — If you are to Make the best of your way — I shall fire one Gun. —

T T[RUXTUN]

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

**Extract from journal of James Pity, U. S. Frigate *Constitution*, 16 November 1798, Friday**

Wind at W. N. W. At 10 A. M. Sent an Officer with 16 Marines to exercize on Shore at their Guns boats employ'd getting Water At 11 A. M. hoisted out the Bowsprit and Tow'd it on Shore at Georges Island to get the Cap off. Unbent the Main & Mz. Top M. Stay Sails.

[NDA.]

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**Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 16 November 1798**

This 24 hours first part modarate flattering weather at 8 a m hove up our Small Bower and Dropt in Nigher To the Townd mord Ship with Stream anchor

Midle and Latter part modarate Sent the Cutter on Shore after the Lanch To Bring on Board Shott

Latter part modarate and Cloudy Brig *Pickering* in Companey

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

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[16 November 1798]

**To Secretary of State from Acting Consul George C. Morton, Havana, Cuba**

Extract of a letter, from George C. Morton, Esq. acting Consul of the United States at the Havanna, to the Secretary of State, dated Havanna, 18th November, 1798

"By the delegation of Daniel Hawley, Esq, I am at present acting as consul of the United States in this district. It imposes upon me the mortifying task, sir, of informing you of the partial capture of an American fleet, under the convoy of the *Baltimore* sloop of war, Isaac Phillips, Esq. commander, by a British squadron, off this harbor, accompanied with circumstances rather grating to the feelings of Americans, and by no means analogous to that good harmony, which seems to subsist between the two governments.

"The answer of Messrs. Trezevant and Timmons, to my note of the 7th instant, requesting an exact relation of the occurrence, will, I presume, be deemed as impartial a narrative as can be given, of the whole transaction, they having been passengers on board one of the captured vessels, and removed to the *Baltimore*."

LEWIS TREZEVANT AND WILLIAM TIMMONS, ESQS. TO G. C. MORTON, ESQ.

"HAVANA, *Nov. 18, 1798.*

"SIR — Agreeably to your request, we now commit to writing, the best account we are able to give you, of the conduct of captain Loring, commodore of the British squadron, which was lately off the Moro, towards the United States' ship the *Baltimore*. We must observe, however, that all we can say of it, is from the information of captain Phillips, as we were not on board of the *Baltimore* when she was visited by captain Loring's officers.

"In the morning of the 16th inst. we discovered this squadron, when we were in sight of the Moro, and afterwards found it was composed of captain Loring's ship, the *Carnatick*, of seventy-four guns; captain [space] 's ship, the *Thunder*, of the same force; captain Dobson's ship, the *Queen*, of ninety-eight guns, captain Donolly's frigate, the *Maidstone*, of 32 Guns, and captain Hardy's frigate, the *Grey Hound*, of the same force. We were passengers in the brig *Norfolk* captain Butler, which, together with the ship *Eliza*, captain Baas, and the brig *Friendship*, captain Fuller, were cut off from their entrance into port, and were all made prizes within gun-shot of the Moro. We obtained leave to go on board the *Baltimore* with our baggage, and did so. When captain Phillips discovered that they were English ships, which was before we were taken, he stood towards them, and spoke the commodore. After we got on board the *Baltimore*, the captain informed us, that he had been on board the *Carnatick*, and that the commodore had told him, that he should take out of the *Baltimore* all such men as had not American protections; that he had remonstrated with him against showing such an indignity to our flag; that to do so, would leave his ship in a very defenceless state, and would deprive him of nearly all his men, as not even those who were really Americans, or at least very few of them, could show protections, because it was always thought that our flag, on board of a government ship, was a sufficient protection. All this, however, was urged in vain. captain Phillips returned to his ship, and the commodore sent an officer on board the *Baltimore*, who carried away fifty-five of her men to the *Carnatick*. Captain Phillips remained in expectation that nearly all the rest would be taken from him; but whether the commodore, upon reflection, thought better of it, or whatever else might have been his motive, he sent back fifty, and kept five, among whom was the ship's boatswain.

"Captain Loring proposed to give up a number of American seamen, who, he said, were in his fleet, if captain Phillips would give him English subjects for them. Captain Phillips refused this offer, and the American seamen were not delivered to him. Before any of the men were returned, he sent a message to captain Phillips, to let him know, if he, or one of his officers, would go on board of him, and point out who were Americans and who were not, he would return all the Americans; but this was declined also. After we got on board of the *Baltimore*, he sent a letter to captain Phillips, which he showed to us, in which the commodore 'demanded' that he would give up all the British subjects on board the *Baltimore*. To this, captain Phillips replied, that he could not know any of his men as British subjects, nor could he, as commander of a ship in the service of the United States, voluntarily give up any of his men; but if he thought fit to send an officer on board, with orders to take any number of his men, he should not oppose it. In this answer, captain Phillips mentioned, he should lay before the Executive of the United States, a full account of the occurrences of the day. Shortly after sending this reply, the squadron set sail, and left the *Baltimore*. Commodore Loring was very polite to us, and was so to captain Phillips, when he went on board; but captain Phillips complained of indecent behaviour from the inferior officers."

[NR & L. "US Naval Chronicle", Vol. 1, pages 115–117.]

[16 November 1798]

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

UNITED STATES SHIP *Constellation,*
*Hampton Roads 27th Dec.r 1798 —*

DEAR SIR, I transmit you herewith, a Copy of a Letter and Report made to me by Captn Phillips of the *Baltimore,* arrived this Day from Havannah as also Copy of my letter in answer to him, you will no Doubt receive further Information from this Officer, respecting the Conduct of Commodore Loring, commanding a Squadron from Jamaica on a Cruize, under the Orders of Sir Hyde Parker.

It is unnecessary for me to make any Observations on the Subject of this very unpleasant Business, as you will have the History of it before you, as related by Captain Phillips.

We are only waiting a fair Wind to proceed to Sea, I hope we shall be favoured to Morrow, the *Richmond* will proceed with me, and several Merchant Vessels, among the Number is a Schooner, called the *Thetis,* having on board the young Lady you mentioned, and who I sincerely hope may arrive to her Port of Destination uninjured by her Countrymen &c. I find she is in Charge of a young Gentleman of Georgetown, who I understand, is a Supercargo of the *Thetis.* I told her a Ship of War was a very uncomfortable Vessel for a Lady in Time of War, and at the same Time mentioned the Risk she run of falling in with Pirates of her Nation, in Case of the Schooner parting with us, and then left it with her to decide, whether she would remain where she was, or embark in the Frigate. She after a Day's Consideration chose the former. I hope however to see the Vessel with her safe into Martinica.

I shall write you by the Pilot more fully, mean Time I present the Compliments of the Season, and am Sir with great Respect,

Your most Obedt humble Servt

T. T.[RUXTUN]

Honble BENJAMIN STODDERT
*Secretary of Navy —*

[NOTE: See "United States Naval Chronicle" volume I, pp. 117–119 for Captain Phillips' account.]

[HS of Pa. NDA Photostat, Truxtun's LB, 1798–9.]

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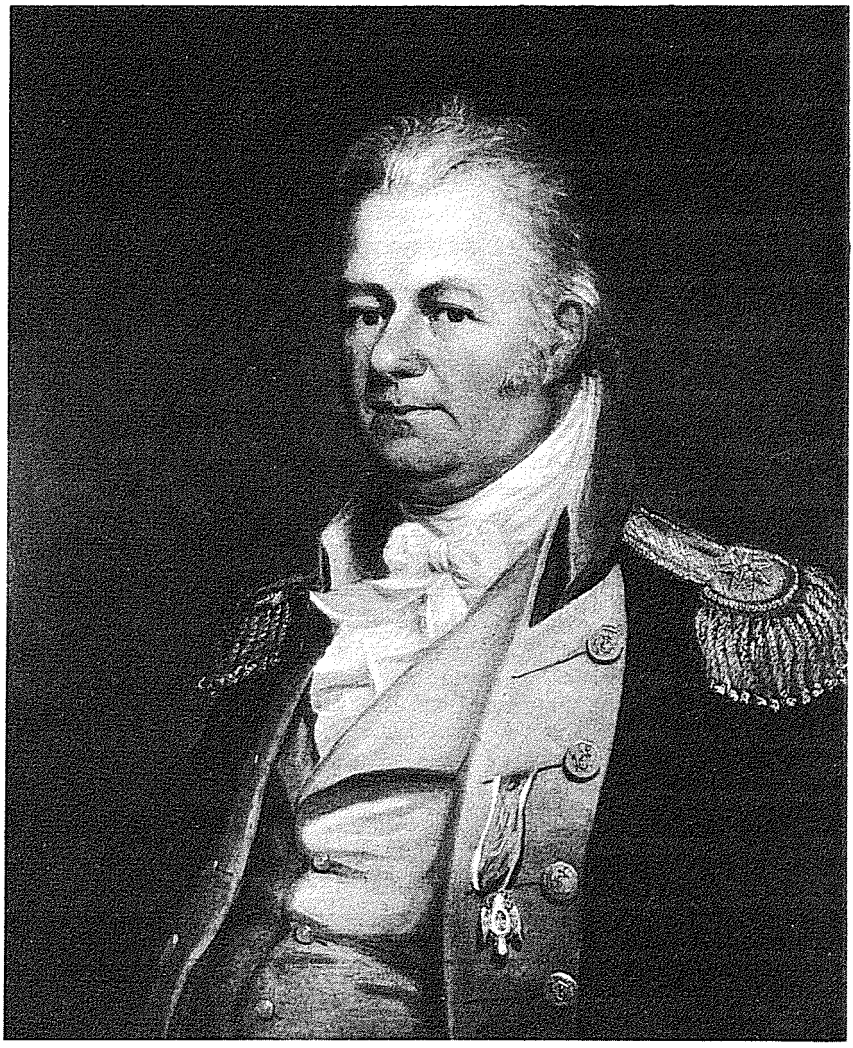
[16 November 1798]

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

UNITED STATES SHIP *Constellation*
*Hampton Roads 27th Decr 1798.*

DEAR SIR, I have received your Letter of this Date by Lieutenant Speake with the Enclosures. I saw in a Baltimore Paper an Account given by the Master of the Schooner *Beauty,* who was under your Convoy, and had arrived there after a Passage of eleven Days, the Treatment you had experienced from the British Squadron off the Havannah, but I was in great hopes, untill your Report to me came to Hand, that it was not well founded. To be sure the Conduct of Commodore Loring is a Trespass, that could not have been calculated



CAPTAIN THOMAS TRUXTUN, U. S. NAVY.

on; and if superior force is to govern the Actions of Men engaged even against one common Enemy, there can be no saying what a Scene will shortly be opened. I shall transmit your Documents to the Secretary of the Navy, in Order that the Executive may take such Measures, as he may think most adviseable, in so glaring an Insult to our Flag. I shall be glad to see you to Morrow, mean Time I congratulate you on your safe Arrival, and am with Sentiments of Esteem, and Regard

Your very Obed$^{t}$ and h$^{b}$l$^{e}$ Serv$^{t}$

T. T.[RUXTUN]

Capt$^{n}$ ISAAC PHILLIPS
U. States Ship *Baltimore.*

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

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[16 November 1798]

**To Robert Liston, British Minister & Envoy Extraordinary etc. to United States, from Secretary of State**

His Excellency Robert Liston Esq$^{r}$ Envoy Extraordinary &c.

DEPARTMENT OF STATE PHILADELPHIA *Dec$^{r}$ 31. 1798*

SIR, A few days since I mentioned to you the insult committed on the flag of the United States, by Captain Loring of his Britannic majesty's ship the *Carnatic.* Altho' the Government have not received a report from Captain Phillips, who commanded the United States sloop of war *Baltimore,* on which the outrage was committed, yet the information obtained is deemed sufficiently authentic to authorize a representation of the matter to you.

The principal facts stated are these. Captain Phillips having under his convoy several American Merchant vessels bound to the Havanna, saw, not far from that port, a fleet of three ships of the line and two frigates, which, as soon as he discovered them to be British, he approached, and spoke the Commodore, the above named Captain Loring. This officer told Captain Phillips that he should take from him all the Seamen who had not protections as citizen of the United States. Captain Phillips remonstrated against it; — observing among other things, that the public flag of the United States was their protection; and that if he carried his declaration into effect, the *Baltimore* would not have men enough left for her defence. His remonstrances were fruitless. Captain Loring took from the *Baltimore* fifty five of her crew, afterwards, finding Captain Phillips indisposed to comply with some other propositions and demands, Captain Loring thought proper to return fifty of the men retaining five, among whom was the *Baltimore's* boatswain.

It is impossible, Sir, for the American Government to imagine that this outrage can be the consequence of any orders from His Britannic Majesty; and equally impossible for the United States quietly to bear the repetition of insults and injuries of this kind: the President of the United States has therefore directed that all attempts to commit them be resisted. A copy of the orders issued to the naval officers of the United States on this point I have the honor to inclose. Another copy will be transmitted to the minister of the United States in London, who will make a representation of the affair to the British Gov-

ernment. In the mean time, and until the orders of His Britannic Majesty can reach his naval Commanders in the West Indies and on the American Coast it will be desirable to prevent the mischiefs which a renewal of the conduct complained of cannot fail to produce. Your endeavours for this end I am sure will not be wanting.

I have the honour to be &c.

TIMOTHY PICKERING.

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

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[16 November 1798]

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

[PHILADELPHIA]
*Navy Department 10th January 1799*

Capt ISAAC PHILLIPS
*Baltimore*

Your Narrative of the transaction with the British Captain, near the Havanna, has been attentively considered, — and with every disposition to make great allowance, for the unprecedented Situation to which you were exposed, it is impossible to find an excuse for some parts of your Conduct, — among these, it will be sufficient to mention your tame submission to the orders of the British Lieutenant, on board of your own Ship.

If you could not have resisted the assumption of the Command of your Ship by that Officer a point not to be admitted, surely you might have contented yourself — with passive submission — but you descended further, and actually obeyed his orders, to have all hands called, and to give him a list of their names. Under circumstances so degrading, it is improper that you should hold a commission in the Navy Service of the United States — and I am commanded by the President, to inform you, that your Services are no longer required. —

I am Sir your &c

[NDA. OSW, Vol. 1.]

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[16 November 1798]

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

BALTIMORE 11th *February 1799*

BENJAMIN STODDERT Esq.

SIR, At the suggestion of my friends, I have concluded to lay before you a vindication of my conduct in the affair which occurred between Commodore Loring & myself. In the consciousness of having done my duty I had promised myself the approbation of the Government; but how great was my surprise, when I received in lieu of approbation, a Dismissal, in terms which behaviour the most ignominious only deserved; — Condemned unheard, my own relation misconstrued, and my character exposed in a questionable shape, I now come forward to vindicate that character, and seek from Government that justice which I feel and you I hope will acknowledge is my due. — — When I entered the service of the United States it was no pecuniary motive

that induced me; no want of employ that urged my acceptance; It was at once the gratification arising from a command in the service of the public, which I thought I could discharge honorably to myself, and usefully to my Country. — On receiving Instructions to proceed to sea with all possible dispatch & without a commission, I was left exposed to circumstances which from the first moment I dreaded, and afterwards experienced.

To meet with events for which no precedent was established, was an unpleasant task for a young Officer; but rendered much more so, from the doubtful situation in which I stood; having no commission to authorize a conduct of offence or even of defense, should circumstances require it. My falling in with Commodore Loring brought all these difficulties into view, and from them have arisen those Occurrences, which Government has been pleased to attribute to the errors of my mind, rather than to their own Omission. — When Commodore Loring requested my going on board his Ship, I was struck with the impropriety of the request, Knowing it to be contrary to duty — — But reflection suggested that circumstanced as I was, by going I might obviate many questions which might arise, if our intercourse were left to the medium of his and my Lieutenants. — — The supposition of his making such inquiries, as would give him a knowledge of the command I held, was confirmed by the first conversation that took place. My commission was called for; I had none — and with surprise he heard the observation. I then shewed him the orders received under your signature; — his question was "who is Ben Stoddert?" I replied that you were the Secretary of the Navy Department; he said the name was new to him. — and observing a doubt on his mind, I then asked him if he had Admiral Vandeput's signals with the United States — he answered me the question by asking me if I had them; I replied in the affirmative. He then proposed examining them with his, to which I consented, as I considered them the only evidence I had. Those Signals he examined very minutely; and I believe was by them convinced that I commanded an United States ship — — I presume it is not necessary to inform you, that these private signals are known only to the Commanders; I therefore could not communicate them to Commodore Loring's Lieutenant, nor could I to mine; hence the necessity of bearing this evidence myself, the only one that I had to prove the authority under which I acted.

My correspondence with Commodore Loring is a plain statement of facts, it contains the mere occurrences, that took place between us, but was not intended as an evidence of my feelings which as a man, much less as one of acute feeling, could not have been so tame as you have represented to me they were. —

I can suppose that it would have been more fortunate had I described my actions as well as my words: — the narrative would have worn a different appearance. — I hope Sir I do not infringe the rules of decorum when I make these observations; if I do, you must pardon the transgression in the recollection of the Injury I feel from the exercise of a conduct, which I thought proper.

It was with astonishment that I understood the letter I wrote to Commodore Loring desiring him to send my keys, as I wished to have a glass of wine *"if it pleased him,"* has been contrued into an humble request — Commodore Loring felt it differently, he felt it, as it was

intended, a tacit demand, and called it an insult; and immediately upon which sent back the Keys and fifty of the men he had taken from the *Baltimore*, the circumstances of the Keys it is true is trifling, but it is one among many, which has laid me open to misconception and consequent injury. The whole tenor of my conduct in the affair, was regulated by what I thought — — my duty — The impulse of indignation, every man could but feel at such a crisis, but feeling and duty were in my mind at the most opposite extremes. — In the exercise of my duty *myself* was made obedient to the impressions I had of the good of my Country; those impressions arose from the Ideas I had gathered from your and Cap[t] Truxton's letters — those letters direct me to attempt no recapture if made by any of the Powers with which we were at peace; even if made before my Eyes, and to keep on good terms with the British by every act of conciliation:— directions of this import were points that could not fail, if I were disposed to support the sentiments of the Government, to command a conduct from me congenial with their views; but more especially when placed in a situation where a hostile conduct, might have involved me in a predicament of questionable piracy.

Thus Sir, I have submitted to you a few of the leading reasons which governed my conduct — As I did not go to Philadelphia to appear as an offender, they were not till now committed by me to paper — — nor perhaps should I have troubled you with the statement, but at the suggestion of some Gentlemen of this place — — to their advice, and in some degree to relieve my own feelings, I have undertaken the task; — — I hope Sir you will acknowledge the receipt of this letter, and do me the favour of saying, if your sentiments on a view of the subject, as now related, merit the contempt I have received from Government through your hands.

I have the honor to be
with respect your most hum[l] serv[t]

ISAAC PHILLIPS

[SDA. Misc. L, Jan–Jun. 1799.]

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[16 November 1798]

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

[PHILADELPHIA]
*Navy Department 20th February 1799.*

Cap[t] ISAAC PHILLIPS

SIR I have received your letter of the 11[th] which I will lay before the President, in a few days when he will have leisure to attend to the subject of it. —

In the mean time, I think it necessary to observe, that you never received any Letter, or instruction from me, as you state *"to keep on good terms with the British by every Act of conciliation"* — A friend of yours, in Letters to Col[o] Howard, has gone still further with this mistake, and calls such letters from me, private letters. — It is indifferent to me, for what use such things are intended. — You were instructed, not to molest the Vessels of any Nation, with whom we were at Peace — not even to enterpose to prevent the capture of our own Merchant Vessels, by the Armed Ships of any Nation, except

the French. — Such were, and such still are our Laws. — We aim only against the armed Vessels of France. — Against the armed Vessels of other powers, ours have no right to Act, except to repel insult, or injury offered to themselves. — It was your duty therefore, not to attempt to defend against the British Ships of War, the Vessels under your convoy — But it was not your duty to obey the order of the British Officer, to hoist your signal to stop your convoy, and by so doing, assist to throw these Vessels into the power of the British Ships — But for this undue obedience on your part, the Vessels might have got into the Havanna — Though you had no right to protect them, except against the French, it did not follow that it would be proper to aid their Capture by the British. — The Congress have not deemed it the Interest of the United States, to prohibit the Public Ships from convoying for the purpose of protection against the French Vessels with contraband Goods — Our Flag then, is not evidence of the fairness of the Trade, of the Vessels convoyed — Nor can we lawfully protect such Vessels from the operation of the Law of Nations — I make this explanation, as well for the Gentleman with whom you communicate as yourself — As to your Men, it would have been most satisfactory, if you had not parted with them, without stricking your Flag, and giving up your Vessel also — But if you had been only passive, the unprecedented situation to which you were exposed, would have been considered a sufficient excuse — but unfortunately you suffered yourself to be made instrumental in assisting the Outrage on the American Flag, by obeying the order of the British Officer *to call all hands* — and in furnishing a list of their names. — This it was conceived you never should have done, whatever might have been the consequences of your refusal. — I have thus stated the only two points, which I confess, I could not, in forming my opinion to lay before the President get over — As to your correspondence with Loring, that had no weight in influencing the measure of which you complain. —

On the subject of the principal point of your defence — Having no Commission — I can neither confirm nor contradict the fact. — It appears by a record in the hand writing of the Clerk whose duty it was to transmit Commissions, that yours was sent the 9$^{th}$ of July — this Clerk M$^{r}$ Josiah Fox, left the Office in October, and has not been in it Since: his place of residence is Norfolk. — I must confess however, that it appears not a little extraordinary that with the impressions stated in your letter, on your mind, you should have gone to sea without a Commission, and without once complaining in any Letter to me, of the want of one — and it is difficult to conceive what service with such impressions you expected to perform. — It is extraordinary too, that in your narrative of the transaction with Loring, this circumstance, which you now think so important, not only as it affected your conduct, but his also, should be so totally omitted: — especially too, as you must have supposed, that however little your own conduct stood in need of vindication, that of Loring would probably lead to serious discussion between his Country and your own — and under that supposition it seems natural to conclude, that you would have felt it a sacred duty, as it certainly was, to represent his conduct justly to your Government, and to conceal no circumstance which might tend to mitigate its enormity. —

It affords me no pleasure to have it in my power to make these very obvious remarks. —

I am Sir &c

[NDA. OSW, Vol. 1.]

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

[PHILADELPHIA]
*Navy Department November 17th 1798*

Capt THO$^{S}$ TRUXTON
of the Frigate *Constellation*

SIR On my arrival two days ago, I found your Letter of the 1$^{st}$ Instant. I hope it will be in your power to obtain at Norfolk all the supplies you want, several Ships of 20 & 24 Guns, will quickly be ready for Sea, and I contemplate that they shall be immediately employed under your command in the service suggested in your Letter. I say I contemplate this, but the President will be here in a very few days, and different arrangements may be made. But I wish you to consider it as, at least, highly probable that you will be employed in the Service Suggested, and quickly, and make your preparations accordingly. Should Philips come into Port, be pleased to order him to proceed no higher up the Bay, but to get his Supplies at Norfolk also — And if practicable in time, to attend you. The Brig$^{s}$ Commanded by Capt Barron, if she should be prepared for Sea before the 1$^{st}$ of December, was ordered to cruise about the Capes, and to return into port about that time. These vessels, and the *Virginia* Cutter Capt Bright (if you think she would be useful) it will be desireable to have in readiness to proceed with your Frigate, & the Vessels which may Join you from the Eastward. —

I expect to have it in my power to be more explicit in a very little time. —

I have the honor &c$^{a}$

[NDA, OSW, Vol. 1.]

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**To Lieutenant Bartholomew Clinch, U. S. Marine Corps, from Captain Thomas Truxtun, U. S. Navy**

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

Lieutenant BAT CLINCH
of Marines—

Sir The Stores and other Matters in the Department of Marines, you will open an Account for in a Book to be provided for the Purpose, and make out the Expenditures from the Beginning of their Enterance, in Order that their Account be distinct, and separated from all Others.

The Marines are to be paraded at Sun Down, and at Sun Rise, and at same Time exercised.

The Revelry is to be beat at Day Dawn always, and the Tattoo at eight (under the Winter Regulations) in the Evening, and the Retreat at Sun Down after Exercise, agreeable to the established Order &c. &c.

The Purser will aid you in making out the Acc$^{t}$ of Marine Expenditure. Cleanliness, Order, and Neatness in this Corps is expected, the Marines do no Duty that cause any Excuse for their not being kept so, as they only pull, and hawl immediately in addition to the Functions allotted to them.

When all Hands are at Quarters, they also parade and are exerised after the Cannon.

A minute Attention to this Order is expected, for the Soul of Naval Service is Regularity, and Attention to it will always insure the Esteem of Sir,

Your Obedient humble Serv$^{t}$

T. T.[RUXTUN]

Captain Truxtun does himself the Pleasure to transmit to Lieutenant Clinch various Copies of Letters delivered M$^{r}$ Triplett; Lieutenant Clinch will be pleased to take Notice of their Contents, and with the Letter of the 17. Instant written to himself be governed. It will be necessary that Lieutenant Clinch be present always when the Marines are paraded and exercised, and that he after two or three Weeks, exercise them himself occasionally.

T. T.[RUXTUN]

UNITED STATES SHIP *Constellation*
*18$^{th}$ November 1798* —

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

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**To Captain Samuel Nicholson, U. S. Navy, from Gibbs & Channing, Navy Agents, Newport, R. I.**

NEWPORT *Nov$^{r}$ 17$^{th}$ 1798*

SAMUEL NICHOLSON Esq$^{r}$

SIR The following sailors being fit for duty we have sent on to Boston to go on board your frigate viz

John Maisden
Joseph Trevell
John Gundall
Hugh H Brick well except a callous Elbow joint

The following are unfit for duty—

Matthew Wake
Phillip Sutten

which the Doctor thinks it would be best should be dismissed, as they will never be fit for seamen, and are at a heavy expence.

The advances to the sailors we send on, for cloathing &c$^{a}$ we enclose to you that it may be deducted out of their wages

We are Sir

Your obed$^{t}$ Serv$^{t}$

[Newport H.S. N. War C. Gibbs & Channing LB.]

**Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 17 November 1798**

This 24 hours first part modarate gales and thick Drizely Rain Sent twenty men on Shore To put the Shot in the Lanch at 6 p m Recd on Bord 975 twenty four pound Shott
Midle part a heavy gale from the North Lett goo Best Bower
Latter part Strong gales from the N W with Snow Squales
Brig *Pickering* in Companey

[NDA. Journal kept by Joseph Strout, 1798]

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[19 November 1798]

**Sale of the prize *Le Jalouse***

In the District Court of the United States in and for the Pennsylvania District —

The United States
*vs*
The Armed French Vessel the *Le Jalouse* —

} Per Libel filed by Dist. Atty. 19th Novr 1798.

The Gross amount of Sales of the said armed French vessel called *Le Jalouse* as appeares by the Marshal's return amounts to eight hundred and twenty five Dollars — The costs and incidental expenses attending the prosecution condemnation and sale of the said vessel as taxed by me this day amounts to One hundred and forty two dollars and seventy cents leaving a balance to be divided between the United States and the captors of six hundred and eighty two dollars and thirty cents — I do therefore Adjudge, Order and decree that the Clerk draw on the Bank of the United States in which the monies arising from the sale of the said armed French vessel called *Le Jalouse* with her Apparel Guns and Appurtenances are deposited for the sum of One hundred and forty two dollars and seventy cents being the costs and incidental expences aforesaid — and that he pay the same to the persons respectively entitled thereto — And I do further Adjudge order and decree that the said Clerk draw on the Bank aforesaid for the further sum of Three hundred and forty one Dollars and fifteen Cents (being the moiety accrueing to the United States in the Premises) and that he pay the same into the Treasury of the United States according to law — As to the Moiety accruing to the captors I hereby direct that the same be and remain in this court subject to the further order and decree thereof —

RICHARD PETERS —

PHILADELPHIA
*February 1st 1799*

UNITED STATES
*Pennsylvania District* } *ss* —

I David Caldwell Clerk of the District Courts of the United States in and for the Pennsylvania District do hereby certify (for the use of the United States) that the foregoing is a true and faithful copy of the original filed

[SEAL] and now remaining amongst the records of the said Court in my office —

Witness my hand and the seal of the said court at Philadelphia this twenty ninth day of April A. D. 1799 and in the twenty third year of the independence of the United States. —

D. CALDWELL — *Clk. Dist. Ct*

[GAO. No. 10, 616.]

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

[PHILADELPHIA]
*Navy Department Nov^r 19^th 1798*

Cap^t S^l NICHOLSON

SIR, I am honored with your Letter of the 11^th Instant, and tho I lament the misfortune of your Ship; yet it places her where I wished her to be, about this time.

The Pay of one half the monthly pay of such of your men as left families & powers of attorney behind, would have been made to such families, if you had sent me a List of the men giving such powers, & their monthly pay, which you omitted to do. —

I hope you have, in consequence of my Letter of the 15^th October (which you have I presume received through the hands of S. Higginson Esq^r) caused to be made out, and delivered to that Gentleman, an exact indent of Provisions, Stores &c^a necessary with what you have on hand, for a Six months cruise — And that these articles will be provided without delay.

M^r Higginson will also furnish money for the pay of your Officers & Men, to the time you think it prudent the latter should be paid. — Cap^t Barry pays his to the 31^st August. —

I shall write you again in a few days, & immediately after the arrival of the President here, shall send you Instructions for a cruise of several months — And hope you will have every thing prepared, & in order, to sail at the shortest notice. —

I have the honor &c^a

[NDA. OSW, Vol. 1.]

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**To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 19^th Nov^r 1798*

S. HIGGINSON Esq^r

SIR Accident has placed Cap^t Nicholson's Frigate, where it was designed she should be about this time.

I have a Letter from him of the 11^th Instant; in which he does not acknowledge the receipt of mine to him, enclosed in my Letter to you of the 13^th October. I presume he has since received it; And has in consequence made returns to you of the supplies wanted for a six months cruise; — and that he will not be delayed for want of them. —

I direct a remittance of 12,000 Dollars to be made you this day — which is all the money at this moment at my command, in two days more I will direct a further remittance. — Nicholson mentions in his Letter to me, that he expected to get money from M^r Jackson

& M[r] D. Green, to stop the mouths of the most clamorous of his crew. And those who had left families behind, to receive one half, their monthly pay. That this engagement was not complied with, they have to thank Nicholson himself, who never transmitted to me a List of the men who had executed powers of attorney for this purpose. — It will be proper to pay the whole crew up to some particular time. Barry pays his to the 31[st] August.

The more pay the men have due to them, the greater will be the Security that they do not desert the service.

The President is expected every day; and immediately after his arrival I shall send Nicholson orders for a Cruise, and shall hope he will be prepared to execute them.

I have the honor to be &C[a]

[NDA. GLB, Vol. 1.]

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**To Secretary of the Treasury from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department Nov[r] 19[th] 1798*

SEC[y] OF THE TREASURY

Cap[t] Nicholson having Sprung his Bowsprit, has returned to Boston. His Crew must receive Some pay, and he must be fitted out for a cruise of 6 months. It will be necessary for me to remit to S. Higginson of Boston, (who is also Agent for the Ship at Portsmouth, at least 40,000 D[s] Of this demand, it was impossible for me to give you information before this day. —

I must also remit to J. Sheaffe of Portsmouth without delay 20,000 Dollars — To J. Yellott Baltimore, 8000 D[s] — And to William Pennock, Norfolk, very quickly 20,000 Dollars. —

The three Ships in this port require daily Supplies of money — and my demands on the Treasury for the present week, will not be less than 100,000 Dollars in the whole. — I have the honor therefore to request that you will be pleased to direct the Treasurer of the United States to pay into the hands of Sam[l] Meredith Esq[r] Treasurer of the Navy, 100,000 Dollars; for the use of the Navy department: Fifty thousand to be charged on the appropriation of 950,000 Dollars — and a like Sum on the appropriation of 600,000 Dollars. —

I hope in a few days to be able to give you a view of the wants of my department for a much longer period than a week.

I have the honor to be &c[a]

[NDA. Req. on US T, 1798–1803.]

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**Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 19 November 1798**

This 24 hours first part Strong gales from the N E and Snow midle part Dry Cloudy weather at 6 a m Sent Twenty men To assist in geeting Down the guns the men on Bord Employd in geeting Snow of Deck Lusd the sails To Dry

Latter part more modarate Dark Cloudy weather So Ends this 24 hours

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

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

PHILADELPHIA *20th Novr 1798*

SIR I am duly honor'd with your orders of this date; and will for your information, endeavor to detail an account of the state of the Ship *Ganges* under my command, so far as relates to circumstances which are operative in preventing her proceeding immediately to Sea.

The Guns are all yet to be proved and taken on board — The first of this business is confided I understand to a Captain Elliott. I visited the lodging of this Gentleman, but have not seen him — however I understand he is preparing for the operation, as soon as a fit and convenient place shall be fix'd on for the purpose — no doubt with me remains, but we shall fully accomplish this, and the Guns be all on board, in the 1st of the ensuing week — The carriages for them are not quite complete — the business with which has been extremely tardy, although I have not fail'd to visit the workmen twice or thrice daily: the state of forwardness they are now in, leaves me little doubt but they also will be ready. — The Joiners, Plumbers, and Ship Carpenters work on board appears to have been from unavoidable circumstances extremely backward — The two latter are now nearly complete — the former goes on yet excessively slow — though every urgent argument in my power has been made use of to cause dispatch. — The general equipment of the Ship in these and some other particulars, has been under the superintendance of Mr Joshua Humphreys whose attention & diligence gives the utmost satisfaction — nevertheless a line from You, on the urgency of this business for *my ship*, may have a desireable effect.

The previsions and stores (except the water which is compleat) of all kinds are yet to be received — of these the greatest prospect for delay, appears to be with the bread — I wrote on this subject from Marcus Hook, the beginning of this month, requesting 30,000 lbs might be in a state of preparation — and the Ship has from that period been ready for its reception. — I know not particularly why any delay took place, but no possitive agreement was made for a supply of this article, till last friday evening, on saturday we recd 3300 lbs the weather has retarded farther progress.

The Beef & Park I have little doubt will be ready agreably to your contract with Mr Hunt at Trenton and all the other articles of the provisions, are procurable in one day, but of these particulars I shall have the honor to confer with you verbally.

Indents for the Ammunition, and all the stores have been completed and furnish'd except for the Ship's Carpenter — how far all the former are prepar'd I shall inform myself without delay, the latter can be obtain'd at an instant.

The business of recruiting is nearly complete, a few able seamen and boys only are wanted, except some few vacancies in the petty officers *off* the Quarter deck — from present appearances I fear no delay on this head — and the sails and rigging are so far complete that, the Ship can proceed on the instant. Considering on the aggregate I am of opinion it may require 14 or 16 days to have every article quite complete — it cannot more if weather permits, without delinquency somewhere should that be experienc'd, I shall exert

myself to investigate where it is chargeable, and not fail to give you full information

I have the honor to be
&c. &c. &c.

T. T. [THOMAS TINGEY]

Hon$^{ble}$ BENJ$^{a}$ STODDERT
*Sec$^{y}$ of the Navy*

[NDA. Tingey LB, 1798–1800.]

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**To Captain Thomas Tingey, U. S. Navy, and Captain Stephen Decatur (senior), U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Depar$^{t}$ Nov$^{r}$ 20$^{th}$ 1798*

Cap$^{t}$ THO$^{s}$ TINGEY &
" STEPHEN DECATUR
(severally)

SIR The season is approaching when we may expect the River to be blocked up by Ice, before which event, it is of the utmost importance that the Ship under your Command should be at sea.

Be pleased therefore, to let me know as early as possible, the present state of your Ship & Crew; what you still want — and when you will be ready to proceed to sea.

I have the honor to be &c$^{a}$

[NDA. OSW, Vol. 1.]

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[20 NOVEMBER 1798]

**Letter of Captain Alexander Murray, U. S. Navy, of 23 November, 1798, to Secretary of the Navy, mention being made of the capture of the *Retaliation*, Lieutenant William Bainbridge, U. S. Navy**

ON BOARD THE UNITED STATES SHIP OF WAR *Montezuma*,
*off Antigua, November 23, 1798.*

As this is the first opportunity I have had of conveying to you any direct intelligence, since our departure from America, I am truly sorry it does not contain more pleasing information.

On the 17th day after our departure, we weathered the Virgin islands. Off St. Thomas, fell in with a sloop of war, of 22 guns, — she not answering our private signals, we prepared for action, the *Norfolk* and *Retaliation* being at a considerable distance. On hailing her, she proved to be the British sloop of war *Scourge*. Her lieutenant, who came on board, informed that these seas were much infested by privateers, and that the *Scourge* was then in pursuit of four, that had left St. Thomas's the evening before for Guadaloupe. Made sail with the *Norfolk* and *Retaliation* for this island; off Antigua, again fell in with the *Scourge*, and a king's brig of 16 guns. — After cruising several days to windward of Antigua and Guadaloupe, and every day meeting British frigates, we concluded no other vessels were in these seas, and we were uniformly assured that the French had nothing larger than schooner privateers, except one ship of 18 guns.

We kept, however, constantly upon the look-out, and once run in full view of their forts, without meeting with any vessel, but British

frigates, till yesterday at 10 o'clock at night, when we descried a brig close to us, which we gave chase to, and soon came up with. She was the brig *Fair American*, of Philadelphia, then in possession of the enemy, taken five days previous from Surinam. We took the prisoners out, seven in number, and was informed by the captain and supercargo, who were left on board her, that there were two privateers and a prize brig standing after them. We kept a sharp look-out, at 2 P. M. by the light of the moon, saw two vessels, which we gave chase to, and left the prize brig with the *Retaliation* to follow us; but being too near the land, they kept so close in, and no dependance to be placed in moonlight, we were obliged to give up the chase, and stood off shore till day light, keeping the men at their quarters the whole night; as daylight, appeared, we found we were meeting two very large frigates — one three masted lugger, the *Retaliation*, and the prize, a little ahead of them, were standing for us.

We bore up for the *Retaliation* and hailed her, and was informed by captain Bainbridge, that they were the English frigates we had seen the day before. Fortunately, we saw, at that instant, the two sail we had chased a little before, to leeward, and we put about to pursue them; the frigates standing after us, and nearly within gun shot. We crouded a press of sail after the chase, and not knowing what to make of the frigates, we hoisted their private signals, which were not noticed; we then hoisted the American flag — still saw no colours — but crowding sail after us, and, we presumed, chasing the same vessels which we were. The *Retaliation* then drop'd, unsuspicious, with her prize, (or rather could not avoid them) close under their guns, when the headmost frigate fired into her, and we saw her haul down her penant, while the prize was suffered to keep up her ensign. — This led me to suspect, that the British expected the compliment of lowering the pendant to them, as I was still persuaded they were English ships.

We pursued the chase, which we at last came up to, and took the sternmost, which proved to be a captured large schooner from Kennebeck, bound to Antigua, taken the day before, and had got up nearly in reach of one of her forts, at the north end of Guadaloupe. The *Norfolk* being rather the headmost vessel, got her boat out, after firing several shot to bring her to, and with great expedition we manned her and brought her safe off, almost from under the guns of the frigates, and made sail for this island.

After we got off, the prisoners told us they were two large French frigates, from Cayenne, bound then into Guadaloupe, and to cruise on that station, which at once marred our hopes of ever being joined by consort, and much valued officer Bainbridge, who, as well as our prize brig, fell into their hands, with Mr. Griswold, one of my midshipmen, and three of our seamen. The schooner we have got safe in, which is loaded with lumber and fish.

Now, Sir, you will no doubt condole with me on this unhappy catastrophe; but I flatter myself no blame can append to me; for it is next to wonder how we saved our other vessels.

Nothing but the good appearance which we put upon our situation, by inducing them to think they should decoy us, saved us; for they were seldom out of gun shot from the first of our falling in with them, and I believe had we attempted to run at first, we must have all been taken, as there were besides the ships and lugger, three schooner privateers in sight, but they did not seem rightly to understand each other;

else how they came to suffer us to take off the prize schooner, is incomprehensible, unless they were satisfied with their first booty.

This moment the prize brig has come to anchor along side of us, and from our midshipman we learn, that the ships which took them were from Cayenne, one the *Volunteer*, of 50 guns, and 600 men, the other the *Insurgent*, of 40 guns, and 500 men. They only put a midshipman and five seamen on board, without taking any of our people out, who, at 7 o'clock at night, losing sight of the ships, retook the prize, and brought her in here.

I have met with very polite civilities from all the British officers that I have met with, particularly from Captain Mattson, of the *Cyenne* sloop of war, of 26 guns, lying here; by whom I have written to Admiral Harvey, whose nephew he is, requesting an exchange of signals, a copy of which I herewith enclose you, which I hope will meet your approbation.

ALEXANDER MURRAY.

[LC, Phila. "Claypoole's American Daily Advertiser", 8 January 1799.]

[NOTE. Diligent search has failed to reveal Bainbridge's report on the loss of the *Retaliation*, which in subsequent correspondence he refers to as having been made to the Secretary of the Navy on 25 November, 1798. This report was doubtless accessible to Mr. Charles W. Goldsborough, a clerk to the Secretary of the Navy from 1798 to April 1, 1802 when he was appointed Chief Clerk of the Navy Department, holding this title until 1813, and author of "The United States Naval Chronicle", which Mr. Goldsborough states was confined to facts based on authentic documents in this period. The following quotation from the "Naval Chronicle" published in 1824 concerning the capture of the *Retaliation* receives further corroboration from "The Life of William Bainbridge, Esq. of the United States Navy" by Major General H. A. S. Dearborn, U. S. Army, the manuscript of which was completed in 1816, although not published until 1931. Dearborn was a close and intimate friend of Bainbridge and doubtless had full access to the personal files of the latter. The closely similar form and language of his account of the loss of the *Retaliation* with that of Goldsborough, quoted below, leads to the belief that both were taken from Bainbridge's report, perhaps from the original and a file copy duplicate.]

Extracts from *The United States Naval Chronicle*, pp. 127–129: "While cruizing off Guadaloupe, on the 20th November, 1798, at 6, A. M. lieutenant commandant Bainbridge, commanding the schooner *Retaliation*, discovered three sail in the E. S. E. distant two leagues, and at the same time the ship *Montezuma*, captain Murray, and brig *Norfolk*, captain Williams, were seen in the west, standing for the *Retaliation*. At half-past 6, captain Murray hailed the *Retaliation*, and asked if the ships to windward had been spoken. He was answered in the negative, with an intimation that they were probably British. Two other ships, appearing in the west, captain Murray tacked and gave chase. At 7, lieutenant Bainbridge threw out the signal for the ships to windward, but his signal was not answered. He then made the signal for American ships, and was answered by a flag at the mizen-peak, which could not be so clearly distinguished as to enable him to decide as to the character of the ships. From a variety of manoeuvres, however, he was induced to consider them British frigates. The British ship *Scourge* had, the day before, been seen to join two vessels of similar appearance; and when the *Montezuma* and *Norfolk*, stood for them, they tacked, which induced the belief that the *Scourge* had given them information of these two American vessels. When the American cruizers tacked to the westward, they tacked also, from which it was presumed, that they had discovered the two sail to which captain Murray had given chase.

"At 8 o'clock, the *Insurgente* fired into the *Retaliation*, hoisted the French flag, and ordered her to strike. Immediately after, the flag ship, the *Voluntier*, hailed and directed lieutenant Bainbridge to come on board. Yielding to over-whelming force, he was constrained to strike his flag, and repair on board the *Voluntier*. These two frigates, under the command of commodere St. Lawrence, were from France, via Cayenne. The *Voluntier* carried forty-four, the *Insurgente* forty guns. The *Retaliation* was carried into Guadaloupe, where the frigates were bound, with general Desferneaux on board, who had been sent out to supersede the notorious Victor Hughes, as governor of that island.

"The officers of the *Retaliation* were held as prisoners, on board the frigates, but the crew were confined, in a loathsome prison, in Bassaterre, whither the officers were ordered in the first instance; but the kind intercession of commodore St. Lawrence, changed their destination."

* * * * * * *

"It was probably owing to the address of lieutenant Bainbridge, that the *Montezuma*, and *Norfolk* were not captured. The *Insurgente* having, as before stated, fired upon the *Retaliation*, and ordered her to strike, continued her chase in pursuit of the *Montezuma* and *Norfolk*, and was fast gaining upon them, when, in the language of captain Murray, 'she gave up the chase, in a very unaccountable manner.'

"Soon after lieutenant Bainbridge went on board the *Voluntier*, commodore St. Lawrence, with several lieutenants were spying the chase, expecting every moment that the *Insurgente*, whose superior sailing had brought her nearly up to the *Montezuma* and *Norfolk*, would open upon them. Lieutenant Bainbridge asked lieutenant Pleasants, to allow him to look through his spy-glass, which was politely accorded. He saw, with the most painful feelings, that the *Insurgente* was gaining on them so fast, as to leave scarcely a doubt of their being captured. At that moment, commodore St. Lawrence said to him, 'Pray, sir, what is the force of those vessels?' To which he, with perfect self-possession, and all the sang froid he could assume, replied, 'The ship carries twenty-eight twelve pounders, and the brig, twenty nine pounders.' The commodore instantly directed his signal officer, lieutenant Pleasants, to make a signal of recall to the *Insurgente*. The order was instantly obeyed. The *Insurgente* gave up the chase, and the *Montezuma* and *Norfolk* escaped."

[See correspondence between General Desfourneaux and Lieutenant Bainbridge regarding prisoners, dated 25 December, 1798, 6 and 7 January, and 24 February, 1799.]

[Nav. Chron. Vol. 1.]

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**Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 20 November 1798**

This 24 hours first part modarate gales from the N E with thick weather Sent the Same Number on Shore To assist in geeting Down the guns

Midle part thick Raney weather at 8 p m gott all the guns on Bord the *Commerce* and hald him in the Stream at 12 a m the verd [veered] To S E heavy gale the ship struck a Drift Lett goo Best Bower anchor at 10 a m hove up Bower anchor and Stream anchor and Lay at Singal anchor

Latter part more modarate

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

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 20 November 1798 Tuesday**

Wind Shifted from East to E. N. E. & increas'd to a gale with hail and Snow at 8 A. M. the gale Increasing let go the Sheet Anchor under foot at 9 the Pinnace went a Drift Sent the Yawl after her but was not able to Save her without endangering the lives of the people at 10 the Launch Sunk at her Moorings At Midnight the Storm Increasing with great Violence Struck the Mizen Top Mast & prepar'd to Veer away on the Sheet Cable at 3 A. M. the Winds Veer$^{d}$ to the S. E. the gale abated.

[NDA.]

**To Gurney & Smith, concerning *La Croyable*, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 21st Nov. 1798*

Messrs GURNEY & SMITH

GENTN In the distribution of the Prize money to the Officers & men of Capt Decatur's Ship, you will please to govern yourselves by the Acts of Congress of December the 4th 1781, & 10th July 1782; except in the instance of the one twentieth part reserved by those Acts for the United States, — which may be considered as belonging to the Officers & Men. —

I have the honor to be &Cs

[NDA. GLB, Vol. 1.]

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**To William Nicholls, Marshal of Pennsylvania, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department November 21st 1798*

Wm NICHOLLS Esqr
*Marshal of Pens*a

SIR I have the honor to request you will take measures to have the prisoners both at New Castle & Lancaster supplied with such Articles of coarse cheap clothing as will be sufficient to protect them from the inclemency of the Weather; and for removing those at New Castle for Lancaster. Mr Hamilton can inform you what those prisoners have already been supplied with. — The guard of Marines now at New Castle will, I presume, be sufficient to conduct them to Lancaster. —

I have the honor to be &Cs

[NDA. GLB, Vol. 1.]

**To Secretary of War from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department Novr 22nd 1798*

SECY AT WAR

SIR, It will require to complete the building & Equipment of the Ships now building by the public, Exclusive of arms & military Stores the sum of ..... 630, 000
Dollars — And to provide Arms & military Stores for those vessels, as well as for those building by the Citizens for the public—the sum of ..... 233, 000

In the whole ..... 863, 000

There are building by the Citizens for government, and which will complete the Navy to the Establishment by Law

Two Frigates of 44 Guns
one ditto -- of 32 --
Three ships of 24 --
Two do of -- 18 --

and they have already furnished one of 18 —

The cost of these 9 Ships, which may be about 900000, will be a loan to Government at 6 p.c$^{t}$ Interest. The Interest need only be provided for. The sum necessary for the maintenance of the Navy, as now established for one year, will be------2219, 516 $\frac{54}{100}$ D$^{s}$ But as some of the ships will not be in service more than six months of the year 1799, 423,290 $\frac{74}{100}$ may be deducted from the expence of that year only. —

I do not think any advantage will result to the United States from increasing the number of small vessels — Indeed I rather think those we have, consume our means, without encreasing our strength. But it appears to me highly proper that the number of our Frigates should be encreased; and that we should have twelve ships of 74 Guns, as early as practicable — If then our Navy should be augmented as follows;

Two — 24 Gun Ships, but really mounting 32 —
Three Frigates
Twelve Ships of 74 Guns —

| | |
|---|---|
| The Cost of this augmentation exclusive of Military Stores would be. | 4, 210, 000 D$^{s}$ |
| Of Military Stores & arms---------- | 700, 000 D$^{s}$ |
| | 4, 910, 000 D$^{s}$ |

The annual expense of maintaining this Navy would be 2,850,000 Dollars —

I have the honor &c$^{a}$

[NDA. Sec War LB, 1798–1824]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 22 November 1798, Thursday**

Moderate and Clear Weather At 8 A. M. Hook'd the Launch & haul'd her along Side At Merd$^{n}$ Cap$^{t}$ Nicholson came from Boston in the Barge with Several Gent$^{n}$ M$^{r}$ Russell 1$^{st}$ Lieu$^{t}$ went to Town Answer'd a Salute with 3 Guns to a Ship that pass'd us.

[NDA.]

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[23 November 1798]

**To John Clopp, Philadelphia, from John Stucky**

ON BOARD THE UNITED STATES SLOOP OF WAR *Montazuma lyeing off Antigua Novem$^{r}$ 23$^{rd}$, 1798*

DEAR BROTHER & SISTER This is my third Letter since I saw you last hoping this will find you & the Children in a good State of health as it leaves me at pressent thanks be to God for his Mercys I have been extremely hearty ever since I have been on Board I have no complaints neither against Officers nor the Provissions and as for the Men I work my way amongst them as well as I can It is with pleasure I inform you that we have retaken two Vessels from the French the one is a Brig called the *Fair American* which we took

in the Night next day we saw two Vessels bearing down upon us not knowing who they were the Schooner *Retaliation* & the prize dropt astern of us to See what they were but unfortunately they proved to be two French fifty Gun Ships & a Luggar to which our Schooner & the prize were forced to Strike the Schooner is gone entirely for they have carried her safe into port but the prize Brig Crew rose upon the Frenchmen retook her again & brought her safe again into this port She is a fine Brig having a Valuable Cargoe on Board She was on her passage to Philad$^{a}$ the other prize we took is a Schooner laden with lumber to a considerable amount thus far we have met with Success Our Officers are Resolute & detirmined as is likewise the whole Crew to a Man as for my part I have Seen nothing to frighten me as yet & hope I never may I would rather Die than flye from my Quarters or be called a coward I suppose you judged from my last Letter That I was lost to all sense of feeling no no I feel myself more & more like a Man of the World to be on Board of Ship is realy a School where a Man may learn to live had I known I should have liked the Seas so well I Should have went to Sea long agoe It is not too late for me to doe good yet for myself although I serve my Country now as a Marine I hope I may live to become a Citizen again and enjoy the fruits of my Labour —

Remember me to all inquiring Friends particularly M$^{r}$ Fisher & Wife M$^{r}$ Forde & to Polly Walters let her know that Henry Cress & Lewis Brail are taken Prisoners by the French So I conclude

Subscribing myself
Your Affectionate

JOHN STUCKY

P. S. Please to goe to Jonathan Meridith the Tanner & let him know that his Nephew is well & hearty on Board the *Montazuma* & desires to be rememberd to him & to all his Friends

J. STUCKY

M$^{r}$ JOHN CLOPP *Philad$^{a}$*

[LC. Manuscripts USN, 1775–1804 (1).]

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**Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 23 November 1798**

This 24 hours first part Calm flattering weather at 4 p m modrate gales from N N E with thick weather at 8 a m Lusd Topsails Signal for sailing at 10 a m hove out Signal for the fleet To geet under waigh.

Midle part modarate gales from N N E past Georges Island fort Brig *Pickring* Brig *Commerce* and Ship *Penelope* Capt Flagg all Bound To Charles Town South Carlonia

Latter part Strong gales and Rainy all Sail Sett

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

**Extract from journal of James Pity, U. S. Frigate *Constitution*, 23 November 1798, Friday**

Clear & Cold Wind at N° M^r Ward Act^g Masters Mate was Confined in Irons for Speak^g Seditious Words tend^g to Stir up the Minds of the People, also M^r Connell Boatswain for abusing M^r Cordis 2^d Lieu^t for Inspecting the Store Room. I was also Arrested & Confind to my cabin by order of Cap^t Nicholson without any Reason being given (except unofficerlike Conduct) and was kept under Arrest till the 1^st Dec^r follow^g when I rec^d written Order from Cap^t N. to go on Shore at the Same time Declaring that I was Dismissed from any further Service on B^d the Frigate. agreeable to his Orders I went on Shore Nothing of Consequence took place till the 22^d In^st when I rec^d his Orders to repair on B^d the Frigate as I was Reinstated in my former office and orders in Writing to the Command^g Officer to Recieve me as Such. I did not Return to the Ship till the 27 Ins^t in Company with Cap^t N. having been on duty in Boston from the 22^d In^st the time I rec^d orders to go on B^d as to the Justice of the Business I shall not say much but every one who knows the Circumstances must Suppose that I was not Arrested for anything very Criminal or I should not have been reinstated.

Memo — Mention was made in the day book when I left the Ship but not when I return'd on board, w^ch I think was wrong.

[NDA.]

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**To Major Commandant W. W. Burrows, U. S. Marine Corps, from Lieutenant of Marines Anthony Gale, U. S. Marine Corps**

NEW CASTLE *Nov^r 24 1798*

SIR I rec^d a letter this day from the Secretary of the Navy to send a Prisoner from each Privateer under the Care of a Soldier to see the Condemnation of their Vessels I send the Captain of each Privateer under the care of Matheral he being (I think) the most proper person. The men are in a dredful way for want of socks and the other clothing you promised to send down.

The two Men I told you was sick died since my return named J^no Belless & Hallam. Belless died the 13th and Hallam, the 22^nd of this month. Brady was killed the 30^th October.

I am
Sir
Your most ob^t & Humble S^t

ANTHONY GALE
*Lieut. of Marines.*

W. W. BURROWS
*Major Commandant of the Marine Corps*

[MCA. LR, 1798.]

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**To Captain John Robinson of Ship *Hero*, from Secretary of State**

[Nov. 24, 1798]

To Captain JOHN ROBINSON,
Master of the Ship *Hero* of New York.

Your Ship being laden with Stores on account of the United States of America, You are to proceed directly to Algiers, and there deliver

your cargo to Richard O'Brien Esq[r] Consul General of the United States at that place; or in his absence, and in the absence of any other agent of the United States, deliver the cargo to the proper Officer or officers of the Dey and Regency of Algiers for whom the same is intended, in fulfilment, so far, of the Stipulations of the United States with the Dey and Regency at the time when peace was concluded between them and the United States.

For the greater safety of the said cargo, you will be accompanied by the armed Schooner called the *Lelah Eisha*, William Maley commander. You will therefore agree on the proper signals by which you may know each other.

Captain Maley has permission to touch at Tangier or Gibraltar, if not inconvenient, to enquire whether any events at Algiers render it improper to proceed thither. The American Consul James Simpson Esq[r] at Tangier, and John Gavino Esq[r] at Gibraltar, will inform and advise him. In case of seperation on your voyage you may take the same precaution. But a rupture on the part of Algiers with the U. States I consider as so remote a contingency, that if you have a fair wind and see nothing to dissuade you from passing the gut of Gibraltar without enquiry as above, you may do it.

Given under my hand and official seal at Philadelphia the 24[th] day of November 1798.

TIMOTHY PICKERING
*Secretary of State.*

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

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**To Mr. Bond representing Captain duPetit Thovars, concerning the *Niger* from Secretary of State**

[Nov. 24, 1798]

M[r] BOND.

Col[o] Pickering acknowledges the receipt of M[r] Bond's note of this date, and informs him, that the Secretary of the Navy says all the armed vessels authorized by existing acts of Congress are either purchased or building; that it is consequently out of his power to treat with Capt. du Petit Thouars concerning the *Niger*.

DEPARTMENT OF STATE *Nov[r] 24. 1798.*

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

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**Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 24 November 1798**

This 24 hours first part fresh gales and thick weather attended with Rain at 2 P m Sambro head Bore West 1 mile Distns from which we Take our Departure it Being in Latt of 44.32 N° and Longtd of 63.20 west at 4 p m spoak an English Ship *Halifax*

Midle part fresh gales at 6 p m Close Reeft Topsails a havey swell from S E at 8 a m Sett Single Reef Topsail and Staysails

Latter part fresh gales and Squaley weather attended with havy Rain all three vesells in Companey

Lattd Obbrs 42.37 North

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

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

This 24 hours first part fresh gales and Rain at 3 p m Duble Reeft Topsails at 10 Close Reeft Topsails

Midle part Strong gales with Showers of Rain and hail at 12 a m Sounded in 52 fathoms watter at 2 a m Sounded in 53 fathams Sounded Several Times from 53 To 38 fathoms at Same hove out Signal for fleet To make Sail

Latter part Strong gales and heavy Sea at mrdn Sounded in 40 fathoms watter the fleet in Companey

No obbrs To Day

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

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**To James Jackson, Governor of Georgia, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 26th Nov. 1798.*

JAMES JACKSON Esq[r]
*Gov[r] of Georgia.*

SIR The Letter with which you honored me, of the 14th Ultimo, was received by the Secretary of State, in my absence, and acknowledged by him the 3rd Instant.

The Laws of Congress authorize the building of Ten Gallies or other Small Vessels for the defence, it was understood, of the harbours of the United States. Two Gallies were directed to be built in Georgia, and in September orders were given to have two Gallies added to the Number. And Cap[t] Campbell in the Revenue Cutter *Eagle* of 14 Guns, a well armed Vessel, has been ordered to make the Coasts of Georgia, the particular object of his protection. — This is the whole amount of Naval protection which the present Laws authorize the President to assign exclusively to the Coasts of Georgia. Indeed Georgia and the Carolinas are the only States, for which any kind of exclusive protection in the Naval Line, has been provided. — And these States, but more particularly Georgia, from its exposed situation, merit, and will assuredly meet with at least an equal share of the attention of our Stronger Vessels, every day increasing in number. and I calculate with some degree of confidence, that until our unprincipled enemy become much more powerful in the West Indies, than they are at present (and this from the present posture of their affairs, is not likely soon to be the Case) Georgia will have but little to apprehend from Piratical incursions. —

I lament that your Letter did not reach me in time, to enable me to pay proper respect to the Gentleman recommended by you, to the Command of one of the Gallies. Prior to the receipt of it, steps had been taken, which put his appointment out of my power.

I have the honor &c.

[NDA. GLB, Vol. 1.]

**To Joshua Sands, Collector of Customs, New York, from Secretary of State**

[PHILADELPHIA]
*Department of State, Novr 26. 1798.*

JOSHUA SANDS Esqr

SIR, I have before me a letter of the 23d instr from Mr John Morrison, owner of the Ship *Eliza* of Charleston, which mentions that you have doubts of the propriety of granting a commission under the "act further to protect the commerce of the United States," for the said Ship.

Though the *Eliza* appears not to be entitled to a Register or Mediterranean passport, yet as she is American property and entitled to protection as such, and as the policy of the Act above cited is entirely different from those by which the privileges of American built vessels are defined and secured under the laws of Revenue, I am of opinion that a commission may be properly granted. The Secretary of the Treasury entirely concurs with me in this opinion.

I am, Sir, respectfully &c.

TIMOTHY PICKERING

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

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**To John Morrison, owner of Ship *Eliza*, from Secretary of State**

DEPARTMENT OF STATE *Novr 26. 1798.*

Mr JOHN MORRISON *New York.*

SIR, I have this day written to the Collector of New York to issue a Commission to the Ship *Eliza*, armed and manned as related in your letter of the 23d instant: His doubts arose on words in the law which in some other cases are too strictly construed; but liberally when the question concerns the protection of real American property from French Depredations.

I am, Sir, Your h'ble servt.

TIMOTHY PICKERING

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

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**To Secretary of War from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 26th Nov 1798*

SECY AT WAR,

SIR It is intended to remove 148 French prisoners from New Castle to Lancaster. The guard of 18 Marines, over them at present, is thought insufficent to conduct them to Lancaster; & no more Marines can be spared from the Vessels in Port, getting ready for Sea. Can you add such a guard to the 18 Marines, as will be sufficient. — An officer & — 20 men in addition, it is presumed, will answer the purpose. —

I have the honor to be &c.

[NDA. Sec War LB, 1798–1824.]

**To Lieutenant Charles C. Russell, U. S. Navy, & other officers of *Constitution*, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department November 26th 1798*

LIEUT[t] CHARLES C. RUSSEL &
other Officers on bo[d] the
Frigate *Constitution* Boston

GENT[n] I am honoured with your Letter of the 18th Instant — requesting a Sky light to be made in the Frigate *Constitution*, to communicate light & air to the Ward Room.

I am extremely desirous of complying with every reasonable wish of the Officers of every Ship in the Navy — But in the present instance I am unqualified to judge, whether the Indulgence required, would not injure the Ship, or be attended with other disadvantages. — Gentlemen of the Navy, with whom I have consulted here, represent a Sky light to the Ward room, as a very unusual thing, except in small ships; and think that scuttles in each deck, would not injure the ship, and would introduce Fresh air. I have however written Cap[t] Nicholson on the subject; to have done, whatever is proper & right; so that the ship shall not be injured, or delayed, in getting ready for another, and an immediate Cruise. —

I have the honor to be &c[a]

[NDA. OSW, Vol. 1.]

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

[PHILADELPHIA]
*Navy Department 26th Nov[r] 1798*

Cap[t] SAM[l] NICHOLSON

SIR, I hope your ship will be fully prepared to proceed on important service, by the time orders will reach you, which will be in two or three days after the receipt of this Letter. You should examine that your powder is good, and if defective, make instant application to M[r] Higginson, to remedy the defect. — Tho' I hope your powder is in order; and that you have a suffiicent quantity of Ball; and are well provided in all other respects, for warm service. —

That there may be no cause of complaint from the families of those men who leave families behind, and desire that they may receive half their monthly pay, I now enclose the regulations made on that subject — which you will please to attend to — and send me a List of the men who leave powers of attorney, with an account of their monthly Pay, and of the time to which they have been paid.

Unless this is done by you, no payments will be made in the absence of the men.

I have the honor to be &c[a]

[NDA. OSW, Vol. 1.]

**To Tench Francis, Purveyor, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department, 26th Novr 1798*

To TENCH FRANCIS Esqr

SIR Be pleased to have the following Signal colours prepared with all possible dispatch; and deposited with Captain Gill Storekeeper for the Navy Department —

Blue, white, red
Blue & yellow
Broad blue pendant

You will have fifteen of each prepared. — The blue white red, & blue & yellow, to be made 13 feet hoist and twenty feet fly — The pendant to be made 10 feet hoist, & 20 feet fly — The vessels in Port, will want Some of these colours before Sailing — and they must Sail in a few days. —

I have the honor &c.

[NDA. Req. on US T, 1798–1803.]

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**Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 26 November 1798**

This 24 hours first part Strong gales and Squales of Rain at 1 p m Saw a Sail Bearing S S W which Sune after past us Stearing To the Eastward under Short Sail at 8 p m Sounded in 63 fathoms watter

Midle part more modarate with flying Clouds Sounded in 70 fath watter yellow sand at 4 Lett out one Reef out Each Topsail at 7 a m hove out Signal for fleet To make Sail Lusd all small Sails To Dry

Latter part fine pleasant weather and Smoth Sea all the fleet in Companey

Lattd obrs 39.32 North

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

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**Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 27 November 1798**

This 24 hours first part modarate gales and Clear weather at 4 p m the *Pickring* Took the Brig *Commerce* in Tow

Midle part allmost Calm and Smoth plasant weather the fleet Still in Companey

Latter part Light Breezes and pleasant weather and Smoth Sea

Lattd Obbrs 38.45 North

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

**To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy**

[PHILADELPHIA]
*November 28th 1798*

STEPHEN HIGGINSON Esq[r]

SIR I am honored with your Letter of the 19th Having already sent you a larger remittance than your Letters heretofore desired, of which you could not have had notice. — I shall not send more 'till I hear from you, that it is Wanted. The Congress appropriated a sum of money to purchase Slops; not as a gift to the seamen; but that they might be laid in on good Terms; and to prevent imposition on the seamen, on the 9th of October, I transmitted to you a regulation on this subject, with respect to the Ship *Portsmouth;* but it is meant to be general. — As to the slops heretofore purchased by M[r] Debloise, it is of little consequence, whether they are brought into the public Accounts; or settled by himself; And upon the Whole, I believe the latter will be the preferable mode in this instance. But he also received slops from M[r] Jackson the Agent, whose accounts never having been settled, it is out of my power to tell the amount. — M[r] Debloise I hope will Ascertain it with M[r] Jackson. —

On the subject of Officers for Cap[t] M[c]Neill, I wished at first they should be taken from Portsmouth: But understanding that fit Characters could not be had there, I wrote M[c]Neill, that any Officers approved of by you & him, should be named to the President: And in this I meant they should be selected where you pleased. I pray that this business may be immediately attended to; and that such Officers as are ready on the Spot, for immediate service may be appointed. It will never do to keep the ship waiting for men, who are absent at sea. I have written M[c]Neill to this effect; and to call such Officers as both you and he approve, into service immediately. He writes me that he hopes his Ship will be ready by Christmas — I hope she will be ready before — But unless the names of the Officers are immediately sent to me — They will not get Commissions before Christmas. Pray let it be understood that the officers are to be called in to service, and act as if regularly appointed; that there may be no delay on this acc[t]

I hope the Weather will be such as will not prevent the launching & fitting the *Constitution;* so that she may be ready by the 10th of December, by which time I expect to forward on orders for her Cruise. —

As to musket powder, it is not likely it can be sent from Springfield for the *Constitution*, without risqueing delay — It will be better to buy the quantity wanted, at the Boston Prices, which are however 25 Per Cent higher than at this place.

[NDA. GLB, Vol. 1.]

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**To Captain Daniel McNeill, U. S. Navy, commanding the *Portsmouth*, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department November 28th 1798*

Cap[t] DAN[l] M[c]NEILL

SIR, I am honoured with yours of the 9th Instant. I am sorry you will not be at sea before Christmas. I hoped you would have been ready by the 15th December at latest. As to Officers, you and M[r]

Higginson have construed too rigidly, what I said on the subject. I wished the officers to be got from New Hampshire. But understanding from you that fit men cannot be had. I wrote to you, & to Mr Higginson, that any officers approved of by you both, should be named to the President — meaning that you should get them where you pleased. Pray attend instantly to this important business — fix with Higginson a proper set of officers, ready now to enter into service — and call them into service — They shall be named to the President —.

Unless you are quick in sending me these names; and in getting the Officers, they will not get their Commissions by Christmas — Nor will you get the ship out this Winter; which will be a great public disappointment — And no doubt a mortifying one to a Man of your enterprize & Zeal —

I have the honor &c$^{a}$

[NDA. OSW, Vol. 1.]

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**To Purser James S. Deblois, U. S. Navy, from Secretary of the Navy**

[Philadelphia]
*Navy Departm$^{t}$ Nov$^{r}$ 28$^{th}$ 1798*

M$^{r}$ Ja$^{s}$ S. Deblois
*Purser of the Constitution Boston*

Sir I have received your Letter of the 9$^{th}$ Instant, with several others of prior dates. In mine of the 26$^{th}$ September addressed to you at Norfolk, I enclosed you the rules & regulations of the Navy &c$^{a}$, and informed you that 28 Cents was the price at which you must settle with the officers for the rations allowed them by Law. What you recommend as the size of the pieces of Beef & Pork to be put up for the Navy, has been some time adopted, and in future will, I expect, become the Universal practice. —

I have not yet seen M$^{r}$ Jacksons Accounts which have been lately transmitted by him to the Treasury for settlement; but you can now obtain from himself the Invoice of the slops you have so repeatedly written for. M$^{r}$ Higginson will furnish you with future Supplies; and you will attend particularly to the enclosed Copy of Circular Instructions, intended for the general regulation in our Navy with regard to the Article of Slops. —

It sometimes happens that the Officers draw from the Purser, particular parts of a ration; and heretofore the latter have been at a Loss at what rate to charge the same. The enclosed table will enable you to settle this without any trouble.

M$^{r}$ Higginson will supply you with money to settle with the Officers & Crew; —

As to the pay due to Doct$^{r}$ Reed, & M$^{r}$ Nicholson, the receipts of their legal representatives will be sufficient Vouchers. —

Cap$^{t}$ Nicholson will determine as to the time at which the Crew must be settled with. — The pay of the Officers should commence from the date of their appointments.

I certainly cannot interfere as to the time of your going on shore, or remaining on board; And I ought not to be referred to on the subject: The Captain is surely the best judge in this respect; and I presume

will not expect an unreasonable or improper attendance on your part. —

I am &c$^{a}$

[NDA. OSW, Vol. 1.]

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**To Robert Gilmore, Chairman of the Committee &c, Baltimore, Md., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department Nov$^{r}$ 28$^{th}$ 1798*

ROB$^{t}$ GILMOR, Esq$^{r}$
*Chairman of the Committee &c$^{a}$ Baltimore*

SIR I am honored with the receipt of your Letters of the 13$^{th}$ & 23$^{rd}$ Instant.

I have reason to believe that M$^{r}$ Hughes cannot be relied on to supply the Guns in time. His metal is good, but he is deficient in the Machinery for boring; and which, I am informed he cannot prepare under six months, which will be too great a delay. I shall therefore provide the Guns here, where engagements are made for a considerable number of different Calibers

The approved Diameters for the shot are,

| | | |
|---|---|---|
| For a four pounder | 3 Inches | 053 thousand parts |
| For a Six pounder | 3 In$^{s}$ | 498 — ditto |
| For a Nine pounder | 4 In$^{s}$ | 000 — ditto |

P. S. I will endeavour to Employ M$^{r}$ Hughes to cast the Cannon for the Frigate at Norfolk, which will not require her Guns so soon as the vessels under your direction. Be pleased to say when the Guns for these Vessels will be wanted. —

[NDA. GLB, Vol. 1.]

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**Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 28 November 1798**

This 24 hours first part modarate gales and Clear weather all Sail Sett By the Wind the Brig *Pickring* Towing the *Commerce*

Midle part modarate gales and Clear weather and Smoth Sea Try'd for Sounding found None

Latter part Clear pleasant weather at 6 p m Saw a Schooner Standing to the Northward all sail Sett By the wind

Lattd obbrs 37.37 North

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

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

[PHILADELPHIA]
*Navy Department November 29$^{th}$ 1798*

Cap$^{t}$ JOHN BARRY

SIR As Captains Truxton, Dale, Decatur & Tingey are now in the City; and as the regulations, or Articles of War for the Government of the Navy, are extremely defective, it would be useful & important, if you would, with the aid of these Gentlemen, consider, and report a proper system on this subject. —

A room, pen Ink & paper shall be provided for you at the Navy Office — should you find it convenient to meet here. —

I am &c[a]

[NDA. OSW, Vol. 1.]

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

[PHILADELPHIA]
*Navy Department Novem[r] 29[th] 1798.* —

Cap[t] SILAS TALBOT
or in his absence
Cap[t] FLETCHER. —

SIR I enclose you Commissions and Warrants for the following persons, appointed agreeably to your Recommendation — viz[t]

Wilson Jacobs, John Warner, and Zackariah Rhodes. Lieutenants in the Navy —

George Augustus Hallowell. Sailing Master —

Joseph Lee Surgeon

Thomas Oliver Hunt Carpenter, Surgeon's Mate —

John Martin Purser —

Arnold Whipple, Wilson Jacobs, John Collins Kinnicutts, Benjamin Smith, and Christo[r] S. Carpenter — for Midshipmen —

David Pettis. Sailmaker. —

The Petty Officers nominated by you, must act under the Captains Appointment — they do not receive Commissions or Warrants —

Previously to delivering these Commissions and Warrants, you will require each person, to Communicate his acceptance in writing, and to take the oath of Allegiance — for which purpose I enclose you a number of Blank Oaths — these acceptances and oaths, you will return to this Office. —

I have the honor &c.

[NDA. OSW, Vol. 1.]

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

This 24 hours first part modarate gales and Clear pleasant weather and Smoth Sea all Sail Sett at 4 p m Tact Ship to N W

Midle part modarate gales and Clear pleasant weather at 8 a m Tact Ship To the S W Sounded in forty fathoms Watter

Latter part Light Breezes and Rain Convoy Still in Sight Brig *Commerce* in Too By the *Pickring*

No obbrs To Day

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

[29 November 1798]

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

ON BOARD THE MONTEZUMA,
*St. Thomas's, November 29, 1798.*

I again address you from this place where we arrived this day.

I convoyed eight vessels from Antigua bound to America, and shall pick up several more here to join us, so as to be off to-morrow.

I mean to conduct these vessels clear of all cruisers about the islands, and then to run to windward, which I find is the best station for us.

I landed eighteen prisoners here, and got a receipt for them of the French Consul, who treated us very politely; and by a flag o truce bound up to Guadaloupe, have made another effort in favour of our unfortunate prisoners there.

There are, at this time, not less than 150 privateers out of Guadaloupe, mostly small schooners and sloops, but hard to be caught, as they run in the wind's eye, in moderate weather, and skulk among rocks and shoals, where we cannot get at them; but, keeping them in their ports is a great object, as we find they already fear to go too far off the land.

ALEXANDER MURRAY.

[LC, Phila. "Claypoole's American Daily Advertiser", 8 January 1799.]

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**To William Johnson (junior), of South Carolina, from Secretary of State**

DEPARTMENT OF STATE
*Philad^a Nov^r 30^th 1798*

WILLIAM JOHNSON JUN^r Esqr

SIR As a citizen of South Carolina and a gentleman engaged in public business, you will have heard of the claim of the Prince of Luxemburg, and after his death of the claim of his heir (the Duke his brother) against your State on account of the armed ship *South Carolina* loaned by the Prince during the American war. — This claim appears to have been finally adjusted by the agency of Doctor John Brown Cutting, to whom, on his giving security, the Legislature ordered the payment of one thousand pounds sterling. This sum any reasonable man, I should think would have deemed an abundant compensation: but he demands, if I mistake not above four thousand pounds, when the whole amount of the adjusted claim was short of six thousand. — The Chevalier de Freire, Minister here from Portugal, and who is instructed by his Court to pursue the claim of the Duke (who is allied to the Royal family) has expressed his willingness to abandon the £1000 already paid M^r Cutting, if he will give up any further claim: but this he refuses to do. The Doctor has lately sailed to Charleston, and one object may be to get a further payment from your state. — To prevent this is the immediate object of this hasty letter. — You are a member of the Legislature and a lawyer, in the latter capacity the Chevalier de Freire will desire to employ you while your official station in the Legislature will give you an opportunity of knowing the measures M^r Cutting may pursue to obtain a further payment. — He remains the Administrator to the Prince of Luxem-

burg; but it will be desireable to divest him of that character. — On this and the whole of the case I will write you in a few days. — I have taken the liberty thus to address you on the advice of General Pinckney, as a gentleman of the law whom he would recommend to take care of the claim of the Duke of Luxemburg, on behalf of the Portugeuse Minister. —

I have the honor to be &c.

TIMOTHY PICKERING

[SDA. Dom. L., Vol. 11, 1798–1799.]

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**To Secretary of the Treasury from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department Nov^r 30^th^ 1798*

SEC^Y^ OF THE TREASURY

SIR — I enclose you a paper which Mess^rs^ Lane & Salter say is the copy of their proposal to you in June last, & which you agreed to. Also a Letter from them to me of yesterday. —

I want in all for the present Navy Establishment,

42 Six pound Cannon
62 Nine do
142 Twelve do
90 Eighteen do
60 Twenty four do

Amounting, at the prices mentioned by Mess^rs^ Lane & Salter, to about 70,000 Dollars — I think the owners of three Works, have claims on the public, in consequence of negotiations with you. If Mess^rs^ Lane & Salter are correct in representing the terms agreed to by you, I will immediately enter into contract with them for ⅛ of all the Cannon I want; or a greater proportion if you think it right.

I have the honor &c^a^

[NDA. Req. on US T, 1798–1803.]

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

This 24 hours first part Light Breezes and very heazey at ½ 4 p m Sounded in 35 fathoms Watter at 5 Spoak Capt Flagg he Enformd us that the Brig he spoak with yesterday spoak a french Corvete from gordalupe with three Commiseners from Victor Hugh Bound To ameraca

midle part at 12 Sounded in 30 fathoms watter at 4 a m Sounded in 20 fathoms Tact Ship To the S E modarate

Latter part Light Breeses of wind and fogg and smoth Sea

Lattd obbrs 37.03 North

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

**Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 2 December, 1798**

This 24 hours first part modarate gales and smokey weather at 8 pm Tact Ship To the westward at 10 pm the wind verd [veered] To the North ward at 11 pm handed Top g sails

Midle part Light Breeses from the Eastward thick weather at 2 am the wind hald To the S W at 4 am sound in 35 fathoms watter at 8 am Sounded in 25 fathoms Spoak a Schooner from Havanah Bound To New York 18 Days out at Same Time Tuk one Reef in Each Top sail

Latter part fresh Breeses from S S W
Lattd Obrs 36.23 North

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

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**To Captain Patrick Fletcher, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department December 3d 1798*

Capt PATRICK FLETCHER

SIR The *George Washington* under your command being well commanded, and I hope well officered, manned and fitted is too important a Ship to remain Idle in port — The Letters I have received teach me to expect that she will be ready for Sea, by the time you receive this. I have therefore enclosed your authority to Capture or destroy the French armed Vessels, wherever to be found on the high seas. It is the Presidents Orders that you proceed without delay by such course as you shall Judge most likely to fall in with French Cruisers. to Prince Ruperts Bay, in the Island of Dominica, where it is probable you will find some superior officer, under whose Command, you will then place yourself. But if you should find no superior officer on that station, when you arrive, you will then employ your Ship in short cruises, about Guadaloupe and as you shall Judge to be most likely to intercept the Armed Vessels of the Enemy, & to give most protection to our own Commercial Vessels trading in that Quarter, — looking in every two or three days at Prince Ruperts Bay, until you meet with other Armed Vessels belonging to the United States, and the Officer appointed to Command on that station, who will afterwards direct your operations. — I have it in Command from the President to express his high confidence in your skill, Bravery, & Zeal for the defence and honor of your Country; which he is well assured will never suffer in your hands — And also his particular & pointed orders that you promote strict discipline & order in your Ship — And inculcate among your Officers & men, a high sense of the honor of the American Flag, which is to be maintained at every hazard. — Still you must remember, that we are at War only with French Armed Vessels, and the persons found on board of them. The Vessels & people of all other Nations are entitled to, and must receive from you, civility & Friendship — Should you even meet with any American Vessels which have been captured by the Armed Vessels of any other Nation at War, except the French, you must not attempt a recapture — nor can you, should you see any such Vessel in the act of Capturing an American Vessel, lawfully interfere — In such cases

it must be presumed that the Courts of such Nations will render Justice — Wishing you great success &c$^{a}$

I am Sir &c$^{a}$

P. S. You will receive enclosed your authority to Capture French armed Vessels wherever found — And your Comm: & private signals. —

[NDA. OSW, Vol. 1.]

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**To Captain Moses Brown, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department Dec$^{r}$ 3, 1798*

Cap$^{t}$ MOSES BROWN

SIR I have the honor to enclose Commissions and Warrants, for the Gentlemen recommended for appointments on board of the *Merrimack*. —

Viz$^{t}$

| | |
|---|---|
| Mich$^{l}$ Fitcomb Jr | Lieutenants |
| Samuel Chase | Lieutenants |
| Nath$^{l}$ Broadstreet | Surgeon |
| J. Fitcomb Jr | Sailing Master |
| Joseph Hooper | Purser |
| Francis Saltar | Gunner |
| John Coush | Carpenter |
| Jos Brown & Nathan Fletcher | Midshipmen |

These Commissions & Warrants to the above persons respectively. —

I am &c$^{a}$

I also enclose Com$^{n}$ for David Stickney 1$^{st}$ Lieut$^{t}$ of Marines

[NDA. OSW, Vol. 1.]

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**To Captain Moses Brown, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department, December 3 — 1798 —*

Cap$^{t}$ MOSES BROWN

SIR, The *Merrimack* under your Command being well commanded &c$^{a}$ &c$^{a}$

See page 289. — These Instructions were the same with Cap$^{t}$ Fletcher's — private signals enclosed

[Note—Letter to Captain Fletcher is dated December 3$^{rd}$ 1798.]

[NDA. OSW, Vol. 1.]

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**To Elias Hasket Derby, of the merchant ship *Benjamin*, from Lane & Fraser**

LONDON 3$^{d}$ *Decem$^{r}$ 1798*

ELIAS STASKET [HASKET] DERBY Esq$^{r}$

SIR This is to acquaint you that we have delivered Captain Isaac Bullock the Letter we received from our East India Company and addressed to the proper officers at Calcutta directing them to permit one hundred & thirty Tons of Salt Petre to be put on board your Ship

*Benjamin*, and he proceeded as far as Gravesend with the hopes of joining the Ships in the Downes intending to take the benifit of the Convoy from Portsmouth, when unfortunately the Wind coming round to the Eastward they sailed before he could reach them. The Ship is now in the Downes, and we expect will Sail with the Convoy that is to see the Trade to the Coast of Africa they are under Sailing orders & will go the first fair Wind unless she is previously joined by the American Ships *Industry*, Capt. Vickery bound to Virginia and the *Majesty*, Capt. Cox bound to Philadelphia who are both well armed & mann'd & will keep company together & give the *Benjamin* their Signals. We have made no Insurance on either Vessel or Cargo the latter of which will Amount to about £3000 reckoning the Guns and Powder & Ball put on board her for her defence as well as those Shipd as Cargo, this will come by Packet via New York and may perhaps give you notice of it in time to make Insurance in America. —

We are with much respect
Sir your most humble Servtˢ

LANE & FRASER

[Essex Institute.]

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**To John Suter & Co., Georgetown, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department, Decr 3d 1798.*

Messrs JOHN SUTER & Co
*Geo Town Potok*

GENTn. I request the favor of you to procure in Alexandria & George Town, without delay, any quantity, not exceeding 300,000 lbs of good Ship Bread, and ship it as fast as procured, to William Pennock of Norfolk — I need not urge Occonomy; I'm sure you will procure the Bread on the best Terms in your power — But it is essential that it should be early shipped — so as to avoid the danger of being stopped by the Ice. It will be best I presume, to send it in Barrels — For your reimbursement and Commission of 2 Pr Cent, you may draw on me, as Secy of the Navy at sight —

I am respy & Cs

[NDA. GLB, Vol. 1.]

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**To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department, Decr 3d 1798*

STEPHEN HIGGINSON *Esqr Boston*

SIR With respect to Watch Coats, it is right they should be allowed for the Marines. I suppose one coat for every two Marines, not too many

The whole number however should be delivered to the purser, who should take care of them, and deliver them out to the men, by order of the Commanding Officer of the Ship, when he Judges it necessary. Unless this be attended to, Watch Coats will be wanted every cruise. —

As to Masts, I have for some time felt uneasy that some for the Frigates were not provided and have been taking pains to inform

myself where it could be done, with best Occonomy — and where the best Masts are to be procured. Capt[n] Barry & Cap[t] Truxtun both tell me the White pine of the Eastern States is much inferior to the Pitch Pine of Virginia — That indeed the former will not answer for the large Masts: Hence I am making arrangements at Norfolk for some of the most material Sticks — Still if you think the Eastern pine will do, I shou'd be glad you would have provided this Winter, so as to be ready by Spring, those material Sticks for Nicholson's ship only, which cannot be furnished from the stock generally on hand, at Boston. I shall notwithstanding make provision for his Ship at Norfolk also. — But it is better to have masts of this kind, in more places than one — What will do for Nicholson, will also do for Barry. — I have this day sent orders to Fletcher, & to Brown of the *Merrimack*, at Boston I presume by this time, to proceed seperately to Prince Rupert's Bay in Dominica, where our principal Force will rendezvous and from whence it will be divided, so as to afford most Security to our Commerce, and the best chance of capturing the Vessels of the French. The Havannah will also be attended to, in the way you point out — Decatur will sail for that place in a Week, and other Smaller Vessels I hope to the amount of four or five will join him.

I shall, if not tomorrow, next day, send Nicholson's orders. — In *Confidence* I have had hopes, he might have been kept in the Country this Winter, and the ship for the Winter been given to another commander. —

P. S. I have directed Brown's Letter to Boston. Should he not be there, please have it sent to Newburyport. —

I am &C[a]

[NDA. GLB, Vol. 1.]

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**Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 3 December 1798**

This 24 hours first part fresh Breeses and heazey weather at 1 p m Saw a Ship in the N W which proved To Bee the *Penilsphia* [*Penelope*] Cap[t] Flagg that Came out with us at 2 pm Saw the Land Bearing west 9 miles Distans at 3 pm Tact Ship S E at ½ 3 pm saw a Snow in S S W fired gun and hoisted hur Coalers we Tact Ship and gave Chace at 4 pm Spoak hur Cap[t] Fairchild 54 Days from Malaga Bound To Boston Tact Ship again To the S E

midle part fresh Breeses and hazey at 7 am Squaley with Rain sounded Severall Times from 15 To 18 fathoms

Latter part modarate Breeses and Clear weather the fleet all in Company

Lattd obbrs 35.48 North

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

**To Purser Charles Wadsworth, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department Dec^r 4. 1798.*

M^r CHARLES WADSWORTH
Purser of the Frigate
*United States:*

SIR In answer to your Enquires contained in your Letters of the 16^th October and 17^th Ult^o, you will in future pay any of the discharged Men up to the time they leave the Ship provided they are in service after the expiration of the times they engaged for.

The Account you enclose of the Ward Room mess for the subsistance of three French Prisoners &c has been lodged with the Accountant of this Department who will determine respecting the same on your application. — I deliver you herewith a list containing the prices of the Component parts of a Ration, which will enable you to settle with such of the Officers as have drawn parts of Rations. — It is but reasonable where the Men do not draw their full number of Rations that they should be allowed for the same at 28 Cents, or if when the Ship arrives in port they chuse to draw the Rations in preference, they may be gratified. —

You will find enclosed Copy of a Circular which relates to Slops and will govern you in future. —

M^r Francis will furnish you with a List and prices of the Slops you apply for and which were heretofore delivered you which will enable you to settle your Accounts as to that Article, and I hope there will be no deficiencies, — you ought to have known how to get this without application to me — With regard to accountability, the Purser must certainly be held to account for every Article he receives, and make good any deficiencies, and should there be any overplus, he ought on the same principle to be entitled to it. —

The Watch Coats you will receive, are only to be delivered as the Captain shall order — they are not to be paid for by the Crew unless they should be lost, but are to be considered as for the general use of the Ship, and are to be redelivered to you when no longer wanted. —

I am Sir &c.

[NDA. OSW, Vol. 1.]

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**To Tench Francis, Purveyor, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department Dec^r 4^th 1798*

TENCH FRANCIS ESQ^r

SIR Cap^t Barry is afraid that he Shall be obliged to call at Chesapeake for Bread. At all events he must go from hence, and without delay — It will be disgraceful to Phil^a if this Ship cannot be Supplied from hence with bread — and immediately I must urge that you let me know this day whether bread can be furnished here, & when that I may know what arrangements to make. All other articles I hope are ready.

P. S. Cap^t. Barry says his Purser tells him you have made no agreement for Bread with the Bakers. —

[NDA. Req. on US T, 1798–1803.]

**To Major Commandant W. W. Burrows, U. S. Marine Corps, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department Dec^r 4^th 1798*

Major W. W. BURROWS

SIR By a Letter just received from Norfolk, I find that no Marines have been provided at that place in consequence of my former orders for the Brigantine commanded by Cap^t Barron. It is of importance that immediate attention be paid to this object; otherwise the Vessel which is now ready in every other respect will be delayed. —

I am &C

P. S. I wish to know whether there are Marines enough in that neighbourhood for this Vessel. —

[NDA. GLB, Vol. 1.]

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**To William Pennock, Navy Agent, Norfolk, Va. from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department Dec^r 4^th 1798*

WILLIAM PENNOCK Esq^r *Norfolk*

SIR, I have your Letter of the 27^th Ultimo. I have made arrangements for the Beef & Pork to the Eastward, where it can be furnished better than with you. Yet Vessels that may arrive at your Port, in want of meat must be furnished — but I suppose it can always be done from the stock at Market. —

But as to bread, Norfolk must be the principal dependence — Instead of 20,000 ^lb^s, I have to urge that you will take instant steps to have 300,000 ^lb^s bread provided. — I have directed the same quantity to be sent you from Alex^a and the whole will be wanted before it can be ready, if there should be the least delay in procuring it —

I have the honor &C^a

P. S. A timely remittance shall be sent you. —

[NDA. GLB, Vol. 1.]

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**To Commanding Officer at Fort Mifflin from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department Dec^r 4^th 1798.*

Officer Commanding at Fort Mifflin

SIR The Secretary at War having written to you on the subject of a guard of an Officer of 20 Men, to conduct the prisoners from New Castle to Lancaster, I have the honor to request, that you will Supply each guard to the order of W. Nicholls Esq^r

I have the honor &C^a

[NDA. GLB, Vol. 1.]

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

[PHILADELPHIA]
*Navy Department December 5th 1798*

Capt JOHN BARRY

SIR, I fear this cold weather may produce Ice, to be injurious to your Frigate, if she remains at Chester to be prepared for Sea. Would it not be proper to move the Frigate down to reedy Island as quickly as possible. There she will be out of danger, and the Carpenters being paid for the greater distance from Philadelphia, which is but a trifling consideration, can fit her at that place. —

I have the honor to be &c[a]

[NDA. OSW, Vol. 1.]

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

[PHILADELPHIA]
*Navy Department Decemr 5th 1798.* —

Capt SAML NICHOLSON

SIR Presuming that the *Constitution* under your Command, will be ready for Sea by the time you receive this, it is the President's Orders, that you proceed without delay by such course as you shall judge most likely to fall in with French Cruisers, to Prince Ruperts' bay in the Island of Dominica, where it is probable you will find Captain Barry of the Frigate *United States;* under whose command you will then place yourself. But if Captain Barry should not be on that Station when you arrive, you will then employ your Ship and such American Vessels of War, as you shall find there in short Cruises, about Guadaloupe, and as you shall judge most likely to intercept the Armed Vessels of the Enemy, and to give most protection to our own Commercial Vessels trading in that quarter; looking in every two or three days at Prince Ruperts' Bay, untill you meet with Captain Barry, who will afterwards direct your operations. —

I have it in Command from the President, to express his confidence, that the Interest and honor of the Country, will never suffer in your hands; and also his particular and pointed orders that you promote strict discipline and order, in your Ship, & inculcate among your Officers, and Men, a high sence of the honor of the American Flag, which is to be maintained at every hazard.— Still you must remember that we are at War only with French Armed Vessels and the persons found on board of them. — The Vessels and people, of all other Nations are entitled to, and must receive from you, Civility and Friendship — Should you even meet with any American Vessels which have been captured by the armed Vessels of any other Nation, at War, except the French, you must not attempt a recapture, nor can you, should you see any such Vessel in the act of capturing an American Vessel lawfully interfere. In all such cases it must be presumed that the Courts of such Nations will render justice. —

I am &c.

[NDA. OSW, Vol. 1.]

**To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department December 5th 1798.*

STEPHEN HIGGINSON Esqr *Boston*

SIR Captain's Sever & Chapman may be expected at Boston, soon after the receipt of this Letter. Capt Chapman will attend to the ship building by the Citizens, which he is to Command-& Capt Sever to the Frigate at Portsmouth — So that other Commanders must be provided for the *Herald* and the *Pickering* — I shall attend to your Letters on that subject, and arrangements shall be made, and the result forwarded in time. At present, I think of the Lieutenant appointed to Nicholson's ship, Mr Preeble, to command one of them — perhaps as Lieutenant Commandant — I know not how else he is to be employed this Winter, and he is said to be a valuable man. —

It will be desireable to get these Vessels to sea again, as early as practicable — and I beg you will, as far as you can do it, anticipate their Wants —

It may be proper that the Merchants should know, that we shall have a force Superior to any thing we have reason to expect, the Enemy will be able to oppose us with, in the West Indies, during the Winter — And also at the Havanna — Where the Commanding Officer will be instructed to afford all possible Security to the Merchants Vessels. — —

I forward Nicholson his Instructions — I hope they will find him ready to proceed. He need not wait for the *Merrimack* — Nor the *Merrimack* for him.

I have the honor &C.

[NDA. GLB, Vol. 1.]

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**To Jeremiah Yellott, Navy Agent, Baltimore, Md., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department December 5th 1798*

JERH YELLOTT Esqr *Baltimore*

SIR The cold weather will drive our ships from this river, before they are fully Supplyed with bread. Will you be so good therefore as to purchase & Ship to Wm Pennock Norfolk immediately, all the bread, ready to be shipped, in Baltimore; not exceeding 100,000 lbs — What cannot be immediately shipped, need not be shipped at all, as it will be too late. — —

I am very respy &cs

[NDA. GLB, Vol. 1.]

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**To John Suter & Co., Georgetown, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Dept December 5th 1798.*

Messrs JOHN SUTER & Co

GENTN I wrote you a few days ago, to have 300,000 lbs Ship Bread purchased and Shipped to Norfolk immediately. — Please to have all ready at the time you receive this, Shipped off, without

waiting for the rest — If it should be only 20,000 lbs — Pray do not delay this — It may be very material

I am &c$^{a}$

You will notwithstanding go on to complete the quantity to 200,000 lbs instead of 300,000 lbs — and have it shipped as early as can be done.

[NDA. GLB, Vol. 1.]

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**Circular to Captains as below from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 5th Decemr 1798.* —

Captains BARRY, TRUXTON, DECATUR and TINGEY. — } Circular

SIR The Watch Coats delivered to the Purser of your Ship, are intended for the Men exposed to hard Duty in hard weather. —

When you think them necessary to be used, you will give orders to the Purser, who will deliver them only on your order, and when the occasion is over, will receive them back for safe keeping —

I have the honor to be &c

[NDA. OSW, Vol. 1.]

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**Extracts from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 5 December, 1798**

This 24 hours first part Strong gales and Clear weather at 3 pm one Reef out Each Topsail at ½ 4 pm Tact Ship To Northward finding ourselves To Bee in the gulf Stream at 7 pm gott Soundings in 40 fathoms watter Tact Ship To the S W Close Reeft Topsails

Midle part Strong gales with heavy Sea Runing at 6 am Capt Flagg Left us

Latter part Strong gales and Short Sea found ourselves To Bee in the gulf Stream

Lattd obbrs 34.38 North

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

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**To Tench Francis, Purveyor, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 6th Decr 1798*

TENCH FRANCIS Esquire

SIR My Messenger and one of my Clerks have been in pursuit of you all day—but to no purpose — The Ships are still without the Supplies you have been So urgently pressed to procure for them — You say you have procured them — they are not in the Navy Store, and no human being besides yourself can find out where they are. —

This is not a season to keep Ships in Port — If ours are caught by the Ise, the fault will be with you — I beg and pray, that you will instantly deliver every thing you have procured for the Navy to

Capt Gill — or give him in writing where the articles are — I beg also that you will let me know explicitly what of the requisitions for the Ships have not been provided, that I may adopt measures to obtain them. —

I have the honor to be

The Major of Marines can get no Watch Coats for his Men — It is many weeks since Watch Coats were directed. —

[NDA. Req. on US T, 1798–1803.]

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[6 December 1798]

**Private Signals to be used between Ships of War of His Britannic Majesty, and the United States**

*Private Signals between his Britannick Majesty's Ships and the Ships of War of the United States of America by Day. —*

| Week Days | | Main top Mast Head | Fore top Mast Head |
|---|---|---|---|
| Sunday & Thursday | The first Signal to be made is<br>To be answer'd by | Blue White Red<br>Red & White | Blue<br>Red |
| Monday & Friday | The first Signal to be made is<br>To be answer'd by | Red White Blue<br>Blue & Yellow | White<br>Red & White |
| Tuesday & Saturday | The first Signal to be made is<br>To be answer'd by | Red<br>White & red | Blue & Yellow<br>Red White Blue |
| Wednesday | The first Signal to be made is<br>To be answer'd by | White<br>Blue | Yellow & Blue<br>White & Red |

Memo. On the meeting of any of his Britannick Majesty's Ships, and any of the Ships of War of the United States and the Commanders of either should wish to speak to the other. He will make the same known by making a weft of the Ensign, and shewing it either at the Main or Fore top Gallant Mast Head, which is to be answer'd by a Broad Blue Pendant at the Same place. —

*In Case of any of his Majesty's Ships, and the Ships of the United States, coming within Hail of each other in the Night. —*

| | |
|---|---|
| Sunday<br>Tuesday<br>and<br>Thursday | The Ship that is first hail'd if English<br>is to answer *London*<br>And the Ship which first hail'd if American<br>is to reply *Philadelphia*<br>and Vice Versa — |
| Monday<br>and<br>Friday | The Ship that is first hail'd if English<br>is to answer *Portsmouth*<br>And the Ship which first hail'd if American<br>is to reply *New York* |
| Wednesday<br>and<br>Saturday | The Ship that is first hail'd if English<br>is to answer *Plymouth*<br>And the Ship which first hail'd if American<br>is to reply *Boston* |

NAVY DEPARTMENT,
*6th December 1798*
CH. W. GOLDSBOROUGH

*Private Signals by Night between his Britanic Majesties Ships & the Ships of War of the U. States of America*

| Night of the Week | Signals to be Made | The Answer |
|---|---|---|
| Sunday<br>Tuesday<br>&<br>Thursday | Our light at the Main Top Gal-ant Mast Head & One False Fire<br>English Countersign — *London*<br>American dº — — — *Philadelphia* | Two false Fires one after the Other ——— |
| Monday<br>&<br>Friday | One light at the Fore Top Galant Mast Head & Two False Fires.<br>English Countersign — *Portsmouth*<br>American dº — — — *New York* | One light at the Fore & one at the Main Top Galant Mast Heads. |
| Wednesday<br>&<br>Saturday | One light at the Main & one at the Fore Top Galant Mast Heads<br>English Countersign — *Plymouth*<br>American dº — — — *Boston* | One light at the Fore Top Galant Mast Head & one False Fire. |
| | The Night to commence at dark & end at Day light. Sunday Night commences at dark & ends at Day light on Monday Morning, &c: &c: &c: | |

[LC, EPP. Vol. 1, 1680–1799.]

**To George Latimer, Collector of Customs, Philadelphia, from Secretary of State**

[PHILADELPHIA]
*Department of State, Dec^r 7, 1798.*

GEORGE LATIMER Esq^r

SIR, I have before me your letter of to day, requesting to be instructed, whether you are to issue commissions to vessels owned by citizens of the United States, tho' not entitled to Registers, as private armed vessels, under the "Act of Congress further to protect the commerce of the United States." As vessels of this description are entitled to protection as American property, and as the policy of the Act above cited is entirely different from those by which the priveleges of American built vessels are defined and secured under the laws of Revenue, I am of opinion that commissions may be properly granted to them.

The Secretary of the Treasury entirely concurs with me in this opinion. I send enclosed ten more blank commissions and instructions. There are no blank bonds now on hand, but to day or to morrow I shall send you a supply of them also.

I am, Sir, &c.

TIMOTHY PICKERING.

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

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

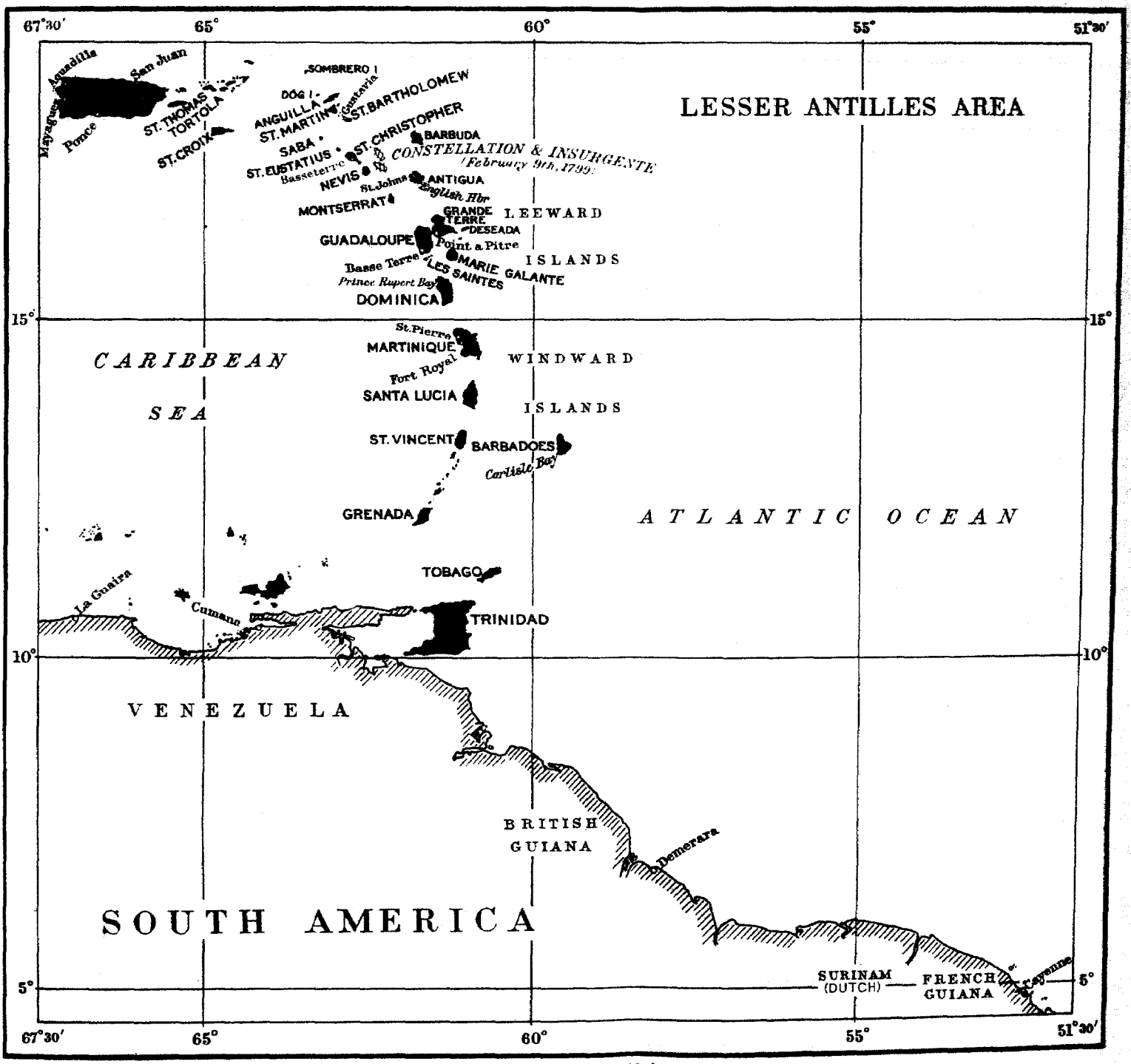
[PHILADELPHIA]
*Navy Department Dec. 7^th 1798*

Cap^t JOHN BARRY

SIR It is concieved that by employing the principal part of our Naval force, in the West Indies, this Winter a State little short of perfect Security, may be given to our Commerce in those Seas; and that the Inhabitants of the hostile Islands, may be taught to respect, and to fear the power of the United States. —

Cap^t Truxtun with two, or three Vessels, of 14 and 18 Guns, will have assigned him for his Cruising Grounds, from S^t Christophers Leeward, as far as Porto Rico; — Cap^t Decatur with one Brig of 16 Guns will be Stationed in the Vicinity, of the Havanna, to protect that trade; and Cap^t Tingey in the *Ganges*, with a Brig of 14 or 16 Guns, about the windward passage between, Cuba and Hispaniola, to give security to the trade of Jamaica. —

All our other force, consisting at present of the Frigates *United States*, and *Constitution*, the *George Washington* Fletcher, of 32 Guns: the *Merrimack*, Brown of 24 Guns: and soon to be encreased, with four or five more Vessels, of nearly the same force with the latter; will by order of the President, be under your immediate Command; and to be employed as your knowledge of those Seas, and your Judgment shall suggest, in active operations, for the protection of our Commerce, and for the Capture, or destruction of French armed Vessels, from S^t Christophers as far as Barbadoes and Tobago; and it is presumed your force will permit you to pay considerable attention to Cayenne, and Curricoa, and even to the passage from the United States to Laguayra on the Spanish Main; to which place our Citizens carry on a considerable trade, but above all, your Efforts




MAP OF LESSER ANTILLES AREA.

must be directed to relieve our Commerce, from the piccaroons, and pirates, continually issuing from the Island of Guadaloupe. —

You will determine in what manner to devide & employ your force; so as best to gratify the hopes of the President and our Country. —

A Spirit of Enterprise and Adventure, cannot be too much encouraged, in the Officers, under your Command nor can too many opportunities, be afforded the enterprizing to distinguish themselves. — We have nothing to dread but Inactivity. —

The French can have no force in the West Indies this Winter equal to our own, which is thought to be Sufficient to rid those seas, as well of French commissioned armed Vessels, as of the pirates which infest them; and it is with you, to lay your Country under Obligations, by rendering this important service; and by exciting among the Officers and Men, a high degree of Zeal for the Honor of the American Navy. —

It is the Presidents orders, that you proceed as early as possible, to Prince Ruperts Bay, in the Island of Dominica, at which place the other Vessels under your Command are ordered to rendezvous; and from whence you will Commence your operations, which it is presumed, may be continued, until the Month of April, and perhaps May. I shall take care to have your Squadron supplied with provisions by the time it will become necessary. —

I have Stated to you so particularly, where the Vessels not under your immediate Command will be employed; that you may apprise any of the divisions of danger beyond their Strength to resist, reinforce them — or if occasion should require it, order them to join you, or to proceed to the United States; but it is hoped and expected no such occasion may occur; Should you be encumbered with prisoners; your first Effort must be to exchange them for our own Citizens in the hands of the French; you cannot take too much pains to effect this very desireable Object. It will be better to give more than man for man, than suffer our meritorious Seamen to remain in their hands, — and no bargain will be thought a bad one, which shall relieve them from Captivity. —

If however you cannot accomplish this, you must send the prisoners to any of our ports preferring those from Boston to Cape Henry, on account of the greater expence of maintaining them to the Southward; — provided you can do it, without losing the Service of our armed Vessels, when their service may be important, rather than which it will be better, to let loose the men of Color, and the greatest Vagabonds, keeping only the Seamen and those capable of doing us most injury; and by so reducing the Numbers, you will be able to send those worth keeping, in the Vessels in which they be captured. —

The President desires that it may be recollected by every Officer under your Command, that America is only at War with French armed Vessels, and the people found on board of them; that we are at peace and wish to remain at peace, with all other Nations; the Vessels & people of all other Nations, must be treated, with Civility and friendship; that it will be the highest honor to the American Seamen, to be as much distinguished by Courtly and good offices to their friends, as by industry and activity in Seeking, and Bravery in Subduing an Enemy; You are not allowed by our Laws, to recapture

an American Vessel, taken by the Vessels of any of the powers at war, except those of the French. You must be governed by the laws; And it must be presumed, that the Courts of such Nations, where such Captures are illegal, will render Justice. —

You will omit no opportunity of writing to me and keeping me well informed of your proceedings, giving the proper caution to those by whom you write, to destroy your letters, when there is danger of their falling into the hands of the French. —

I have it in Command from the President, to express to you & the Officers and Seamen under your Command, his high confidence that you will merit, & his best wishes that you may meet with distinguished Success & honor — in which I most Cordially join. —

I have the Honor to be with respect & Esteem &c &c

[NDA. OSW, Vol. 1.]

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**To Nevison & Granbury, Agents outfitting the *Richmond*, from Secretary of the Navy.**

[PHILADELPHIA]
*Navy Department, Decem^r 7 1798*

Mess^rs NEVISON & GRANBURY, *Norfolk.*

GENTLEMEN. I write by this conveyance to Captain Samuel Barron directing him to put himself under the Orders of Captain Truxton of the Frigate *Constellation*, and I hope he will be ready with his Brig^t (which if you please I would have called the *Richmond*) by the time Cap^t Truxton returns to Norfolk for which place he will leave here in a few days — He writes me that he had not yet got his Marines and I have taken measures to have them sent from hence, but as his sailing with the *Constellation* is of some importance, I wish him not to wait for them, but either to make an arrangement to get them at Norfolk or to go without them. —

I have the honor to be &C.

[NDA. GLB, Vol. 1.]

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**To Captain Samuel Barron, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department Decem^r 7^th 1798.* —

Captain Sam^l BARRON
of the
Brig^t *Richmond*

SIR Captain Truxton of the Frigate *Constellation* will shortly repair from hence to Norfolk, & will lose no time in sailing on a Cruise for which he has received his Instructions — I hope by the time he arrives, your Brig^t which must be called the *Richmond* will be compleatly ready for Sea, and you will put yourself under Captain Truxton's Command. —

Measures are taking to send Marines from hence, but should they not arrive timely you must arrange as well as you can, for they must not be waited for. —

You will receive herewith the private Signals, &c. —

I have the honor &c

[NDA. OSW, Vol. 1.]

**Extracts from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 7 December 1798**

This 24 hours first part Cloudy weather at ½ past 1 p m Tact Ship To S W wind varible to Northward at 10 Sho[r']tend the Watter from 13 fathoms To 9 hald our wind To the Eastword

Midle part fresh Breezes and Drisly Rain at 10 Sounded from 10 To 15 at 4 am Sounded in 17 fathoms fresh gales Duble Reef Topsails at 7 am Sounded in 26 fathoms watter Bore away W S W

Latter part modarate gales and Dark weather one Reef out Each Topsail Sett Top g Sails

No obbrs To Day

[Lat. 33.14 North]

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

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

[PHILADELPHIA]
*Navy Department Dec 8th 1798*

Capt THOS TRUXTUN

SIR It is the desire of the President, that our navy Should be employed in the West Indies, this Winter, in protecting our commerce and punishing the depredations on it, from the French Islands —

Your Frigate being ready for Sea you will proceed with all dispatch; and by such course as you shall judge most likly to fall in with French Cruisers; to the Island of St Christophers, taking under your Command, the Brigantine *Richmond* Capt Barron, and the *Virginia* Cutter Capt Bright and if the Ship *Baltimore* Capt Phillips, should have returned to Norfolk, take her also, and if otherwise leave orders for Phillips to proceed after you, to join you in the West Indies, as soon as he can take in the necessary provisions at Norfolk. When the Schooner *Retaliation* of 14 Guns & the Brig *Norfolk* of 18 Guns, return from their present service, either one or both of these Vessels, will be added to your force. — You will direct your operations from St Christophers, as far Leeward as Porto Rico, paying attention to St Martins and that Group of Islands, called the Virgin Gorda; and wherever else between St Christophers & Porto Rico, your judgment shall direct you. —

Capt Barry, with two Frigates under his command, and several Ships of considerable force, will rendezvous at Prince Ruperts bay, in the Island of Dominica, and will attend to every thing to the windward of St Christophers; but it is not meant to confine you Strictly to the Cruising Grounds, thus pointed out for you; but that you should depart therefrom occasionally, as Circumstances in your Judgment shall require. —

The following is an extract from Capt Barry's Instructions, which it may be necessary you should understand; and consider what relates to prisoners, as yours also.

I have stated to you so particularly where the Vessels, not under your immediate Command, will be employed; that you may apprise any of the divisions of danger, beyond their Strength to resist — reinforce them, or if occasion should require it, order them to join you,

or to proceed to the United States, but it is hoped and expected no such occasion may occur. —

Should you be incumbered with French Prisoners, your first Effort must be to exchange them for our own Citizens, in the Hands of the French. You cannot take too much pains to effect this desireable object. It will be better to give more than Man for Man, than suffer our meritorious Seamen to remain in their hands, and no Bargain will be thought a bad one which shall relieve them from Captivity. —

If however, you cannot accomplish this, you must send the prisoners, to any of our ports, prefering those from Boston to Cape Henry, on account of the greater expence of maintaining them to the Southward, provided you can do it, without losing the services of our armed Vessels, when their services may be important; rather than which it will be better, to let loose the Men of color and the greatest Vagabonds, keeping only the Seamen & those capable of doing us most injury; and by so reducing the Number, you will be able to send those most worth keeping, in the Vessels in which they may be captured. —

You will by all opportunities keep me advised of your proceeding, giving the proper caution to the persons who bring your letters, to destroy them when in danger of falling into the hands of the French. —

From Norfolk you will inform me of the exact State of the provisions, in the Vessels under your command, that I may know what step to take, to supply you in the West Indies, either at S$^{t}$ Christophers or at Dominica. —

You have heretofore received your Authority founded upon the existing Laws, to capture French armed Vessels wherever found on the high Sea, and to recapture our own Vessels taken by them. —

You will however, have it understood by those under your Command, that being at peace with all the rest of the World, and wishing to remain so, the Vessels and people of all other Nations, must experience from us civility, and Friendship; Our Laws will not even permit the Recapture of our Vessels, taken by the Vessels, of any of the Nations at War, except the French, and it must be presumed, that the Courts of such Nations will render Justice, where such captures are illegal. —

The President commands me to express to you, his high Confidence in your Ability, Bravery, Enterprise, and Zeal, for your Country's Interest & honor; and his full Assurance, that the honor of the American Flag, will never be tarnished in your hands. — And he desires me to add as a particular request, that you will excite as much as possible, in the Officers under your Command, such a Spirit as ought to animate, such Men engaged in such a Cause; and a high respect for the Honor of our Flag. —

Wishing you great success and great honor, —

I have the honor to be &$^{c}$ &$^{c}$

[NDA. OSW, Vol. 1.]

**To Lieutenant Edward Preble, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department Decr 8th 1798*

Lieut[t] PREEBLE *Boston*

SIR You are permitted to attend to your private affairs, for a few weeks — It is probable you will be called into service on the Arrival of the *Pickering & Herald* at Boston, which may be expected in December. —

I have the honor &c

[NDA. OSW, Vol. 1.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 8 December 1798**

Unmoored, got under way, came to at ½ past 5 at Marcus hook moored with the stream anchor

[NA.]

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**To Surgeon John Rush, U. S. Navy, from Captain Thomas Tingey, U. S. Navy, of the *Ganges***

PHILAD[a] *9th Dec.r 1798*
10 AM

SIR The change of weather rendering it necessary to move the Ship without delay — and having received information that, several of the Crew are sick, and without medical aid, it is therefore highly incumbent on You, that you repair on board immediately; and I most seriously request that you lose no time in getting on board — The ship will weigh in less than an hour

I am in haste &c. &c.

T. T. [THOMAS TINGEY]

Doct[r] JN[o] RUSH
Surgeon of the *Ganges*

[NDA. Tingey LB, 1798–1800.]

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**Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 9 December 1798**

This 24 hours first part modarate gales and thick weather at 8 pm Tact Ship To the S E in 6 fathoms watter at ½ 8 p m the Brig *Pickring* Run afoul of us and Carred away hur Bowsprit very thick of fogg at 12 am Tact Ship To the westward at 3 pm Tact Ship to S E

Midle part at 5 am Tact Ship To westward at 10 am gott a pilot on Bord Tact Ship To the S E the Land Bearing N Wd Distns 6 miles at 11 am Tact Ship To the westward

Latter part Strong gales and thick weather Six Sail in Sight
Lattd obbrs 32.42 North

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

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

Unmoored, Hove up and proceeded down the Delaware at 5 P.M. came to a mile below New Castle

[NA.]

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**To Captain Samuel Barron, U. S. Navy, of the U. S. Brig *Richmond*, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Dep^t^ 10 December 1798*

Cap^t^ SAM^l^ BARRON

SIR I enclose you your Authority to capture French armed Vessels &c^a^ also the Private Signals to be used between American Ships, and American & British Ships.

I am &c^a^

[NDA. OSW, Vol. 1.]

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**To Otway Byrd, Collector of Customs, Norfolk, Va., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department December 10^th^ 1798.* —

OTWAY BYRD Esquire

SIR I request that you will furnish Captain Bright of the Cutter *Virginia* with as much Provisions as his Vessel can stow consistant with the necessary Accommodation for the Crew, with all possible expedition, in order that he may be in readiness to sail with the Frigate *Constellation*, Captain Truxton who is now here will return to Norfolk in a day or two, so that no time should be lost — I pray your attention to this object. —

With much Respect
I am &^a^

[NDA. GLB, Vol. 1.]

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**To Captain Francis Bright of the U. S. Revenue Cutter *Virginia*, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department Dec^r^ 10^th^ 1798*

Cap^t^ FRANCIS BRIGHT
*Virginia* Cutter
Norfolk

SIR I write by this conveyance to the Collector at Norfolk to furnish you with as much provisions as you can carry consistently with the accommodation of your Crew, which I hope will be complied with, without delay; as I wish you to put yourself under the command of Capt^n^ Truxtun of the Frigate *Constellation*. — He is now here, but will sail soon after his arrival at Norfolk; and I hope you will exert yourself so as to be prepared to sail with him. —

I am &c^a^

[NDA. OSW, Vol. 1.]

**To Captain Stephen Decatur Sr., U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 10th Dec. 1798 —*

Cap$^{t}$ STEPHEN DECATUR

SIR As soon as your Ship is ready for Sea, it is the Presidents orders that you proceed, taking such Merchant Vessels as are ready, under your convoy to the Havanna. I need not be particular in directing your conduct towards the Merchant Vessels under your protection, or others that you may meet with — you know the importance of protecting our trade. —

You will remain in the Vicinity of the Havanna, for the protection of our trade to that place, during the Winter, unless you should have reason to apprehend an Enemy's force superior to your own — in which case, you must act as circumstances shall Direct, according to your own Judgment. —

Cap$^{t}$ Tingey with one other Vessel of Smaller force, will be stationed to guard the Windward passage — between the Island of Cuba & Hispaniola. — Cap$^{t}$ Barry with two Frigates & several Vessels of force will rendezvouse at Prince Ruperts Bay in the Island of Dominica — and Cap$^{t}$ Truxtun with a few small Vessels, at the Island of S$^{t}$ Kitts. — As soon as possible, & I hope it will be very soon, you shall be joined with one, two, or three Vessels of 10 & 14 Guns, to be employed under your orders. They will be directed to fall in with you, between the Morea Castle & the Matanges.

With this force, you will render all the aid in your power to the trade to the Havanna — and afford all the protection you can to the American Vessels, bound to or from that place. — It is unnecessary for me to urge you to enterprize & activity in ridding those Seas of the French armed Vessels, and the pirates which infest them. — Measures will be taken to lodge provisions in the Havanna, for the supply of your own & the Vessels under your Command. — And I understand by going in, under colour of distress, armed Vessels will be suffered to take in provision. This is however an affair which you must manage with delicacy. I shall correspond with the American Consul, to whom you will make application — and if the provisions should not be under his care, he can at least inform you, to whom they are Sent. —

I am commanded by the President, to express to you his high opinion of your Bravery, activity & Zeal, and his best wishes for your great success and honor.

And also his particular request that you will cause the Character of the American Navy to be as much respected for civility and good Offices, to our Friends, as Bravery in subduing our Enemies.

Our Laws do not permit you to recapture, even our own Vessels taken by any of the Nations at war, except the French, and you must obey the Laws.

On the Subject of prisoners, should you find yourself encumbered with them, you must, as the laws direct, send them to some port in the United States, provided you cannot exchange them for our own Sailors in captivity — which is by all means to be preferred. — But in sending them to the United States, it is not to be understood that you are to loose the service of any Vessels under your Command, when such service may be important, — It will be better to send

them in small numbers by any Merchant Vessels on their return, agreeing on the best terms in your power for their passage. —

You will write me by all oppertunities your proceeding — and I shall take every means of corresponding with you. —

Wishing you success equal to your merit,

I have the Honor &c

[NDA. OSW, Vol. 1.]

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**To Captain Isaac Philips, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department December 10th 1798*

Capt ISAAC PHILIPS

SIR, I send this Letter under cover to Mr Pennock, the purport of which, is to direct in case you have arrived at Norfolk, to take in from William Pennock, provisions & stores for four months, and remain there until you receive instructions from me, or Capt Truxtun.

I have the honor &c

[NDA. OSW, Vol. 1.]

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

[PHILADELPHIA]
*Navy Department 10 Dec. 1798*

Capt THOs TRUXTUN

SIR If you should fall in with the *Baltimore* Capt Phillips, the *Retaliation* Capt Bainbridge, or the *Norfolk* Capt Williams, you will take these Vessels under your Command —

I have the Honor &c

[NDA. OSW, Vol. 1.]

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[December 10, 1798]

**Protest of John Griste, Master of the Schooner *Hannah***

PROTEST

On this Eleventh day of December in the Year of our Lord one thousand Seven hundred & ninety eight John Griste Master of the American Schooner called the *Hannah* mounting Six carriage guns & manned with thirteen hands in all including two Boys & bound to Alicante with a Cargo of Dry Cod fish, John Proctor Mate & Richard Thompson Second Mate personally appearing before me Michael Morphy Consul of the United States of America at this Port & made oath on the Holy Evangelists of Almight God each speaking for himself do jointly & Severally Declare in manner and to the Effect following, that is to Say, that they the appearers sailed in & with the said Schooner from the Harbour of Marblehead on the 10th of November of this Year at 10th A.M. & made the Islands of Azores in my passage without any material novelty — That on the 9th December made Cape Spartel bearing So E 10 Leagues distance the wind being

favourable at 10 oClock at Night was abreast of Spartel & passed through the Streights of Gibraltar that by day light I was 3 Leagues to the Eastward of Gib$^{r}$ with a fresh wind at N.W. packed all the Sail I could set proceeded for Cape de Gatt at 11 A M the 10$^{th}$ being about abrest of Malaga & at the Distance of 6 or 7 Leagues from the Land while I was observing for a Lattetude, I saw a Sail in with the Land of us I paid no attention to her but kept my course supposeing her to be a fishing boat, at Meridian I Discovered she was pursuing us I took no notice of her but made the best of my Way, at one P.M. I found she neared us & hoisted her Colours & fired a Swivel. I took no manner of notice of it but in a quarter of an hour she fired her Twelve pounder the Shot was in a good direction but did not reach us — then in the Course of one quarter of an hour she fired 3 more Shot till then did not fire, but had the Quarter Deck Guns removed to the Stern Ports & determined when he fired again to let him know that we had Guns in hopes he would Over chace, accordingly as soon as he fired again I immediately Discharged the two Stern Chasses, so near together that he might discover we had more than one Gun, we loaded our Guns when ever he fired we discharged our Stern Chasses the privateer all this time advancing up with us very fast. I was determined to give him action and accordingly brought too when to my surprize the greatest part of my Crew refused to stand to their Quarters saying she was full of men (as was realy the case) & but a little distance from us and his intention appeared as that he meant to board us and that we should be cut to pieces I found it was impossible altho my Mates & two or three men were willing to stand by me to pretend to hold out against the privateer accordingly he hailed me & ordered me to have out my boat to which I answered hay & went to work & got up tackles to get the boat out whilst that was adoing I went below & got my papers & when I come upon Deck the Boat was ready to receive me & before I had embarked I spoke to the people as near as I can recollect these words, Now my Boys if you will promise to stand by me by God I will not go onboard that Privateer altho the Boat is out, but endeavour to Defend ourselfs as long as we can — but still they made answer they meant to Board us and they should be cut to pieces wherefore I found I had no other remedy and the privateer closeing along side of us, but to go onboard of him I accordingly went onboard with 3 of my People and found her to be the *Mystico Filibustier* Capt$^{n}$ Peter Icard and as soon as I got onboard the Privateer the Cap$^{n}$ ordered my people onboard & Sent 6 hands onb$^{d}$ my vessel I desired the Cap$^{n}$ to let me go onboard my own vessel but he refused it & kept me onboard the privateer till her arrival in Malaga which was in an hour afterwards when the Cap$^{n}$ Sent me onboard my Schooner, but Kept all my papers we did not take prattick that day but the next being the 12$^{th}$ we got prattick & the Cap$^{n}$ told me I must go with him to the french Consuls w$^{ch}$ I did & the Cap$^{n}$ gave him all my papers & the Vice Consul took my Declaration & likewise my Mates & one of my People & afterwards dismissed me but remaind with possession of all my papers, —

WHEREFORE these Appearers by these presents does for themselves and all others concerned in the Said Schooner *Hannah* & her Cargoe Solemnly protest against the Said privateer *Filibustier* her Cap$^{n}$ Peter Icard and all others concerned in her for all Damages

and losses that may accrue to their vessel, and Cargo through the Cause of this detention & also against such of their Crew as refused to do their duty in the defence of their Vessel w^ch^ was the principal cause of her falling into the hands of the privateer & they make this declaration & Protest to evidence the premisses & to Serve & avail in time & place Convenient —

Sworn & declared in our Presence at Malaga the Day and Year above written Witness our hand & Seal of Office

MICH^l^ MORPHY

JOHN GRISTE
JOHN PROCTOR
his
RICHARD X THOMPSON
Mark

* * * * * * *

[SDA. Spol. Cl. SC, 1819. Vol. 39.]

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**To Mrs. Hetty Bankson, wife of Armourer aboard U. S. Frigate *Constellation* from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department December 10^th^ 1798.*

M^rs^ HETTY BANKSON
*Baltimore*

Your Letter of the 14^th^ September was received, and the Secretary at War has shewn me your Letter to him of a later date.

It is the intention of Government that the families of those who are in service on board the ships of War should receive the benefit of half monthly pay, but there is a certain form pointed out, by which the Commanders are to be governed, which was not attended to by Cap^t^ Truxton — However as you appear to be in distress, I have directed M^r^ Jeremiah Yellott of Baltimore, to pay you five months half pay, from the first of July to the first instant, amounting to forty five dollars.

Your uneasiness respecting your husband is without foundation — for Cap^t^ Truxton who is now here, informs me that he was perfectly well when he left Norfolk. —

[NDA. GLB, Vol. 1.]

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**Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 10 December 1798**

This 24 hours first part Strong gales and thick weather at 1 pm Tact Ship off Shore at 3 pm Tact Ship on Shore at 4 pm Tact Ship off Shore at 6 Tact ship on Shore at 7 pm heavy gales Down Top g yards and Close Reeft Topsails

Midle part Squaley from the westward handed Topsails at 2 more modarate Sett Topsails and wore Ship in Shore at 6 out Reefs gott up T g yards and Sett T g Sails

Latter part mordarate gales and fair weather Lying off the Barr waiting for the *Commerce*

Lattd obbrs 32.42 N

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

**To John Habersham, Collector of Customs, Savannah, Ga., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department Dec^r 11^th 1798.*

Jn^o HABERSHAM Esq^r
*Savannah Geo^a*

SIR Cap^t Campbell will be ordered very quickly to the West Indies. Pray contrive the enclosed Letter to him; and give him all possible dispatch in fitting with provisions & Stores for his cruise

I have the honor &^c

[NDA. GLB, Vol. 1.]

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**To Captain Hugh G. Campbell, of the U. S. Revenue Cutter *Eagle*, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department December 11^th 1798*

Cap^t HUGH G. CAMPBELL

SIR The moment you receive this, you will take in provisions as much as you can carry, & water for a voyage to the West Indies, where your Vessel is to be employed this Winter. — I shall in a day or two send you Instructions for your Cruise, and expect you will lose no time in being prepared — you will receive supplies of provisions in the West Indies. —

I am &c^a

[NDA. OSW, Vol. 1.]

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

[PHILADELPHIA]
*Navy Department, Dec^r 11^th 1798*

Cap^t J. W. LEONARD

SIR, I have received your Letter of the 7^th Instant, advising of your arrival at New York.

You will immediately prepare for a cruise in the West Indies, by taking in as much provisions and stores, as you can Stow on board consistently with the necessary accomodation for your Crew — I shall shortly send you your Instructions.

I am &c^a

[NDA. OSW, Vol. 1.]

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

[PHILADELPHIA]
*Navy Department December 11^th 1798*

W^m CRAFTS Esq^r
*Charleston, S. C.*

SIR I have been, and am still so much engaged in getting off vessels from this, and the Eastward, that I have not been able to attend to your Letters. It has been the less essential, as however important

the services of the Gallies may hereafter be found, they cannot be useful this Winter. It is unfortunate that the *Gen*[l] *Pinckney* was received at all — There must be more decision at Charleston, and less reference to the seat of Government. It is however too late to make alterations now — at least for this Winter. —

I send the Copy of a Letter to M[r] Simons, merely because I have not time to write fully to you. I think the number of Guns ought to be reduced in the *Gen*[l] *Pinckney* — Safety does not consist in the number of Guns on board, but in the proper use of those they have — The Vessel I am persuaded would be more formidable with 12 than 16 Guns — Every where it is found that our Small Vessels have been over loaded with men & Guns. — —

I shall in the course of this week, write you again, & fully. —

I have the honor &C.

[NDA. GLB, Vol. 1.]

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**To James Simons, directing preparation of Brig at Charleston, S. C., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department December 11*[th] *1798*

JA[s] SIMONS Esq[r] *Charleston, S. C.*

SIR There has been a misunderstanding on the Subject of the number of Vessels to be built at Charleston. It was intended that but one should be provided there — that she should be on the Revenue Cutter establishment, and employed as a Cruiser. It is needless to enquire how, or where the mistake originated. — We must now take things as they stand, and make the best of them — It is agreed between the Secretary of the Treasury and myself, that the *Gen*[l] *Pinckney* should be considered as a Galley or small Vessel authorized by the Act of the 4[th] of May 1798 and so considering her, the Commission of Captain Heyward as it stood first was a proper one. As to the insufficiency of the *General Pinckney*, it is too late to remedy it — If alterations are to be made at the expense of the builder. It is determined to employ all our Vessels, large and small, in the West Indies this Winter, and it is of importance that both the *General Pinckney* and the Revenue Cutter, which you say will be ready for sea in three weeks from the 27[th] of November, should be manned and provisioned without the least delay, and ready to proceed on that Service. For which purpose I will send the sailing orders of the Captains, in the course of the present week. —

The *Gen*[l] *Pinckney* being now considered on the Navy Establishment, the Agency for her ought to be with M[r] Crafts; But as she is already under your care, you will be so good as to attend to her still 'till she sails — your accounts for this Vessel should be rendered as soon as possible, that the Money may be charged to the proper Establishment —

Capt[n] Payne has a Commission as Captain of a Galley, — I will name him to the President to command the Revenue Cutter *South Carolina*. Let him then take the command immediately and prepare for sea —

These small Vessels are generally overcrowded with men, & with guns. The *Gen*[l] *Pinckney* I suspect, would be more formidable with 12 Guns, & a sufficient number of Men to manage them.

A Vessel fit to carry only 12 Guns, instead of being safer, is rendered good for nothing mounting 16. — I wish the Captain would consider this matter well; and take only the proper number of men & Guns. — It is impossible for me to be able to form such a Judgement with my information about the Vessel, as to be pointed in my directions on this subject — —

I have the honor
&[c]

[NDA. GLB, Vol. 1.]

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**Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 11 December 1798**

This 24 hours first part modarate gales and Cloudy weather Lying off Charleston Barr waiting for the Brig *Commerce* at 5 p m the Brig Nott Coming up Came To anchor out Side Barr at 10 pm the *Commerce* Came up and anchord with us at 3 am waid anchor and gott Safe over the Barr at 11 am Came To anchor abrest of Sulivans Island Tide Being against us

Latter part Strong Breeses and Clear weather on Bent [unbent] old Sails and Bent New ones

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

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

[PHILADELPHIA]
*Navy Department December 12*[th] *1798*

Cap[t] JOHN BARRY

SIR I have a letter from M[r] Yellott, saying that he is informed by Cap[t] James Stewart, that Victor Hughes is fitting out Frigates in Guadaloupe. I hope this is true, that you may have an opportunity of sending them into our Ports. —

I hope you have got down safe, & that all your material stores will be on board. I shall take the earliest opportunity of forwarding provisions to Dominica

Wishing you great success
I am &c[c]

[NDA. OSW, Vol. 1.]

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

[PHILADELPHIA]
*Navy Department 12*[th] *Decem*[r] *1798.* —

Captain THOMAS TRUXTON
*Baltimore* — — —

D[r] SIR I hear that the Frigate *United States* has got down below New Castle — I presume therefore, she is out of danger, and that Barry will arrive at his destined Port. —

Mr Yellott writes me that a Captain Stewart informs him, Victor Hughes is fitting out Frigates. I hope this is true — but if true, it may create a necessity of concentrating our force in the West Indies. — On this subject, you will judge and act for the best. — Your Sons Commission is signed and ready to be delivered to Capt. Tingey. —

I have the honor to be with
great Esteem Dr Sir Yr &c.

[NDA. OSW, Vol. 1.]

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

[PHILADELPHIA]
*Navy Department 12th Dec. 1798* —

Capt TINGEY

SIR The Ship of War, the *Ganges*, being now ready, you will proceed, without delay, and by such course as you shall judge best, to guard the windward passage, between the Island of Hispaniola and Cuba.

Enclosed you will receive your authority, founded on the laws of Congress. —

There will be two or three Vessels of inferior force, ordered to join you without delay, and to be placed under your Command. —

With this force you will direct your operations in such way as you shall think best, to protect the American Trade in those seas, and to capture or destroy the Armed Vessels fitted out under the Authority of France and the pirates equally mischivous to our Commerce, of all Nations. I say pirates, all armed cruising Vessels, acting, without commissions are pirates. —

But although you will take every means in your power to punish the Depredators on our Commerce, the President desires that you will recollect, and cause to be recollected, by the officers under your Command, that we are at war, only with the French armed Vessels, and the persons found on board of them, and pirates. — That we are at peace and wish to remain so, with all other Nations, and that therefore the Vessels & people of other Nations, must be treated by us, with civility and Friendship. — You are not allowed by our laws, to recapture, even our own Vessels, captured by the armed Vessels of any Nations at war, except the French. Our laws presume, and we must presume, that in such cases, the courts of such Nation, will render Justice. —

Should you find yourself encumbered with prisoners, you must send them to the most convenient of our ports — not south of Chesapeak, if well to be avoided. — The vessels under your command, will be such as are not capable of carrying provisions for more than two Months. — Their supplies must be got from Wm Pennock Norfolk. On this subject you must make the best arrangements in your power. — It would be well if you could to send your prisoners by the Vessels, which must return for supplies. It is presumed you may operate to advantage at least, till spring — but you may find it necessary to return to Norfolk with your whole force, during the Winter, for provisions, especially if you should take many prisoners. — In this case you will apply to Wm Pennock Esqr of that place and take in provisions and Stores, as early as possible to return to your Sta-

tion. — You will sieze all opportunities of writing to me, the event of your Cruise, cautioning the person by whom you send letters, to destroy them, if in danger of falling into the Hands of the French. —

The President desires me to request your strict attention to discipline and order, on board of the *Ganges*, and other Vessels under your Command, & that you will cultivate among the Officers a high sense of the honor of the American Flag. I have it also in command from him to express to you his high confidence in your ability, skil, and Bravary, — and his best wishes for your success & honor, in which I most cordially join. —

I have the Honor &c

[NDA. OSW, Vol. 1.]

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**To Thomas Martin, Collector of Customs, Portsmouth, N. H., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department December 12th 1798*

THOMAS MARTIN Esqr
*Portsmouth N. H.*

SIR It is intended that Capt Adams in the revenue Cutter *Scammel*, should sail on a Cruise without delay, to the West Indies. I have the honor to request that you will give Capt Adams notice of this, as early as possible, — desire him to encrease the number of his Crew to 30, or 35, if so many can be useful, and to take in as large a supply of provisions as his Vessel can well Stow — Water he can get in the Islands — and in short, to be prepared with every thing necessary, by the time his orders for sailing arrive, which will be very quickly — I do not write to him, and trust to your giving him this Information; and beg your aid in dispatching him. —

I have the honor to be &Cs

P. S. Your Letters of the 4th & 15th October are received The appointments for Capt Adams's Officers will be sent with his Instructions

[NDA. GLB, Vol. 1.]

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**To John Derby, Salem, Mass., from Bailey & Bogert, New York**

NEW YORK *Decemr 12, 1798*

Mr JOHN DERBY

DEAR SIR Captain White of the letter of Marque *Maximillian* arrived on Saturday at Philads from Laguira, informs that he left there Novemr 13, and that he convoyed the Brig Cruizer *Shillaber* bound for Salem out of Danger and saw her safe to the Mona passage where he left her Novemr 20 all well. Laguira was much infested with french Privateers. We hasten to convey this information which presume will be agreeable and remain

Your obedt Servts

BAILEY & BOGERT

[Essex Institute.]

[12 December 1798]

**Roll of the U. S. Brigantine *Sophia*, Captain Henry Geddes**

ROLL of the Captain, Officers and Crew of the United States Brig or Vessel called the *Sophia* _____ whereof Henry Geddes _____ is Master now bound from this port of Philadelphia _____ for the port of Algiers _____ and Back to some port of the United States of America _____

| Stations. | Names and Surnames. | Where born. | Place of residence. | Citizens or Subjects of |
|---|---|---|---|---|
| Cap[n] | Henry Geddes | Ireland | Newport | U. S. |
| First Mate | Francis Edmondson | Britain | Phil[a] | U. S. |
| D[o] D[o] | Robert Morris | Phil[a] | Phil[a] | D[o] |
| Carp[r] | W[m] Cathcart | D[o] | D[o] | D[o] |
| Boatswain | Francis Drake | Naples | D[o] | D[o] |
| Seaman | John Fred[k] Decare [?] | Denmark | D[o] | D[o] |
| D[o] | W[m] Wilson | Phil[a] | D[o] | D[o] |
| D[o] | Jos. Marine | Naples | D[o] | D[o] |
| D[o] | Constant Hough | Phil[a] | D[o] | D[o] |
| Cook | Isaac Brown | Africa | D[o] | D[o] |
| Stew[d] | David Sharphea [?] | Delaware | D[o] | D[o] |
| Boy | W[m] Weeks | D[o] | D[o] | D[o] |
| D[o] | Benj Taylor | D[o] | D[o] | D[o] |
| D[o] | Sam[l] Wilson | D[o] | D[o] | D[o] |
| Seaman | Jn[o] Petrino [?] | Naples | D[o] | D[o] |
| D[o] | Peter Mack [?] | D[o] | D[o] | D[o] |
| D[o] | Ted Holston | Jersey | D[o] | D[o] |
| Passengers | W[m] Eaton Esq[r] | Connecticut | Brimfield | D[o] |
| | J. Leander Cathcart Esq[r] | Ireland | Phil[a] | D[o] |
| | M[rs] Jane B. Cathcart | Phil[a] | D[o] | D[o] |
| | Eliz[h] Robison | Britain | D[o] | D[o] |
| Witnesses. | | | | |

[Writing almost illegible]

HENRY GEDDES

On this thirteenth Day of December in the year one thousand seven hundred and ninety Eight before me Clement Biddle, Esquire, Notary Public for the Commonwealth of Pennsylvania, duly commissioned and authorised to administer Oaths, dwelling in Philadelphia, personally came Henry Geddes Esq[r] Commander of the United States Brig *Sophia* _____ and being duly Sworn according to law and says, that the above is a true Roll of the Crew of his said Ship for her present Voyage for

before me Notary
Quod attestor
Clement Biddle
N. Pub.

Be it known that Henry Geddes — Master of the Brigantine *Sophia* — having requested that the facts stated in the within Instrument might be examined and Certified, the same is hereby done in pursuance of said request, but as Documents of this nature are not required by Law, and have not been usually furnished to Vessels of

the United States, it is declared, that the want thereof in any case ought not to prejudice the rights and Interests of any Citizen of said States.

In witness whereof I George Latimer Collector of the Customs for the District of Pennsylvania, have hereunto set my hand and seal at Philadelphia this twelfth day of December A. D. 1798.

GEO LATIMER *Coll*r

[SDA. Algiers, Vol. 3, 1798.]

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**Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 12 December 1798**

This 24 hours first part modarate gales and Clear weather

Midle part Light Breeses and varible at 6 am waid anchor and Run into Rebillin Road and Came To anchor and mord with our Stream anchor.

Latter part all hans Employd in Sundry Jobbs Ships Duty Sent the Cutter and gott 240 gallons of watter Latter part fresh gales

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

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 12 December 1798**

At 5 P.M. weighed end made sail the *Delaware* Capt Decatur in Company at 6 P.M. got ashore on the Eastern ridge below New Castle — At 2 got off.

[NA.]

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**To Captain Heyward, of the U. S. Brig *Pinckney*, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 13 Dec. 1798*

Capt HEYWARD

SIR I have it in command from the President, to order, that without delay, you take on board of the *General Pinkney* [*Pinckney*] — as much provisions as she will stow with convenience, and water sufficient to last you to the place of destination; and that you proceed as soon as you are provided with provisions, and Military Stores, to the Windward passage, between the Island of Cuba, and Hispaniola, where you will cruise, until you fall in with the Ship of War, the *Ganges*, Capt Tingey, under whose orders you will then place yourself, — Vessel, and Crew. —

Before you sail it will be proper for you to have it well considered whether the *General Pinkney* [*Pinckney*] would not be a more formidable Vessel with fewer Guns. — I am suspicious that she is overloaded with weight of Metal, a common fault with our smaller Vessels, and which may prove fatal in an engagement; you must however determine, and without referrance to me, the number of Guns, — you should have at least 40 rounds of ammunition — and men enough, to work your Guns with effect, but not to crowd your

Vessel. Mr Simmons will give you every aid to facilitate your proper equipment & Sailing. Your own reputation will depend upon your getting to sea without delay. —

The Commission you have, whether as Captain of a Revenue Cutter — or as Captain of a Galley, will suffice for the present cruise. — You may take a Surgeons Mate at 30 dollars per month to be recommended by Mr Simmons, and two Rations per day, and supplied by him with medicines, — Your other Officers I presume will be sufficient for the present cruise. —

You have heretofore received your authority to capture French armed Vessels — Armed Cruising Vessels without commissions, are pirates, and from Vessels of this Discription our commerce receives a great deal of Injury. — You will consider your authority to extend to the capture or destruction of these Vessels also. —

I have the Honor &ca

[NDA. OSW, Vol. 1.]

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**To Captain James Payne, of the U. S. Revenue Cutter *South Carolina*, from Secretary of the Navy**

[Philadelphia]
*Navy Department 13 Dec 1798* —

Capt Payne,

Sir It is the order of the President that you take the Command of the Revenue Cutter *So. Carolina* — for which your present Commission will suffice, and that you provide your Crew; provisions & military Stores, as quickly as possible, you should have at least 40 rounds of Ammunition, and as soon as provided, that you proceed to the windward passage between the Islands of Cuba and Hispaniola, and cruise, until you fall in with the *Ganges* Ship of War, Capt Tingey under whose command you will place yourself — —

Mr Simons will assist you in selecting proper officers — and you must in addition to the usual Number allowed Revenue Cutters get Surgeons Mate, who will be allowed — 30 Dr per Month and 2 Rations per day. Enclosed are your recruiting instructions. — also your authority to capture French Armed Vessels — signals to be observed between our Vessels and those of the British — and between our own Armed Vessels. — Altho you are to exert yourself to the utmost, to capture the French Armed Vessels, and to recapture our Vessels taken by them, you are not allowed by our Laws to recapture our Vessels, taken by the Vessels of any other Nation at War. — To the Vessels and people of all other Nations, you will shew civility and friendship. —

I hope, this Letter will reach you but a few days before you are at Sea. — Great activity on your part in getting out on the present service will be considered as a sure presage that your Country will derive honor and advantage from your appointment.

You should take as much provisions as your Vessel will stow, — and as much water as will carry you to your place of destination.

I am &c &c

[NDA. OSW, Vol. 1.]

**To Captain James Payne, of the U. S. Revenue Cutter *South Carolina*, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department* 13th *Decemr 1798.*

Captain JAMES PAYNE
of the Cutter *South Carolina*

SIR The Crew of your Cutter *South Carolina* may consist of 35 Men & Boys, if you find so many necessary, of this number you may recruit, not exceeding 15 Able Seamen, Landsmen and Boys —

It is our soundest policy — &c

see page 246–247. —

It is contemplated to send Marines from hence. — If they are sent, they will arrive at Charleston by the time you receive this; in this case, you may take what remains, after Captn Heyward has received his full Supply, to answer as so many Landsmen. If the Men recruited for the Galley, for which you were originally destined, are any of them of the proper description, you may employ them on board of the *South Carolina*. It may be the Means, of hastening your Departure.

I am Sir &cc

[NOTE.—Pages 246–247 contain circular letter to the Commanders of the Revenue Cutters, dated Oct. 10, 1798, regarding recruiting crews, etc. See first volume *Naval Documents*.]

[NDA. OSW, Vol. 1.]

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**To James Simons, directing preparation of Brig at Charleston, S. C., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department December 13th 1798.*

JAMES SIMONS Esqr *Charleston*

SIR, I have sent to Captain Heyward of the *General Pinckney*, [*Pinckney*] orders for a Cruise — It will last as long as his provisions; and it is desirable that he should carry as much as possible I have directed him to get a Surgeon's Mate through you — And you will please to Supply him with Medicine & Instruments. It is necessary that Captn Heyward should be dispatched immediately — I must rely on you to suffer nothing to retard him. — Any difficulties that occur, must be removed on the Spot — & without reference to me; for there must not be delay. — If Officers are wanted appoint them, and let me know their names. — They shall be confirmed in such appointments. This Vessel and her predecessor have cost a good deal of money, and have rendered but little essential service — nor never will render much, confined to our Coasts; for which she is too small. — Now that she may be useful, don't let her be delayed, I beg. —

As to the Cutter *South Carolina*, I hope she is afloat, and ready to receive her men. Captn Payne must take the command of her. — His present commission will Suffice — And if she can be possibly got ready, she may sail with the *Genl Pinckney* — But neither Vessel should be delayed more than two or three days for the other. —

Major Burrows is endeavouring to send Twelve or 15 Marines by a Vessel bound to Charleston — But it is doubtful whether the Vessel can proceed down the Delaware for the Ice. Should she get to Charleston in time, the men can be put on board of either or both the Vessels. —

The *South Carolina* must be Officered as a Revenue Cutter; and you will be so good as to assist Cap[t] Payne in Selecting proper men. — She too, must have a Surgeon's Mate & Medicine. Bravery is a quality not to be dispensed with in the officers — Like Charity, it covers a great many defects. —

I am &[c]

[NDA. GLB, Vol. 1.]

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**To Captain Thomas Truxtun, U. S. Navy, from C. W. Goldsborough, for Secretary of the Navy**

*13 Dec[r] 1798*

Cap[t] THOMAS TRUXTON

SIR Agreeably to promise, I enclose you, the private Signals in print on a large Sheet; and blank forms for the Steward's weekly returns.

C W G[OLDSBOROUGH] for
B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 1.]

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

[PHILADELPHIA]
*Navy Department 13 Dec. 1798*

Cap[t] THO[s] TRUXTUN

SIR It is proper that you should know the distribution of our force in the West Indies. The U. States Frigates the *Constitution*, & *United States*, the *George Washington* of 32 Guns & the *Merrimack* of 24 Guns, will immediately rendezvous at Prince Ruperts Bay in Dominica under the command of Cap[t] Barry, who will be joined as soon as possible by four or five more Vessels of force — Tingey with one Vessel besides his own, will guard the Windward passage, between Cuba and Hispaniola, Decatur with one, perhaps two Revenue Cutters, will cruise between the Morea Castle and the Matanzes. — I have said in your Instructions, that I would send provisions to Dominica or S[t] Christophers — but nothing but impossibility of getting them there, will prevent their being sent to S[t] Christophers. —

Nothing is said in your Instructions about pirates — you know how to treat them. —

I have the Honor &[c]

[NDA. OSW, Vol. 1.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 14 December 1798**

Weigh'd and made sail. Lost an anchor at 10 A.M. came to off the upper End of Reedy Island

At 3 got under way. at 6 came to off Bombay hook —

[NA.]

**To Secretary of State, from Captain William Penrose, commanding the armed schooner *Skjoldebrand***

PORT PEN *December 15th 1798* —

Honorable Colonell PICKERING

SIR I arrived at this place on the Evening of the 13th and sent your Letter on board of the Schooner *Lelah Eisha* to Captn Maley who proceeded down the bay with the Ship *Hero* next Morning & this Morning the Sloop of War *Delaware* went down with her Convoy — — I have now all my People on board and all seem verry well Satisfyed with the Vessel &c — but Sir Laying so long in the River our Sea Stock of Rum for the Peoples allowance at half a pint per day for each man which I indented for for Forty five Days, is almost out and they (the Sailors told me last night that unless they had their proper allowance which they agreed for when they Signed Articles they will not proceed to Sea in the Schooner, this business I mentioned to Mr Humphreys before I left the City. and he told me as we were going to Sea Emedeatly he would not allow me any more than 80 Gallons which is just Suficent to serve them 42 days and the Schooner hath had her men on board 45 days allowing for the few days that the deserters were Absent; there fore honoured Sir, if you will give an Order to Mr Humphreys or any other Officer employed in the U S Service to send down a Sufficent Quantity or an Order to the Commanding Officer of the U S Brig *Sophia* to suply me it will be a Means of keeping the men on board and having the Vessel ready for Sea at a Minuet's warning I am Honoured Sir

Your most Obedient Humble Servant

WILLIAM PENROSE

P.S. on Account of the Ise we have hauled our Vessels to the Peirs at Port Pen, viz. Schooner *Shjoldebrand* Brig's *Hasan Bashaw* & *Sophia.*

[HS of Pa. NDA phostat.]

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**To Secretary of the Treasury from Secretary of the Navy**

[PHILADELPHIA]

*Navy Department December 15th 1798*

Secy of the Treasury

SIR I have the honor to enclose estimates of the expense of maintaining the Navy, and the Marine Corps, for one year, amounting to the Sum of 2,420,180 15/100 Dollars. But it must be observed that the whole number of Ships to complete the Navy Establishment by law, are not yet in service — and Several of them will not probably be in service more than Six months of the year 1799, altho they are progressing with all practicable expedition.

Estimating only for the ships actually in service, and to be in service before the 1st Jany 1799 — and for the probable time others, which are building will be in service in the year 1799, the actual expense of maintaining the Navy for that year, will be no more than 1,862,112 43/100 Dollars — adding to this sum, the expense of the revenue Cutters for one year, the amt will be 1,979,704 37/100 Dollars — It is absolutely impossible to make anything like a correct estimate

of the sum necessary to complete the ships building by the public. From the best materials in my power, I conclude that 671,504 Dollars will be sufficient for this object — And it will require, to arm and provide Military stores for these Vessels, and for those buildings by the Citizens under the Act of June 1798 — 233,000 Dollars — upon the whole then it appears, that for maintaining the Navy, including the Revenue Cutters, and the Marine Corps, for the year 1799, will be required the sum of---------- 1,979,704 37/100

| | |
|---|---|
| For arming and providing with Military Stores, the Vessels building by the public, & by the Citizens to complete the Navy Establishment---------- | 233,000– |
| For completing the Ships building by the public----- | 671,504 |
| | 2,884,208.37 |
| To which may be added for Contingencies & Casualties---------- | 100,000.00 |

There remains at this time unexpended of former appropriations for the Navy, the sum of 910,866 13/100 Dollars, from which may be deducted the sum of 86,978, 99/100 Dollars, which will be due to the officers & men of the Vessels in service to the end of the present year, — leaving a balance of 823,887 14/100 Dollars of former appropriations; which taken from 2,984,208 37/100 Dollars will shew the Sum to be provided by Congress for the Navy Service, for the year 1799. — —

I have the honor &c$^{a}$

[NDA. Req. on US T, 1798–1803.]

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**To Griffith John McRea, Collector of Customs, Wilmington, N. C., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Dep$^{t}$ Dec 15$^{th}$ 1798.*

GRIFFITH JOHN M$^{c}$REA Esq$^{r}$

SIR I have the Honor of enclosing to you, Instruction for Cap$^{t}$ John Brown, of the Revenue Cutter *Diligence.*

It is intended that this Vessel Shall be employed this Winter in the West Indies — in Active operations it is therefore, necessery, for Cap$^{t}$ Brown to have his Vessel loaded with as much Provisions & Water, as she will conveniently Stow; & if you conceive that an addition of 4 or 5 men to the Number of his Crew, can be obtained without any delay & will be to his advantage, you may instruct him accordingly,

I must beg that you give every assistance in hastening the departure of Cap$^{t}$ Brown —

If Officers are wanted appoint them & let me know their names, They Shall be confirmed in Such appointments — Cap$^{t}$ Brown in addition to the usual number of Officers, allowed Revenue Cutter, must take a Surgeon's Mate, who will be allowed 30 dollars p$^{r}$ month & two rations p$^{r}$ day, you will be so obliging as to assist him in procuring an eligible charrector for this Station & Supply him with the proper medicins —

I have the honor &C.

[NDA. GLB, Vol. 1.]

**To Captain John Brown, of the U. S. Revenue Cutter *Diligence*, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department Dec. 15th 1798*

Capt JOHN BROWN

SIR I have it in Command from the President that without delay, to order that you take on board of the *Diligence*, as much provisions as she will stow with Conveniance, and Water sufficient to last you to the place of Destination, and that you proceed as soon as you are provided with military Stores & provisions to Prince Ruperts Bay in Dominica, where you will cruise, untill you fall in with Capt Barry, of the Frigate *United States*, under whose orders you will then place yourself — Vessel & Crew.

You should have at least 40 rounds of Ammunition on board, and men enough to work your Gun's to effect, but not to crowd your Vessel, Mr Griffith J. McRea will give you every aid, to facilitate your Sailing, your own reputation will depend upon your getting to Sea without delay. —

You may take a Surgeons Mate at 30 dollars per Month & 2 Rations per day to be recommended by Mr McRea, & supplied by him with the proper Medicins —

You have heretofore received your Authority to capture French Armed Vessels, Armed cruising Vessels without Commissions are Pirates, & from Vessels of this discription our Commerce receives a great deal of Injury, you will consider your Authority to extend to the Capture or Destruction of these Vessels also —

I have the Honor &c

[NDA. OSW, Vol. 1.]

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**To Lieutenant John Hall, U. S. Marine Corps, from Major Commandant W. W. Burrows, U. S. Marine Corps**

PHILa *Decr 15 1798*

Lieut. JOHN HALL

SIR I have sent a sergeant, Corporal & thirteen Marines for the *Genl. Pinckney* & the *So. Carolina* the detachment should consist of 25 men but I have them not, I expect you to compleat it. Lt. James James will account to you for the delay of the military stores as he has been the only officer to whose care they have always been entrusted — —

What few days are to spare must be exerted to obtain recruits, if you are deficient, I do think Lt. Maine and yourself for the honor of Carolina as well as the Corps ought to have a Company recruited eer this — As officers you and Mr. Maine should immediately wait on him — Lt. James will be able to give you much information respecting us —

I am &c

[WILLIAM WARD BURROWS]

[MCA. LS, 1798–1799.]

**Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 15 December 1798**

This 24 hours first part Light Breeses and Clear weather a Number orieull [?] from Sea all hans Employd in Sundry Jobbs Ships Duty

Midle part modarate Breeses and Clear weather at 9 am on mord [unmoored] and Lusd Topsails and made Signal for Sailing at 10 am the pilott Came on Bord waid anchor and Sett all Sail in Companey with the *Pickring* [*Pickering*] at mrdn Came over the Barr

Latter part modarate gales and Clear weather under all Sail

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

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 15 December 1798**

The *Delaware* saild with her convoy for Havanna

[NA.]

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[16 December 1798]

**Account of Mr. Sharp, 1st Mate, Ship *Factor* of New York re her capture by French privateer and recovery on her passage to London**

The following detail of the capture and recovery of the ship *Factor*, on her passage from this port [New York] to London, was yesterday handed to us for publication by Mr. Sharp, the first mate, who conducted her into Liverpool.

Sunday, Dec. 16, 1798, at 1 a. m. saw two ships laying too with their heads to the southward, got all ready for action; at noon one of the ships bore up for us under French colours; at 1 p. m. she fired a shot over us; at half past 1 P. M. she fired another shot over us; several times she rounded too in order to give us a broad side; at 2 P. M. rounded too with intention to give her our broad fire, but the people would not fight her, after every encouragement was given by Mr. Constable; at about 3 P. M. we struck to her, he hailed us, told us to hoist our boat out, and to come on board with the papers, a very large sea running. I went on board with the papers, but they sent me back, to tell the Captain to come on board with his letters; he ordered me to close reef the topsails, and keep under his weather quarters; at 8 P. M. I mentioned to Mr. Henry Waddington the method and proposed embracing the opportunity of getting away from the corvette; Mr. Waddington asked me if I would go and leave the Captain behind? I answered yes—and told him I thought Captain Ferral would be glad of it: Mr. Constable did not seem to like it, thinking it was too dangerous an attempt should they overhawl us again: he said little, and turned in at midnight; the breeze freshening, and the moon about an hour high. I awoke Mr. Constable, and asked him if he had considered on it, he said he did not know what to think; I urged and told him, what a fine opportunity: I got all ready, and at 1 P. M. started and steered away E. N. E. next day in the morning I consulted with Mr. Constable how we had best proceed for the safety of our ship, and lives; I thought it most prudent to proceed to Liverpool, which I did.

Dec. 18th, '98, at 1 P. M. saw a brig standing to the southward; at 3 P. M. being nearly out of sight of us to the southward, she tacked to the northward and stood to our wake, and then after us, got all ready for action; at 6 P. M. all ready for action; she came within short gun shot of us, and fired away: we answered her quite smartly, she lay upon our larboard quarter, and by the exertions of our passengers, and the good behaviour of our people, *at this time* we beat her off without any loss on our side: she hauled her wind to the northward and left us. Dec. 20, at 9 A. M. made the S. W. end of Ireland. Dec. 27, got a pilot on board.

[LC. "Claypoole's American Daily Advertiser", Philadelphia, June 8, 1799.]

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**Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 16 December 1798**

This 24 hours first part modarate gales from N W and Clear weather at 1 p m Dischargd our pilott and made Sail Sitt Stearing Sails Loo and a Loft the Lite house Bore west 3 mile Distns from which I teake my Departure the Lite house in Lattd of 32.45 Long of 80.10 West

Midle part Strong gales from N W Tuke in all Stearing Sails and Duble Reeft Top sails and Stoed Stay sails at 4 am Close Reeft Top-sails

Latter part Strong gales and Clear weather

[Lattd Obbrs 32.35 North]

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

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**To Captain George Price, of the U. S. Revenue Cutter *General Greene*, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 17th Decemr 1798.*

Capt GEORGE PRICE

SIR The Crew of the Cutter *General Greene*, under your command, may consist of fifteen Able Seamen, Ten Ordinary Seaman, Five Boys and Ten Marines, if you judge so many necessary, exclusive of Officers — The Marines will be supplied you by the Major of Marines. — You will proceed to recruit agreeably to the foregoing limitations, under my Instructions given the 10th of October last. —

I am &c

[NDA. OSW, Vol. 1.]

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

*Navy Department Dec. 18th 1798*

Capt THO$^{s}$ TRUXTON
Frigate *Constellation*

SIR I am honored with yours of 16th The Senate being in Session, it would take several days to get Lieut Rogers [Rodgers] appointed a Captain & it would be too late, to answer the present purpose, let him

then take Command of the *Baltimore* with his present Com[n] & Phillips may return to Baltimore, for one of the Ships there, if the Merchants will, as I have no doubt they will, agree to it;

I will get Rogers appointed a Cap[t] but will bring forward one or two other Lieu[t] at the same time to prevent Jealoucy as well as reward Merit. — If you should not find the *Baltimore* at Norfolk, I suppose you will take Rogers with you, but if you chose to leave him at Norfolk, to take the *Baltimore* when she arrives, do so — and write to Phillips to proceed to Baltimore —

I shall take no Steps as to they appointment of Rogers to be Captain till I hear from you at Norfolk, — and it is possible he may go out, even if he waits at Norfolk for the *Baltimore*, her commander without a Captains Com[n] yet he will assuredly be appointed a Captain this Winter —

They Congress are taken up the Subject of the Navy, seriously — & will have Ships of the line and Admirals —

I am with great Esteem &c

[NDA. OSW, Vol. 1.]

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**To Captain Robert Gill, Navy Storekeeper, from Captain Thomas Tingey, U. S. Navy**

[U. S. S.] *Ganges* BOMBAY HOOK, *18th Dec[r] 1798*

DEAR SIR As I am apprehensive I shall be necessitated to put to sea with the *Ganges*, without a Carpenter (the one ship'd not having got on board) I have by way of prevention in case of extremity, taken from the Carpenter of the Ship *New Jersey*, a few of his material tools; for which he has my receit, and promise of being remunerated in kind — for which he will call on you

I am in haste
&c. &c. &c.

T. T. [THOMAS TINGEY]

Capt[n] ROBERT GILL
*Naval Store-keeper Philad[a]*

[NDA. Tingey LB, 1798–1800.]

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

[PHILADELPHIA]
*Navy Department 18 Dec. 1798*

Cap[t] LEONARD
of the *Gove[r] Jay*
New York

SIR I have your letter of yesterday — yours officers shall be attended to, agreeable to your letter to the Secretary of the Treasury, Also the Surgeon — your directions about the Medicine Chest are proper, It is intended that Cap[t] Price of the *General Green* shall sail with you — the destination will be to Havanna or Dominica — in either case you will be supplied with provisions at the place of destination, Still it is necessary that you should carry with you all the provision you can Stow — but Water you can at all times get, & if you take but a little

more than necessary to carry you to the Island, you will have more room for provisions.

There will be Vessels of Superior force to cruise with you in the Island —

I have the Honor to be &c

[NDA. OSW, Vol. 1.]

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**To David Sears, Boston, Mass., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department, Dec 18th 1798*

D SEARS Esquire
*one of the Committee for*
*building the Ship in Boston*

SIR I beg pardon for so long delaying to answer your favour of the 16th Nov. Capt Chapman as requested, takes the command of the Frigate building by the Merchants at Boston, and when he arrives, which may be daily expected, may be employed in Superintending his building & equipment, It is entirely agreeable to the President, that she should be called the *Boston* — & it is his wish that the Gentlemen who so particularly contributed to the expence of Building, should select the whole Officers for the Frigate — Let me know if you please early wheather I shall send on Guns — the Wt of mettle & the number — & when they must be at Boston, If you want Copper Bolts, & Nails, & Copper for Sheathing, I can also Supply those articles, as soon as the Frost will permit — Presuming that the Frigate will mount 24.12 pounders on the Gun deck & carry 6 or 8 6 pounders on the quarter Deck, I have added at foot a list of Officers necessary for such a Ship — Be so good as to inform me when it is thought the Ship will be Lanched & whether it be intended to furnish the Anchors compleat, Rigging & two Suits of Sails, by the Merchants, in Short I wish to know as nearly as may be, the exact point at which they mean to Stop, that I may make arrangments in time, for the rest —

I have the honor &Cs

Presuming that the *Boston* will carry 24–12 pounders on the Gun & 6 or 8–6 pounders on the quarter deck she will require the following Officers, besides the Petty Officers — who are appointed by the Capt

| | |
|---|---|
| Captain | 1 |
| Lieutenants | 3 |
| Lieutt. of Marines — already appointed. | |
| Surgeon | 1 |
| Surgeon's Mate | 1 |
| Sailing Master | 1 |
| Purser | 1 |
| Boatswain | 1 |
| Gunner | 1 |
| Sailmaker | 1 |
| Carpenter | 1 |
| MidShipmen | 4 |

[NDA. GLB, Vol. 1.]

**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 18 December 1798**

At 8 A.M. got under way & proceeded down the Bay. at 10 passed the Buoy of the Middle
At 11 passed the Buoy of the 14 feet bank
" M D° " of the Brown

[NA.]

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[19 December 1798]

**Extract from the log book of the Sloop *Matilda*, Capt. Harriett, 21 days from Barbadoes**

"Wednesday Dec 19th in sight of Cape Henry lighthouse, at sun rise, discovered a schooner standing athwart our fore-foot, she fired a gun and hoisted American colors. We immediately hoisted English Colors, and returned a gun to leeward; we then hailed and requested her to come under our lee, as the Capt. wished to speak her; but she stood off upon a wind; we then fired a gun a-head, and shortly after another a-stern, to bring her too; when she unexpectedly brought her whole battery to bear upon us, and gave a broad side, which we returned, and tacked and stood from her, not wishing to engage, at the same time firing another gun to leeward as a signal of friendship. The schooner tacked and stood after us, and gave us another broadside, which we returned. Shortly after spoke her, and was told her name was the *Resolution*, from Barbadoes to Alexandria, but could not learn the Captains name."

Jan. 8. The Schooner called the *Resolution* in the above account is the Schooner *Welcome Return*, Capt. Guthrie, belonging to Col. Hooe of this town. [Alexandria, Va.]

[LC, Boston, "Massachusetts Mercury" Jan. 8, 1799.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 19 December 1798**

At 1/2 past 4 Cape May bore North distance about 6 Leagues & Cape Henlopen W.N.W. dist about 5 leagues
Squally with rain.

[NA.]

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

[U. S. S.] *Ganges* NEAR CAPE HENLOPEN
*20th Dec^r 1798*

SIR I have the pleasure to inform you of my being in a fair prospect of getting to sea, with the United States Ship *Ganges* under my command — and shall lose no time in proceeding to the station allotted me by your orders.

You will perceive by the Pay-roll enclosed to M^r Winder that the *Ganges* is not quite full manned, and that the Pay roll deliver'd to the Office by me, and received again was faulty. — owing to several men having signed the shipping articles, and not having appear'd after-

wards — a circumstance which I could not ascertain the extent of, after the shipping Officer had left town — There were also three or four on board, whose names were not on the Articles, they being left in my possession

This Pay-roll has no enumeration of the Marines, in consequence of their having rece$^{d}$ no money from me — We have lost only four by desertion — whose names and securities are noted on the Pay Roll — The residue of the Crew on board — with very few exceptions, are in high health and a general ardor and high spirits pervades every grade of Officers & Crew — from which I augur the most flattering assurances of their services.

I enclose also to M$^{r}$ Winder my account cur$^{t}$ with the United States, balance in their favor — Eleven hundred & nine Dollars 91/100 which I hold for contingencies, and which I hope will meet your approbation. —

I am highly gratified by the concluding paragraph of your orders, intimating the Presidents confidence — which will ever stimulate my actions for my countries glory — I receive with pleasure his and your good wishes, and beg to reciprocate them —

I have the honor to be &c. &c.

T. T. [THOMAS TINGEY]

The Hon$^{b}$$^{le}$ BENJ$^{a}$ STODDERT S$^{y}$ N$^{y}$

[NDA. Tingey LB, 1798–1800.]

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**To Thomas Martin, Portsmouth, N. H., from Secretary of the Navy**

[PHILADELPHIA]

*Navy Department Dec. 20$^{th}$ 1798* —

THOMAS MARTIN Esquire

*Portsmouth N H*

SIR I wrote you on the 12$^{th}$ Dec, on the subject of Cap$^{t}$ Adams enclosing his Cruising instructions —

Your letters of 4$^{th}$ & 15$^{th}$ of Oct. & 21$^{st}$ Ult$^{o}$, relative to the Officering of the *Scammel* leave me in Doubt respecting the most eligeable Men to fill the several stations vacant —

You mention Samuel Odiornd for 2$^{nd}$ Mate but that he is unfortunately addicted to intemperance, men of moral habits are to be prefered Drunkenness mounts to a disqualification for an office of responsibility —

You also mention a Cap$^{t}$ M. Fernald for the the first and John Seavy for 2$^{nd}$ Mate, but you say it is questionable whether they will Serve or not if appointed —

Cap$^{t}$ Adams in a letter to me dated 22$^{nd}$ Nov. mention

Mark Fernald for 1$^{st}$ Mate
Samuel Odiornd 2$^{nd}$
Thomas Beck 3$^{rd}$

If upon enquiry you find that these men are qualified, for the appointements to which they are nominated, by Cap$^{t}$ Adams I would thank you to communicate the information to me, and they shall be appointed; if not I must beg that you select suitable Characters, who must act under your appointment for the present cruise — and on their return they shall be commissioned,

Cap$^{t}$ Adams in addition to the usual number of Officers allowed Revenue Cutter, must take a Surgeons Mate to be allowed 30 Dollars p$^{r}$ month & 2 Rations p$^{r}$ day — you will choose a proper person for this station & supply him with the necessary Medicins & Instruments —

I must beg your assistance in hastening the Departure of Cap$^{t}$ Adams —

I have the Honor &C.

Pray dont let this Vessel wait longer at most than one week after the receipt of this letter, There has been too much delay respecting a choice of Officers —

[MDA. GLB, Vol. 1.]

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**To Captain John Adams, of the U. S. Revenue Cutter *Scammel*, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 20$^{th}$ Dec. 1798*

Cap$^{t}$ JOHN ADAMS

SIR I have it in Command from the President, to order, that without delay, you take on board of the *Scammel*, as much provision as she will stow with convenience, and water sufficient to last you to the place of destination, and that you proceed, as soon as you are provided with provision and military Stores to Prince Ruperts' Bay, in Dominica where you will cruise, untill you fall in with Cap$^{t}$ Barry of the Frigate *United States*, under whose orders, you then place yourself, Vessel and Crew.

You should have at least 40 rounds of Ammunition — and men enough to work your Guns with effect, but not to crowd your Vessel M$^{r}$ Martin will give you every aid to facilitate your Sailing,

In addition to the usual number of Officers, *you will take* a *Surgeon's Mate*, to be *recommended* by *M$^{r}$ Martin* & to be *allowed 30* Dollars *per month* & 2 *Rations per day*.

You have heretofore received your authority to Capture French armed Vessels, Armed cruising Vessels, without commissions are pirates, and from Vessels of this discription our Commerce receives a great deal of Injury. You will consider your Authority to extend to the Capture or destruction of these also.

I enclose you the private Signals for our Ships and our Ships & British cruising Vessels.

I have Honor to be &c

P. S. There has been great delay in regard to your officers — It will not do to be hesitating respecting proper Charrectors — if those you have on board now are suitable men, receive them as your Officers and you may give them assurances that they will be appointed, but you must not wait for them to receive there commissions — They will be commissioned on your return, I expect you will be at Sea at least a week after you receive this, your own reputation will depend on your expedition.

[NDA. OSW Vol. 1.]

[20 December 1798]

**To Captain Henry Geddes, commanding armed brigantine *Sophia*, from Secretary of State**

To Captain HENRY GEDDES Commander of the Armed brigantine *Sophia*, belonging to the United States.

You are hereby appointed to act as Commodore of the little fleet destined for Algiers, consisting of your own Brigantine *Sophia*, — the *Hassan Bashaw* brigantine commanded by Captain John Smith and the Schooner *Skjoldebrand* commanded by Captain William Penrose.

You will, if it has not already been done agree on the signals to be observed on your voyage. If you fall in with the Schooner *Lelah Eisha* and Store Ship *Hero*, now on their voyage to Algiers, they are to join the fleet; and the whole to use their endeavours to keep company, and enter the port of Algiers together.

TIMOTHY PICKERING.

DEPARTMENT OF STATE
*Phila. December 20. 1798*

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

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[20 December 1798]

**To Captain Henry Geddes, commanding armed Brigantine *Sophia*, from President John Adams**

JOHN ADAMS, *President of the United States of America*,
To Captain HENRY GEDDES, commander of armed brigantine *Sophia*.

The said brigantine and her cargo, which are the property of the United States, you are to conduct to her destined port, the City of Algiers, and there deliver her cargo to Richard O'Brien Esq.r the Consul General of the United States.

Being armed and manned for the protection of the brigantine and her cargo, you are to defend the same against every attack and hostile attempt to seize and take her: you are to preserve order and dicipline on board your said brigantine, and your officers and men are to be obedient to your command. For all which this is your Commission: and in case of accident to yourself, it is to serve equally for each of your officers who may succeed to the command of the said brigantine.

Given under my hand and the Seal of the United States, at Philadelphia, the twentieth day of December, in the year of our Lord 1798.

By the PRESIDENT.

[SDA. Algiers, Vol. 3, 1798.]

[20 December 1798]

**To Captain John Smith, commanding armed Brigantine *Hassan Bashaw*, from Secretary of State**

INSTRUCTIONS TO CAPTAIN JOHN SMITH COMMANDER OF THE ARMED BRIGANTINE *Hassan Bashaw.*

You being appointed to the command of the Armed brigantine *Hassan Bashaw*, are forthwith to proceed to the city of Algiers, and there deliver her with her cargo Stores and equipments to Richard O'Brien Esquire the Consul of the United States at that City.

As you have a crew competent to the defence of the brigantine against ordinary cruizers, so you are to defend her accordingly against all attacks but those of Superior force. You are therefore to prepare your Officers and crew for such defence, and maintain the necessary order and discipline among them as well for this object as for the safe navigating of the Brigantine to her destined port.

The Schooner *Skjoldebrand* and the Brigantine *Sophia* also the property of the United States, and armed for defence, are to sail with you for Algiers. You are to use all your endeavours to keep company together, and for your mutual protection and defence.

These orders for using arms, you will observe point only to *defence*: You are therefore not to give chase to or attempt to take any vessel you may meet with. Nevertheless, should you at Sea fall in with any American vessels in the hands of French captors, you may retake them and you will understand that it is against the French cruisers that these orders for defence are mainly intended: the government of that nation having laid aside all regard to the law of nations and the most plain and acknowledged principles of justice, in the arrets and regulations it has made in regard to the capture and condemnation of neutral vessels, and especially those of the United States. In attempting a recapture of an American vessel, you will consider well her strength, and attempt nothing at the risque of the Brigantine under your command, or of her consorts. You may also take under your convoy any American vessel holding the same course and sailing so well as not to retard your voyage. In case of making a recapture, you are not materially to deviate from your proper course, nor essentially diminish the force of your crew.

If you chance to overtake the Schooner *Lelah Eisha* and her convoy the Ship *Hero*, you will endeavour to keep company with them, and enter the port of Algiers together.

Captain Geddes of the *Sophia* is to be considered as the Commodore of this little fleet. The Signals to be observed at sea have doubtless been concerted between you, Captain Geddes and Captain Penrose, and also with Captain Maley of the *Lelah Eisha*, and Captain Robinson of the Store Ship *Hero*, who have sailed for Algiers, but whom you may chance to overtake.

DEPARTMENT OF STATE
*December 20th 1798*

TIMOTHY PICKERING.

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

[20 December 1798]

**To Captain John Smith, commanding armed Brigantine *Hassan Bashaw*, from Secretary of State**

PRIVATE INSTRUCTIONS TO CAPTAIN JOHN SMITH COMMANDER OF THE ARMED BRIGANTINE *Hassan Bashaw.*

If visited by an European vessel of war of superior force, and your papers are demanded, you will exhibit your sea letter and commission from the President of the United States. If by any Barbary cruiser, you will exhibit your Mediterranean passport, and the passport of the Dey of Algiers in the Turkish language and under the Deys Seal. These ought to satisfy any vessel of war. If however other papers shall be required, you may exhibit the inventory of the brigantine and her equipments, the invoice of goods and stores on board her, your clearance, and any other customary papers.

If practicable, you will avoid all communications with Portuguese armed vessels; because the Portuguese are at war with Algiers; and altho' not desirous to molest us, yet if their Ships should meet any of ours destined for Algiers with contraband articles (and the armed vessels now destined for Algiers are eminently contraband) disagreeable consequences may follow. There can be no objection to your speaking with any British armed vessels: because from them you may expect friendly attentions, and if necessary, assistance.

If not inconvenient to touch at Gibraltar, you may do it and make known your destination to our Consul John Gavino Esq$^{r}$ — — If any change should have taken place to render your going to Algiers improper or unsafe, he can inform you, and in this case you will secure your vessel until you can get advice from Captain O'Brien at Algiers, how to proceed, contriving to let him know as soon as possible, your situation. In such case also you will get M$^{r}$ Gavino to write an account of it to Col$^{o}$ Humphreys, our Minister in Madrid, and to William Smith Esq$^{r}$ our Minister in Lisbon. What they or either of them shall finally advise, you are to do. But this caution is suggested only because it is possible (for it is not probable) that there may be reasons to forbid you to proceed to Algiers.

If you should fall in, on the coast of Morocco, off Tangier you will there find James Simpson Esq$^{r}$ American Consul, with whom you may in like manner advise and consult.

But the chance of there being any objection to your proceeding directly to Algiers is so small, and the danger so great of meeting with French privateers near the Streight's mouth, seeing they frequent the Spanish ports of Algesiras on one hand and Ceuta on the other — if the wind should be favourable, it will be best for you to push forward, and go directly to Algiers.

TIMOTHY PICKERING

DEPARTMENT OF STATE,
*Philadelphia Dec$^{r}$ 20. 1798.*

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

[20 December 1798]

**To Captain William Penrose, commanding armed schooner *Skjoldebrand*, from Secretary of State**

INSTRUCTIONS TO CAPTAIN WILLIAM PENROSE, COMMANDER OF THE ARMED SCHOONER *Skjoldebrand*

You being appointed to the command of the armed Schooner *Skjoldebrand*, are forthwith to proceed to the City of Algiers, and there deliver her with her cargo, Stores and equipments, to Richard O'Brien Esquire the Consul of the United States at that City.

As you have a crew competent to the defence of the Schooner against ordinary cruisers so you are to defend her accordingly against all attacks but those of superior force. You are therefore to prepare your officers and crew for such defence, and maintain the necessary order and dicipline among them as well for this object as for the safe navigating of the Schooner to her destined port.

The Brig *Hassan Bashaw* and the Brigantine *Sophia*, also the property of the United States, and armed for defence, are to sail with you for Algiers. You are to use all your endeavours to keep company together; and for your mutual protection and defence.

These orders for using arms, you will observe point only to *defence:* you are therefore not to give chase to or attempt to take any vessel you may meet with. Nevertheless, Should you at sea fall in with any American vessels in the hands of French captors, you may retake them. And you will understand that it is against the French Cruisers that these orders for defence are mainly intended: the Government of that nation having laid aside all regard to the law of Nations and the most plain and acknowledged principles of justice, in the arrets and regulations it has made in regard to the capture and condemnation of neutral vessels, and especially those of the United States. In attempting a recapture of an American vessel, you will consider well her Strength, and attempt nothing at the risque of the Schooner under your command, or of her consorts. You may also take under your convoy any American vessel holding the same course and sailing so well as not to retard your voyage. In case of making a recapture, you are not materially to deviate from your proper course, nor essentially diminsh the force of your crew. If you chance to overtake the Schooner *Lelah Eisha* and her convoy the Ship *Hero*, you will endeavor to keep company with them, and enter the Port of Algiers together.

The United States brig[g] *Sophia* is to be considered as the Commodore of this little fleet. The Signals to be observed at sea have doubtless been concerted between her commander, Capt. Geddes, Capt. Smith, and yourself, and also with Captain Maley of the *Lelah Eisha* and Captain Robinson of the Store Ship *Hero*, who have sailed for Algiers, but whom you may chance to overtake.

TIMOTHY PICKERING

DEPARTMENT OF STATE,
*Philadelphia Dec[r] 20. 1798.*

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

[20 December 1798]

**To Captain William Penrose, commanding armed schooner *Skjoldebrand*, from Secretary of State**

PRIVATE INSTRUCTIONS TO CAPTAIN WILLIAM PENROSE, COMMANDER OF THE ARMED SCHOONER *Skjoldebrand.*

If visited by an European vessel of War of Superior force, and your papers are demanded, you will exhibit your Sea letter and Commission from the President of the United States: If by any Barbary Cruizer, you will exhibit your Mediterranean Passport, and the passport of the Dey of Algiers in the Turkish language and under the Dey's Seal. These ought to Satisfy any vessel of War. If, however, other papers shall be required, you may exhibit the inventory of the Schooner and her equipments, the invoice of goods and stores on board her, your clearance and any other customary papers.

If practicable, you will avoid all communications with Portuguese armed vessels, because the Portuguese are at War with Algiers; and although not desirous to molest us, yet if their Ships should meet any of ours destined for Algiers with contraband articles (and the armed vessels now destined for Algiers are eminently contraband) disagreeable consequences may follow. There can be no objection to your speaking with any British armed vessels: because from them you may expect friendly attentions, and if necessary, assistance.

If not inconvenient to touch at Gibraltar, you may do it, and make known your destination to our Consul, John Gavino Esq$^{r}$ — — If any change should have taken place to render your going to Algiers improper or unsafe, he can inform you: and in this case, you will secure your vessel until you can get advice from Captain O'Brien at Algiers, how to proceed; contriving to let him know, as soon as possible, your Situation. In such case also you will get M$^{r}$ Gavino to write an account of it to Col$^{o}$ Humphreys, our Minister in Madrid, and to William Smith Esq$^{r}$ our Minister in Lisbon. What they, or either of them shall finally advise, you are to do. But this caution is suggested only because it is is possible (for it is not probable) that there may be reasons to forbid you to proceed to Algiers.

If you should fall in on the coast of Morocco, off Tangier, you will there find James Simpson Esq$^{r}$ American Consul with whom you may in like manner advise and consult. But the chance of there being any objection to your proceeding directly to Algiers is so small, and the danger so great of meeting with French privateers near the Streight's mouth, seeing they frequent the Spanish ports of Algesiras on one hand and Ceuta on the other — if the wind should be favourable, it will be best for you to push forward, and go directly to Algiers.

TIMOTHY PICKERING.

DEPARTMENT OF STATE
*Philadelphia Dec$^{r}$ 20. 1798.*

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

**To Nehemiah Hubbard, Jr., Navy Agent, Middletown, Conn., from Jabez Bowen, Providence, R. I.**

PROVIDENCE *Decembr 20th 1798*

Mr N. HUBBARD Jr

SIR. Yours of the 14th is before me and according to your Request I now give you the Dimentions of the Calibers and Shot of the 6 & 12lb Cannon for your Ship Viz

| | | |
|---|---|---|
| 6 pounder | 3,668 Caliber | 3,498 Diamr of Shot |
| 12 pounder | 4,623 Caliber | 4,403 Shot |

The Difference between the Caliber and Shot was the Artillerists allow for Windage. Tis necessary that you should procure Mullers Tretist on Artillery for the use of the Officers of the Ship and from which every Direction for constructing the Carages making up Amunition &c can be taken. We are now at Work on your Cannon and expect they will be finished in a Short time.

We have been delayed unexpectedly by being called upon to furnish 14 Nines for the *Geo. Washington* Capt Fletcher, who lay all ready for Sea but was Detained for want of that number of Cannon.

I am Sir with Esteem Your
Obedient Humb Servant

JABEZ BOWEN

[F. D. Roosevelt Collection.]

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**Letter from Captain Caleb Littlefield, of Schooner *Chance* of Bristol**

HAVANNAH *20 Dec 1798*

"6 Leagues east of Havanna gave a frenchman a "good beating" — he had 8 four pounders and ninety men on board — I killed three of them and wounded seven, shot away several of his shrouds and splintered his mainmast so that he was obliged to take it out * * "

[LC, "New Hampshire Gazette", Portsmouth, N. H., Jan. 30, 1799.]

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**Vouchers Relative to French Prizes**

[20 December 1798]

United States for French Prizes } To William Nichols — Dr

| 1798 | Vouchr | | | | |
|---|---|---|---|---|---|
| July 25 | 1 | Paid Walter Stephens— | for services on board the *Croyable* | 5 | 50 |
| " | 2 | " Jno Brown | " piloting the *Croyable* to Phila | 9 | |
| Augt 21 | 3 | " Willm Liddle | " Services — 29 days on board the *Croyable* | 29 | |
| Novr 21 | 4 | " Saml Hodgson | " Wharfage *La Croyable* | 22 | |
| Decr 3 | 5 | " Davis Kerlin | " provisions — 3 hands on board ditto | 16 | |
| 14 | 6 | " Peter Dicks<br>" Archd Hamnel<br>" Richd Campbell | work on board the Sloop *Jaloux* | 2 | 50 |
| 20 | " | " Will Watson | do do | 4 | 50 |
| | 7 | " John Hood | boxes & Iron work for Sd Sloop | 2 | 50 |
| | 8 | " John Welsh | " Wharfage — *Sans Pareil* | 2 | |
| | | " ditto | " do *Jaloux* | 3 | |
| | | | Dollars | 96 | |

WILLIAM NICHOLS.

[NDA. War with France. XZ–1798–1800.]

**Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 20 December 1798**

This 24 hours first part Strong gales and Squaley under Close Reef Topsails & Courses at 8 pm Reeft Courses handed Mizen Topsail Trid for Soundings found None

Midle part Strong gales and Squaley at 8 am one Reef out Each Topsail and Courses

Latter part Squaley attended with Rain Brig *Pickring* [*Pickering*] in Companey

No Obbrs To Day

[Lat. 38.25 North]

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

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**To Major Commandant W. W. Burrows, U. S. Marine Corps, from First Lieutenant Wm. Cammack, U. S. Marine Corps**

NORFOLK *21st December 1798*

Majr W. W. BURROWS

SIR Agreeable to your orders, last Recd I have put on Board the Brig *Richmond* Capt. Barron, all the Marines I had fit for duty, which was a Sergeant and Seven privates the complement that Capt Barron wished I will State to you the names of the men, to wit, — Sergt Flint

Willis Lassiter
Joseph Narswerthy [or Norsworthy]
Lemuel Gooddin
William Elliot
George Latimer
William Smith
& Stephen Tucker, a new recruit

I am with respect
Yr Most Obt. Servt

Wm CAMMACK
*Lieut Comt of Marines*

[MCA. LR, 1798.]

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**To Captain Henry Geddes, commanding armed Brigantine *Sophia*, from Secretary of State**

DEPARTMENT OF STATE PHILADELPHIA *Decr 21. 1798*

Captain HENRY GEDDES.

SIR, The United States armed Brigantine *Sophia*, under your command being laden on their account and destined for Algiers, you will proceed thither and deliver your cargo to Richard O'Brien Esquire the Consul General of the United States at that place.

The armed Brigantine *Hassan Bashaw* and armed Schooner *Skjoldebrand* being to sail at the same time, you will endeavour to keep company with them; and if you meet with any armed vessel, and

she attacks, or attempts to capture either of your vessels, you are to defend yourselves to the utmost of your power. Such attacks or attempts you may expect only from the French cruisers, or cruisers equipped in Spain under the influence or countenance of the French. From British Cruisers you will apprehend no annoyance; on the contrary, from them you may expect every friendly assistance, when they shall know the character and destination of the *Sophia*.

The Brigantine *Sophia* is to be considered as the Commodore of this little armament. The signals to be observed at sea have doubtless been concerted between the *Hassan Bashaw* Captain Smith, Captain Penrose of the *Skjoldebrand*, and yourself; and also with the *Lelah Eisha*, Captain Maley and Captain Robinson of the Ship *Hero*, should you come up with them on your passage to Algiers.

In case of Separation, you will make the best of your way to Algiers. Should it be perfectly convenient, you may touch at Gibraltar, where John Gavino, the American Consul will advise you of any dangers respecting the further prosecution of your voyage, and especially if any circumstances should forbid your proceeding thither, without information from Captain O'Brien: and in the mean time M[r] Gavino will have the goodness to write to our ministers at Madrid and Lisbon, and ask their advise on the State of things. — —

If you should fall in on the coast of Morocco, and it should be convenient to touch at Tangier, you may do it: You will there find James Simpson Esq[r] the American Consul for Morocco, who will give you any necessary advise and assistance. — — But there is so little reason to apprehend any difficulty in going to Algiers, if on your arrival at the Streights the wind proves fair, it will be best to take advantage of it, to push thro' and proceed directly to Algiers. The greatest danger to be apprehended from hostile cruisers is conceived to be near the entrance of the Mediterranean Sea, as those cruisers frequent the Spanish ports of Algesiras on one side, and Ceuta on the other.

The primary objects of sending the *Sophia* to Algiers are, to carry her present cargo thither, and then to bring home the crews of the *Hassan Bashaw*, the *Skjoldebrand*, and *Lelah Eisha*, which three vessels are to be delivered and left at that city. It may happen however, that American vessels may be returning from Algiers to the United States, in which the crews of those three armed vessels may be conveniently embarked; and that it may be important for you to proceed in the *Sophia* with the Consuls Eaton and Cathcart, to Tunis and Tripoli. On this point, the Consul General at Algiers, Capt. O'Brien, and the Consuls Eaton and Cathcart will consult, and determine as the best interests of the United States shall appear to require; bearing in mind that the crews of the three Armed vessels must be provided with passages to America; it has been promised to them; and it is important that the promise should be performed, as well to secure the future services of such a number of mariners, as in point of economy, because their wages will go on until their return; unless they *voluntarily* come into some new agreement at Algiers.

If it should be determined that the *Sophia* should proceed to Tunis and Tripoli, I hope it will be agreeable to you to continue in the command of her: but if it should be inconvenient and you prefer returning immediately to the United States, the *Sophia* may be

transferred to the Command of one of the American Captains now going to Algiers, whom Captain O'Brien shall select for that purpose.

Wishing you a prosperous voyage, I remain, Sir, your most Obed$^{t}$ Servant.

TIMOTHY PICKERING

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

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[21 December 1798]

**Secretary of State's endorsement on the passports of the Dey of Algiers, given to Captain John Smith of the armed Brigantine *Hassan Bashaw*, and to Captains of the *Skjoldebrand* and the *Lelah Eisha***

Indorsed on the Dey of Algiers' Passport given by Captain Smith, Master of the armed Brigantine *Hassan Bashaw*

"This passport in the Turkish language, under the Seal of the Dey and Regency of Algiers I commit to Captain John Smith commander of the Armed Brigantine called the *Hassan Bashaw*, which with her guns tackle, apparel, furniture, Stores, boats and goods on board her, being the property of the United States of America, are destined for Algiers, there to be delivered to the Dey on account of the Stipulations and agreements entered into between the United States and the Dey and Regency of Algiers. This passport being furnished by that power to protect the said Brigantine, her equipments, goods and all persons and things on board her against all nations with whom the Dey and Regency are at peace, in like manner as the passports from the Executive and Officers of the United States are designed to protect them from molestation by any powers with whom the U. States are at peace."

In Witness whereof I have hereto Set my hand and seal of Office at Philadelphia the 21$^{st}$ day of December 1798.

[L. S.] TIMOTHY PICKERING
*Secretary of State.*

A similar certificate was endorsed on the Dey of Algier's passport given to Captain William Penrose, Commander of the Armed Schooner *Skjoldebrand*, and also upon another given to Lieutenant William Maley, Master of the Armed Schooner *Lelah Eisha*, but the latter was dated on the 10$^{th}$ of Nov$^{r}$ 1798.

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

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 21 December 1798**

Strong breezes — and cloudy —
rain
Fresh Breezes — —
Employed stationing the last entered
Buried George Burnside
Pleasant and clear
[Latt$^{d}$ 33.46]

[NA.]

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

NORFOLK *December 22d 1798.*

SIR, I am commanded by the Secretary of the Navy, to leave Directions for you with William Pennock Esq[r] Naval Agent at this Place, to take on Board your Vessel as much Provisions & Water, as you can conveniently stow away, and to sail immediately after for the English Island of S[t] Christophers in the West Indies, which is the Place of Rendezvous for my little Squadron, and on your Arrival there, attend to such Orders, as I may leave for your Government, should I not be at that Place.

I have only to request at present, that you will be pleased to comply with the above Instructions, and make every Exertion, consistent with Prudence to get out speedily, in Order that some Enterprize be effected. I am, Sir, with great Respect

Your Obedient humble Servant —

T. T[RUXTUN]

TO CAPTAIN PHILLIPS
Of the *Baltimore.*

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

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**To Major Commandant W. W. Burrows, U. S. Marine Corps, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Dep[t] 22 Dec[r] 1798*

Major W. W. BURROWS,

SIR, Cap[t] Price of the revenue Cutter, the *General Greene*, is in Want of Marines —

I have the honor to request, that you will, without delay, send down to port Pen, where the *General Greene* lies; ten Marines, including the necessary Officer, and order them on board.

I am Sir, &[c]

P. S. Cap[t] Price has Muskets on board — The Marines may, therefore, be sent without them. —

[NDA. OSW, Vol. 1.]

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**To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department Dec. 22nd 1798*

STEPHEN HIGGINSON Esq[r] *Boston*

SIR In Reply to your letter of the 14[th] Instant, I approve of what you suggest and when Cap[t] Sever arrives he will attend to the Ship at Portsmouth which he is destined to Command and Chapman in like manner to the one Building by the Citizens, Lieu[t] Preble to be allowed his Choice, which is to command the *Herald* or the *Pickering*, and Lieu[t] Hutchins to take one or the other as the case may require — with regard to the Wagers of the Crews of these two Vessels, you will please to pay them up to such date as you conceive best for the public Interest — A remittance of Fifteen Thousand Dollars, is on

the way to you, and a further sum shall be remitted When you find it necessary

Should Preble have gone with Nicholson, another Commander must be found to supply his place — The Rank in both cases must be Lieutenant Commandants.

In my opinion the *Herald* would be a better Sailer and more usefull Vessel with Sixteen Guns and men in proportion, and you will please so to arrange it with whoever takes the command, if your own Judgment coincides — The use of this Vessel appears to me to be distroyed by the weight of Guns and Number of Men

I have the Honor to be &ᵉ

[NDA. GLB, Vol. 1.]

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**To Robert Gilmore, Baltimore Md., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department December 22nᵈ 1798.*

ROBERT GILMORE Esqʳ
*Chairman of the Committee*
*Baltimore*

GENTLEMEN Annexed you will find the exact dimentions of the nine pound Cannon intended to be provided from hence for the two Ships under your direction, which will enable your having the Carriages prepared

I have the Honor to be &ᵉ

P. S. The Dimensions of the 6 Pounders shall be sent in a few days. —

The Diameter at the Breech Ring 15 Inches 2½ tenths

The diameter before the Trunnions 11 Inches 7½ tenthes

The length of the Cannon from the back part of the breech Ring to the center of the Trunnions 30 Inches 5/10

From the Breech ring to the extremity of the Breech Ball 8 Inches 8/10

The diamiter of the Trunnions 4 Inches 3½ tenths

N. B. These being the exact dimensions of the Cannon allowance must be made for the Gun to be worked with ease in its Carriage

[NDA. GLB, Vol. 1.]

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**To Captain John Smith, of the Brigantine *Hassan Bashaw*, from Secretary of State**

[PHILADELPHIA]
*Department of State Decʳ 22. 1798.*

Captain JOHN SMITH, of the *Hassan Bashaw.*

SIR, I am happy to inform you that every thing is now prepared for the departure of the vessels bound to Algiers. Your Commission and instructions will be handed you by Messʳˢ Eaton and Cathcart.

As the *Sophia* is to accompany the *Hassan Bashaw* and *Skjoldebrand*, and has the consuls on board; as Captain Geddes also is an old Sea-commander; there is a propriety in his acting as Commodore for the little fleet. The interest of the United States and your common ease and safety require the utmost harmony and readiness, to give assistance mutually.

Wishing you a prosperous voyage and safe return, I remain with much esteem, Sir your obᵗ Servᵗ

TIMOTHY PICKERING.

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

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

This 24 hours first part Strong gales and Cloudy weather under Close Reef Topsails & Courses at 11 p m wore Ship To the westward Reef out Courses

Midle part Sounded in 75 fathoms watter mudy Bottom at 9 am out all Reefs and Sett T G sails.

Latter part modarate gales and Cloudy weather Brig *Pickring* [*Pickering*] in Companey

No obbrs To Day

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

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**To Davis & Hedge, Merchants, Plymouth, Mass., from Thomas Atwood**

RIO DEMERARY *23 Decᵗ 1798*

Messʳˢ DAVIS & HEDGE JUNʳ

GENTLEMEN — I am know after a Long and trobelsum Voyge about to Leave this port and Shall Send on three Bills of Exchange I have Sent you the Second third & fourth and shall keepe the first with mySelf I Shall Sail on the 24 or 25 without fail under the Convoy of the Ship *Pilgrim* Mounting 20 guns and four other Ships — Mounting from 14 to 18 guns as for traid Hear it is much beter then it Has been [illegible] as I am a going to Sail in Cumpney with thes Letter I shall Conclude with Short ones and but Littel time and Sevral Letters to write —

So I remain

Gentelmen

your Sincer Friend

and Most Humᵇ Servant

THOˢ ATWOOD

Messʳˢ DAVIS & HEDGE

*Merchants in Plymouth*

[Baker Library. Harvard U. Boston.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 23 December 1798**

The sail to windward bore down on us, hove to, spoke her She's bound to Savanna from Portsmouth, Ship *Nancy*

Fresh gales spoke a schooner from New York bound to Sᵗ Croix

Strong gales a heavy sea from the Southward, ship pitching very much washed away part of the head grating.

Saw a sail E. N. E.

[Lattᵈ 30.50]

[NA.]

**To Jonathan Dayton, Speaker of the House of Representatives, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 24th Decemr 1798*

JONATHAN DAYTON Esquire
*Speaker of the House of Representatives. —*

SIR In compliance with the Order of the House of Representatives of the 18th Instant — I have the honor to submit, in paper A a view of all the Vessels of War employed in, and preparing for, the service of the United States; — the names of the Commanders, where Commanders have been appointed; the places where they were built, or are building; their Size and number of Men and Guns; and the sum necessary for the annual support of each — as detailed in estimates Nº 1. 2. 3. 4. 5. 6. 7. 8. 9. & 10 —

Paper B shews the sums given for some of the Vessels — the prices per Ton, at which others have been built or are building — and what Vessels have been built or are building under the direction of public Agents, without particular contracts. —

I have also the honor to submit, Estimates Nº 11. 12. & 13 of the expence of building & equipping the Vessels now building under Public Authority —

The order of the House extends to the expence of equipment of every Vessel, as well those in service, as those preparing, — but with respect to the former description, the expence having been incured, the Estimate, or Statement should exhibit the exact cost of the equipment, which cannot at this time be ascertained, — the whole accounts of the Agents of these Vessels, not having been received, and some few of those which have been received, not being accompanied by the necessary Vouchers; — nor indeed, has the Accountant of the Navy, who only entered upon the duties of his Office in September, and then at Trenton, under disadvantages, had sufficient time to arrange his Books and Accounts, so as to be able to shew in every instance, to what Vessel, every expence incured belongs. — It is hoped and expected that those impediments to a compliance with every part of the order of the House, will very shortly be removed. —

I have not added Estimates of the expence of equipping the Vessels building for the Public by the Citizens. — some of these Vessels will probably be entirely equipped by the Citizens, — others only partially. In the Report of the Secretary of the Treasury, to which I beg leave to refer, an Estimate is made of the expence of providing all the Vessels now building by the Public and by the Citizens, for the Public, with Military Stores. — In some cases, the Citizens will furnish the Military Stores — in others, they will require aid from the Public, even to rig the Vessels — but upon an average, it is not expected, that the Public will contribute more towards these Vessels, than a sum sufficient to procure the Military Stores. —

I have the honor to be
with great Respect &c.

[NOTE.—Estimates Nos. 11, 12 and 13 submitted with this letter of 24 December, 1798 are printed in "American State Papers, Naval Affairs" Vol. 1, 1794–1825, pp. 61 and 64.]

[NDA. Con. LB, Vol. 1.]

[Enclosures]

A

| Vessels built by the Public, now in service | Vessels purchased by the Public, now in service | Vessels building by the Public | Vessels now in service, built by the citizens | Vessels building by the citizens | Tonnage | No. of Guns | No. of Men | Where built or purchased | By whom commanded | Annual expense |
|---|---|---|---|---|---|---|---|---|---|---|
| Frigate: | | | | | | | | | | |
| *United States* | | | | | 1,576 | 44 | 400 | Philadelphia | John Barry | $125,780.89 |
| *Constitution* | | | | | 1,576 | 44 | 400 | Boston | Samuel Nicholson | 125,780.89 |
| *Constellation* | | | | | 1,265 | 36 | 340 | Baltimore | Thomas Truxtun | 105,984.04 |
| Ship *Portsmouth* | | | | | 590 | 24 | 220 | Portsmouth, N. H. | Daniel McNeill | 72,648.73 |
| Brig *Pinckney* | | | | | 190 | 18 | 140 | Charleston | Samuel Heywood | 51,989.10 |
| Brig *Norfolk* | | | | | 200 | 18 | 140 | Norfolk | Thomas Williams | 51,989.10 |
| | Ship: | | | | | | | | | |
| | *Ganges* | | | | 504 | 24 | 220 | Philadelphia | Thomas Tingey | 72,648.73 |
| | *Geo. Washington* | | | | 624 | 24 | 220 | Providence, R. I. | Patrick Fletcher | 72,648.73 |
| | *Delaware* | | | | 321 | 20 | 180 | Philadelphia | Stephen Decatur | 63,809.43 |
| | *Montezuma* | | | | 347 | 20 | 180 | Baltimore | Alexander Murray | 63,809.43 |
| | *Baltimore* | | | | 422 | 20 | 180 | Baltimore | Isaac Phillips | 63,809.43 |
| | *Herald* | | | | 279 | 18 | 140 | Boston | James Sever | 51,989.10 |
| | | Ship: | | | | | | | | |
| | | *Gen. Greene* | | | 530 | 24 | 220 | Warren, R. I. | Christ. R. Perry | 72,648.73 |
| | | *Connecticut* | | | 530 | 24 | 220 | Middletown, Conn. | Moses Tryon | 72,648.73 |
| | | *Adams* | | | 530 | 24 | 220 | New York | R. Valentine Morris | 72,648.73 |
| | | Frigate | | | 1,265 | 36 | | Portsmouth | | 105,984.04 |
| | | Ditto | | | 1,500 | 44 | | New York | | 125,780.89 |
| | | Ditto | | | 1,500 | 44 | | Norfolk | | 125,780.89 |
| | | | Ship *Merrimack* | | 530 | 24 | 220 | Newburyport | Moses Brown | 72,648.73 |
| | | | Brig *Richmond* | | 200 | 18 | 140 | Norfolk | Samuel Barron | 51,989.10 |
| | | | | Ship | 530 | 24 | | Boston | | 72,648.73 |
| | | | | Do | 590 | 32 | | Salem | | 84,002.41 |
| | | | | Do | 530 | 18 | | Baltimore | | 51,989.10 |
| | | | | Do | 530 | 18 | | Baltimore | | 51,989.10 |
| | | | | Do | 590 | 24 | | Charleston | | 72,648.73 |
| | | | | Frigate | 1,130 | 44 | | New York | | 125,780.89 |
| | | | | Do | 1,130 | 44 | | Philadelphia | | 125,780.89 |
| | | | *Galleys* | | | | | | | |
| | | 2 in South Carolina | | | 368 | | | | The annual expense of which will be $9,330.48 each, is $74,643.84 | |
| | | 4 in Georgia | | | | | | | | |
| | | 2 in North Carolina | | | | | | | | |
| | | 1 wanting to complete the present establishment | | | | | | | 9,330.48 | |
| | | Schooner *Retaliation*, late *La Croyable*, taken from the French | | | 107 | 14 | 70 | | Lt. Wm. Bainbridge | 83,974.32 / 24,837.55 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | *Revenue Cutters* | | | | | | |
| | | Brig: | | | | | | |
| | | *Eagle* | 137 | 14 | 70 | Philadelphia | H. G. Campbell | [1] 75,938.22 |
| | | *Pickering* | 137 | 14 | 70 | Boston | Jona. Chapman | |
| | | Schooner: | | | | | | |
| | | *Governor Jay* | 137 | 14 | 70 | New York | Jno. W. Leonard | |
| | | *Virginia* | 137 | 14 | 70 | Norfolk | Francis Bright | |
| | | Sloop *General Greene* | 98 | 10 | 34 | Philadelphia | George Price | |
| | | Schooner: | | | | | | [2] 41,653.72 |
| | | *Diligence* | | | | Philadelphia | John Brown | |
| | | *Scammel* | | | | Portsmouth, N. H. | John Adams | |
| | | *South Carolina* | | | | Charleston | James Payne | |
| | | | | | | | | 2,434,261.10 |

It is presumed that the Naval Establishment will be chargeable with the whole expense of the Marine Corps. But only the pay and rations have been included in the foregoing estimate. On this subject the estimates laid before Congress by the Secretary of the Treasury will fully explain. It may be proper to observe that the tonnage, in some instances, may be incorrect.

[1] The annual expense of each being $18,984.55½.
[2] The annual expense of each being $10,413.93.

B

*Vessels built and building by the public, under direction of agents*

Frigate *United States*, at Philadelphia.
Frigate *Constitution*, at Boston.
Frigate *Constellation*, at Baltimore.
Brig *Norfolk*, built at Norfolk; the cost not yet ascertained.
Ship *General Greene*, building at Warren, Rhode Island.
Frigate ——, at Portsmouth.
Frigate ——, at New York.
Frigate ——, at Norfolk.
Cutter *General Greene*, at Philadelphia.
Cutter *Virginia*, at Norfolk.
Cutter *Eagle*, at Philadelphia.
Cutter *Diligence*, at Philadelphia.

*Vessels built and building by the public, under contracts*

| | Per ton |
|---|---|
| Brig *Pinckney*, at Charleston, South Carolina | $30.00 |
| Ship *Portsmouth*, Portsmouth, New Hampshire | 30.00 |
| Ship *Connecticut*, Middletown, Connecticut | 30.50 |
| Ship *Adams* | 34.50 |
| Cutter *Governor Jay*, New York | 26.31 |
| Cutter *Pickering*, Boston | 28.54 |
| Cutter *South Carolina*, Charleston | 28.50 |
| Cutter *Scammel*, Portsmouth, New Hampshire | 30.00 |

*Vessels purchased by the public*

| | |
|---|---|
| Ship *Ganges*, of Willings and Francis, at Philadelphia, with some guns and military stores, for | $58,000 |
| Ship *Delaware* [*Hamburgh Packet*], of Nicklin and Griffith, at Philadelphia, with some guns and military stores, for | 45,000 |
| Ship *Montezuma*, Baltimore, without military stores | 28,000 |
| Ship *Baltimore* [*Adriana*], Baltimore | 27,000 |
| Ship *Herald*, Boston | 21,000 |
| Ship *George Washington*, purchased of John Brown, of Providence, Rhode Island, with masts, spars, sails, &c. nearly prepared to receive her guns and military stores, for $10,400 cash, 30,000 six per cent stock | 40,400 |

No. 1

*Estimate of the pay and rations of the officers and crew of a frigate of forty-four guns and four hundred men, for twelve months*

| | | Per Month | Dollars | Rations per day |
|---|---|---|---|---|
| Commander | | $75 | 900 | 6 |
| 4 Lieutenants | | 40 | 1,920 | 12 |
| 2 Lieuts. of Marines | | 30 | 720 | 4 |
| 1 Sailing Master | | 40 | 480 | 2 |
| 2 Master's Mates | | 20 | 480 | 2 |
| 8 Midshipmen | | 19 | 1,824 | 8 |
| 1 Purser | | 40 | 480 | 2 |
| 1 Surgeon | | 50 | 600 | 2 |
| 2 Surgeon's Mates | | 30 | 720 | 4 |
| 1 Clerk | | 25 | 300 | 1 |
| 1 Carpenter | | 20 | 240 | 2 |
| 2 Carpenter's Mates | | 19 | 456 | 2 |
| 1 Boatswain | | 20 | 240 | 2 |
| 2 Boatswain's Mates | | 19 | 456 | 2 |
| 1 Yeoman of gun room | | 18 | 216 | 1 |
| 1 Gunner | | 20 | 240 | 2 |
| 11 Quarter Gunners | | 18 | 2,376 | 1 |
| 1 Coxswain | | | 216 | 1 |
| 1 Sail maker | | 20 | 240 | 2 |
| 1 Cooper | | 18 | 216 | 1 |
| 1 Steward | | | 216 | 1 |
| 1 Armorer | | | 216 | 1 |
| 1 Master of arms | | | 216 | 1 |
| 1 Cook | | | 216 | 1 |
| 1 Chaplain | | 40 | 480 | 2 |
| 50 | | | 14,664 | 75 |
| 120 Able seamen | $17 | 24,480 | | |
| 150 Ordinary seamen | 12 | 21,600 | | |
| 80 Boys | 8 | 2,880 | | |
| 50 Marines, including sergeants and corporals | | 3,720 | | |
| | | | 52,680 | |
| | | | 67,344 | |
| Total pay | | | | $67,344 |
| 75 rations per day, amount to 27,375 per twelve months, at twenty-eight cents | | | | 7,665 |
| | | | | 75,009 |

*Estimate of provisions for four hundred men, for twelve months*

| | | |
|---|---|---|
| 310 barrels of beef, at | $13.00 | $4,030.00 |
| 310 barrels of pork, at | 17.00 | 5,270.00 |
| 1,220 gallons of molasses, at | 75 | 915.00 |
| 144 cwt. of rice, at | 4.00 | 576.00 |
| 1,930 pounds of butter, at | 15 | 289.50 |
| 15,000 pounds of cheese, at | 12 | 1,800.00 |
| 1,220 pounds of candles, at | 20 | 244.00 |
| 1,730 gallons of vinegar, at | 30 | 519.00 |
| 240 bushels of beans, at | 80 | 192.00 |
| 8,650 gallons of rum, at | 1.00 | 8,650.00 |
| 1,444 pounds of soap, at | 13 | 187.72 |
| 53 barrels of flour, at | 8.00 | 424.00 |
| 49 barrels of Indian meal | 4.00 | 196.00 |
| 1,022 cwt. of bread, at | 3.33 | 3,406.67 |
| 145 gallons of lamp oil, at | 1.00 | 145.00 |
| 730 bushels of potatoes | 50 | 365.00 |
| 177 cwt. of salt fish | 6.00 | 1,062.00 |
| Dollars | | 28,271.89 |

RECAPITULATION

| | |
|---|---|
| Pay and rations | $75,009.00 |
| Provisions | 28,271.89 |
| Medicines, hospital stores, &c. | 2,500.00 |
| Contingencies | 20,000.00 |
| Total | $125,780.89 |

## No. 2

*Estimate of the pay and rations of the officers and crew of a frigate of thirty-six guns and three hundred and forty men, for twelve months*

| | Per month | Dollars | Rations per day |
|---|---|---|---|
| Commander | $75 | 900 | 6 |
| 3 Lieutenants | 40 | 1,440 | 9 |
| 1 Lieut. of Marines | 30 | 360 | 2 |
| 1 Sailing Master | 40 | 480 | 2 |
| 2 Master's Mates | 20 | 480 | 2 |
| 8 Midshipmen | 19 | 1,824 | 8 |
| 1 Purser | 40 | 480 | 2 |
| 1 Surgeon | 50 | 600 | 2 |
| 1 Surgeon's Mate | 30 | 360 | 2 |
| 1 Clerk | 25 | 300 | 1 |
| 1 Carpenter | 20 | 240 | 2 |
| 2 Carpenter's Mates | 19 | 456 | 2 |
| 1 Boatswain | 20 | 240 | 2 |
| 2 Boatswain's Mates | 19 | 456 | 2 |
| 1 Yeoman of gun room | 18 | 216 | 1 |
| 1 Gunner | 20 | 240 | 2 |
| 9 Quarter Gunners | 18 | 1,944 | 9 |
| 1 Coxswain | | 216 | 1 |
| 1 Sail maker | 20 | 240 | 2 |
| 1 Cooper | 18 | 216 | 1 |
| 1 Steward | | 216 | 1 |
| 1 Armorer | | 216 | 1 |
| 1 Master-at-arms | | 216 | 1 |
| 1 Cook | | 216 | 1 |
| 1 Chaplain | 40 | 480 | 2 |
| 45 | | 13,032 | 66 |
| 100 Able seamen $17 | 20,400 | | |
| 115 Ordinary seamen 12 | 16,560 | | |
| 30 Boys 8 | 2,880 | | |
| 50 Marines, including sergeants and corporals | 3,720 | | |
| | | 43,560 | |
| | | 56,592 | |

| | |
|---|---|
| Total pay | $56,592.00 |
| 66 rations per day amount to 24,090 rations per annum, at twenty-eight cents | 6,745.20 |
| | $63,337.20 |

*Estimate of provisions for three hundred and forty men, for twelve months*

| | | |
|---|---|---|
| 265 barrels of beef, at | $13.00 | $3,445.00 |
| 265 barrels of pork | 17.00 | 4,505.00 |
| 1,040 gallons of molasses | .75 | 780.00 |
| 123 cwt. of rice | 4.00 | 492.00 |
| 1,640 pounds of butter | .15 | 246.00 |
| 12,750 pounds of cheese | .12 | 1,530.00 |
| 1,040 pounds of candles | .20 | 208.00 |
| 1,470 gallons of vinegar | .30 | 441.00 |
| 204 bushels of beans | .80 | 163.20 |
| 7,750 gallons of rum | 1.00 | 7,750.00 |
| 1,228 pounds of soap | .13 | 159.64 |
| 45 barrels of flour | 8.00 | 360.00 |
| 42 barrels of Indian meal | 4.00 | 168.00 |
| 870 cwt. of bread | 3.33 | 2,900.00 |
| 620 bushels of potatoes | .50 | 310.00 |
| 124 cwt. of salt fish | 6.00 | 744.00 |
| 145 gallons of lamp oil | 1.00 | 145.00 |
| Dollars | | 24,346.84 |

RECAPITULATION

| | |
|---|---|
| Pay and rations | $63,337.20 |
| Provisions | 24,346.84 |
| Medicines, hospital stores, &c | 2,300.00 |
| Contingencies | 16,000.00 |
| Total | $105,984.04 |

## No. 3

*Estimate of the pay and rations of the officers and crew of a frigate of thirty-two guns and two hundred and sixty men*

| | Per month | Dollars | Rations per day |
|---|---|---|---|
| Commander | $75 | 900 | 6 |
| 2 Lieutenants | 40 | 960 | 6 |
| 1 Lieutenant of Marines | 30 | 360 | 2 |
| 1 Sailing Master | 40 | 480 | 2 |
| 2 Master's Mates | 20 | 480 | 2 |
| 6 Midshipmen | 19 | 1,368 | 6 |
| 1 Purser | 40 | 480 | 2 |
| 1 Surgeon | 50 | 600 | 2 |
| 1 Surgeon's Mate | 30 | 360 | 2 |
| 1 Clerk | 25 | 300 | 1 |
| 1 Carpenter | 20 | 240 | 2 |
| 2 Carpenter's Mates | 19 | 456 | 2 |
| 1 Boatswain | 20 | 240 | 2 |
| 2 Boatswain's Mates | 19 | 456 | 2 |
| 1 Yeoman of gun room | 18 | 216 | 1 |
| 1 Gunner | 20 | 240 | 2 |
| 8 Quarter Gunners | 18 | 1,728 | 8 |
| 1 Coxswain | 18 | 216 | 1 |
| 1 Sail maker | 20 | 240 | 2 |
| 1 Cooper | 18 | 216 | 1 |
| 1 Steward | | 216 | 1 |
| 1 Armorer | | 216 | 1 |
| 1 Master-at-arms | | 216 | 1 |
| 1 Chaplain | 40 | 480 | 2 |
| 1 Cook | 18 | 216 | 1 |
| 41 | | 11,880 | 60 |
| 60 Able seamen | 17 | 12,240 | |
| 79 Ordinary seamen | 13 | 12,324 | |
| 30 Boys | 8 | 2,880 | |
| 50 Marines | | 3,720 | |
| | | 43,044 | |

| | |
|---|---|
| Total pay | $43,044 |
| 60 rations per day, amount to 21,900 rations per annum, at twenty-eight cents | 6,132 |
| | $49,176 |

*Estimate of provisions for two hundred and sixty men, for twelve months*

| | | |
|---|---|---|
| 204 barrels of beef, at | $13.00 | $2,652.00 |
| 204 barrels of pork | 17.00 | 3,468.00 |
| 800 gallons of molasses | .75 | 600.00 |
| 96 cwt. of rice | 4.00 | 384.00 |
| 1,270 pounds of butter | .15 | 190.50 |
| 9,800 pounds of cheese | .12 | 1,176.00 |
| 800 pounds of candles | .20 | 160.00 |
| 1,140 gallons of vinegar | .30 | 342.00 |
| 150 bushels of beans | .80 | 120.00 |
| 5,930 gallons of rum | 1.00 | 5,930.00 |
| 948 pounds of soap | .13 | 123.24 |
| 35 barrels of flour | 8.00 | 280.00 |
| 32 barrels of Indian meal | 4.00 | 128.00 |
| 674 cwt. of bread | 3.33 | 2,246.67 |
| 96 gallons of lamp oil | 1.00 | 96.00 |
| 480 bushels of potatoes | .50 | 240.00 |
| 115 cwt. salt fish | 6.00 | 690.00 |
| Dollars | | 18,826.41 |

RECAPITULATION

| | |
|---|---|
| Total pay and rations | $49,176.00 |
| Provisions | 18,826.41 |
| Contingencies | 14,000.00 |
| Medicines, hospital stores, &c | 2,000.00 |
| Total | $84,002.41 |

## No. 4

*Estimate of the pay and rations of a ship of twenty-four guns on the gun deck, with six or eight guns on the quarter deck; two hundred and twenty men*

| | Per month | Dollars | Rations per day |
|---|---|---|---|
| Commander | $75 | 900 | 6 |
| 3 Lieutenants | 40 | 1,440 | 9 |
| 1 Lieut. of Marines | 30 | 360 | 2 |
| 1 Sailing Master | 40 | 480 | 2 |
| 2 Master's Mates | 20 | 480 | 2 |
| 6 Midshipmen | 19 | 1,368 | 6 |
| 1 Purser | 40 | 480 | 2 |
| 1 Surgeon | 50 | 600 | 2 |
| 1 Surgeon's Mate | 30 | 360 | 2 |
| 1 Clerk | 25 | 300 | 1 |
| 1 Carpenter | 20 | 240 | 2 |
| 1 Carpenter's Mate | 19 | 228 | 1 |
| 1 Boatswain | 20 | 240 | 2 |
| 2 Boatswain's Mates | 19 | 456 | 2 |
| 1 Yeoman of gun room | 18 | 216 | 1 |
| 1 Gunner | 20 | 240 | 2 |
| 6 Quarter Gunners | 18 | 1,296 | 6 |
| 1 Coxswain | 18 | 216 | 1 |
| 1 Sailmaker | 20 | 240 | 2 |
| 1 Cooper | 18 | 216 | 1 |
| 1 Steward | 18 | 216 | 1 |
| 1 Armorer | | 216 | 1 |
| 1 Master at Arms | | 216 | 1 |
| 1 Cook | | 216 | 1 |
| | | 11,220 | 58 |
| 60 able seamen, at $17 | $12,240 | | |
| 62 ordinary do. $12 | 8,928 | | |
| 30 marines | 2,328 | | |
| 30 boys | 2,880 | | |
| | | 26,376 | |
| | | 37,596 | |

| | |
|---|---|
| Total pay | 37,596.00 |
| Fifty-eight rations per day amount to 21,170 rations per annum, at 28 cents | 5,927.60 |
| | $43,523.60 |

*Estimate of provisions for two hundred and twenty men for 12 months*

| | | |
|---|---|---|
| 170 barrels of beef, at | $13.00 | $2,210.00 |
| 170 barrels of pork | 17.00 | 2,890.00 |
| 670 gallons molasses | .75 | 502.50 |
| 80 cwt. rice | 4.00 | 320.00 |
| 1,060 lbs. butter | .15 | 159.00 |
| 8,250 lbs. cheese | .12 | 990.00 |
| 670 lbs. candles | .20 | 134.00 |
| 950 gallons vinegar | .30 | 285.00 |
| 132 bushels beans | .80 | 105.60 |
| 4,757 gallons rum | 1.00 | 4,757.00 |
| 790 lbs. soap | .13 | 102.70 |
| 29 barrels flour | 8.00 | 232.00 |
| 27 barrels Indian meal | 4.00 | 108.00 |
| 562 cwt. of bread | 3.33 | 1,873.33 |
| 80 gallons lamp oil | 1.00 | 80.00 |
| 400 bushels potatoes | .50 | 200.00 |
| 96 cwt. salt fish | 6.00 | 576.00 |
| | | $15,525.13 |

### RECAPITULATION

| | |
|---|---|
| Pay and rations | $43,523.60 |
| Provisions | 15,525.13 |
| Medicines, hospital stores, &c. | 1,600.00 |
| Contingencies | 12,000.00 |
| | $63,909.73 |

## No. 5

*Estimate of the pay and rations of the officers and crew of a ship of twenty-four guns, for 12 months; complement one hundred and eighty men*

| | Per month | Dollars | Rations, per day |
|---|---|---|---|
| Commander | $75 | 900 | 6 |
| 2 Lieutenants | 40 | 960 | 6 |
| 1 Lieut of Marines | 30 | 360 | 2 |
| 1 Sailing Master | 40 | 480 | 2 |
| 2 Master's Mates | 20 | 480 | 2 |
| 4 Midshipmen | 19 | 912 | 4 |
| 1 Purser | 40 | 480 | 2 |
| 1 Surgeon | 50 | 600 | 2 |
| 1 Surgeon's Mate | 30 | 360 | 2 |
| 1 Clerk | 25 | 300 | 1 |
| 1 Carpenter | 20 | 240 | 2 |
| 1 Carpenter's Mate | 19 | 228 | 1 |
| 1 Boatswain | 20 | 240 | 2 |
| 2 Boatswain's Mates | 19 | 456 | 2 |
| 1 Yeoman of gun room | 18 | 216 | 1 |
| 1 Gunner | 20 | 240 | 2 |
| 6 Quarter Gunners | 18 | 1,296 | 6 |
| 1 Coxswain | | 216 | 1 |
| 1 Sailmaker | 20 | 240 | 2 |
| 1 Cooper | 18 | 216 | 1 |
| 1 Steward | | 216 | 1 |
| 1 Armorer | | 216 | 1 |
| 1 Master at Arms | | 216 | 1 |
| 1 Cook | | 216 | 1 |
| 60 able seamen, at $17 | $12,240 | | |
| 36 ordinary do. $12 | 5,184 | | |
| 25 marines, with sergeant and corporals | 2,004 | | |
| 24 boys, at $8 | 2,304 | | |
| | | 21,732 | |

| | |
|---|---|
| Total pay | $32,016.00 |
| Fifty-three rations per day amount to 19,345 rations per annum, at 28 cents | 5,416.60 |
| Total expenses of pay and ration | $37,432.60 |

*Estimate of provisions for one hundred and eighty men for 12 months*

| | | |
|---|---|---|
| 140 barrels of beef, at | $13.00 | $1,820.00 |
| 140 do. pork | 17.00 | 2,380.00 |
| 550 gallons molasses | .75 | 412.50 |
| 65 cwt. rice | 4.00 | 260.00 |
| 870 lbs. of butter | .15 | 130.50 |
| 6,900 lbs. cheese | .12 | 828.00 |
| 550 lbs. candles | .20 | 110.00 |
| 780 gallons of vinegar | .30 | 234.00 |
| 110 bushels of beans | .80 | 88.00 |
| 4,106 gallons rum | 1.00 | 4,106.00 |
| 650 lbs. of soap | .13 | 84.50 |
| 24 barrels flour | 8.00 | 192.00 |
| 22 do. Indian meal | 4.00 | 88.00 |
| 460 cwt. of bread | 3.33 | 1,533.33 |
| 65 gallons lamp oil | 1.00 | 65.00 |
| 330 bushels potatoes | .50 | 165.00 |
| 80 cwt. salt fish | 6.00 | 480.00 |
| | | 12,976.83 |

### RECAPITULATION

| | |
|---|---|
| Pay and rations | $37,432.60 |
| Provisions | 12,976.83 |
| Contingencies | 12,000.00 |
| Medicines, hospital stores, &c. | 1,400.00 |
| Total | $63,909.43 |

## No. 6

*Estimate of the pay and rations of the officers and crew of a vessel of eighteen guns, and one hundred and forty men*

| | Per month | Dollars | Rations per day |
|---|---|---|---|
| Commander | $75 | 900 | 6 |
| 2 Lieutenants | 40 | 960 | 6 |
| 1 Lieut. of Marines | 30 | 360 | 2 |
| 1 Sailing Master | 40 | 480 | 2 |
| 4 Midshipmen | 19 | 912 | 4 |
| 1 Purser | 40 | 480 | 2 |
| 1 Surgeon | 50 | 600 | 2 |
| 1 Surgeon's Mate | 30 | 360 | 2 |
| 2 Master's Mates | 20 | 480 | 2 |
| 1 Clerk | 25 | 300 | 1 |
| 1 Boatswain | 20 | 240 | 2 |
| 1 Gunner | 20 | 240 | 2 |
| 1 Carpenter | 20 | 240 | 2 |
| 1 Cook | 18 | 216 | 1 |
| 1 Sailmaker | 20 | 240 | 2 |
| 1 Steward | 18 | 216 | 1 |
| 1 Cooper | 18 | 216 | 1 |
| 2 Boatswain's Mates | 19 | 456 | 2 |
| 1 Carpenter's Mate | 19 | 228 | 1 |
| 1 Master-at-Arms | 18 | 216 | 1 |
| 5 Quarter Gunners | 18 | 1,080 | 5 |
| 1 Armorer | 18 | 216 | 1 |
| 32 | | 9,636 | 50 |
| 46 Able Seamen $17 | 9,180 | | |
| 30 Ordinary Seamen 12 | 4,320 | | |
| 21 Marines | 1,512 | | |
| 12 Boys 8 | 1,152 | | |
| | | 16,164 | |
| Total | | 25,790 | |

| | |
|---|---|
| Officers' pay | $9,636 |
| Men's pay | 16,164 |
| 50 rations per day amount to 18,250 rations per annum, at 28 cents | 5,110 |
| Total pay and rations | $30,910 |

*Estimate of provisions for 140 men for twelve months*

| | | |
|---|---|---|
| 108 barrels of beef, at | $13.00 | $1,404.00 |
| 108 barrels of pork | 17.00 | 1,836.00 |
| 430 gallons of molasses | .75 | 322.50 |
| 50 cwt. of rice | 4.00 | 200.00 |
| 675 pounds of butter | .15 | 101.00 |
| 5,250 pounds of cheese | .12 | 630.00 |
| 430 pounds of candles | .20 | 86.00 |
| 605 gallons of vinegar | .30 | 181.50 |
| 84 bushels of beans | .80 | 67.20 |
| 3,030 gallons of rum | 1.00 | 3,030.00 |
| 505 pounds of soap | .13 | 65.65 |
| 19 barrels of flour | 8.00 | 152.00 |
| 17 barrels of Indian meal | 4.00 | 68.00 |
| 360 cwt. of bread | 3.33 | 1,200.00 |
| 50 gallons of lamp oil | 1.00 | 50.00 |
| 250 bushels of potatoes | .50 | 125.00 |
| 60 cwt. of salt fish | 6.00 | 360.00 |
| Dollars | | 9,879.10 |

RECAPITULATION

| | |
|---|---|
| Pay and rations | $30,910.00 |
| Provisions | 9,879.10 |
| Medicines, hospital stores, &c | 1,200.00 |
| Contingencies | 10,000.00 |
| Total | $51,989.10 |

## No. 7

*Estimate of the pay and rations for the officers and crew of the schooner Retaliation, consisting of seventy men*

| | Per month | Dollars | Rations per day |
|---|---|---|---|
| Lieut. and Commander | $50 | 600 | 3 |
| Lieutenants | 40 | 480 | 3 |
| Midshipman, to act also as clerk | 25 | 300 | 1 |
| 1 Surgeon's Mate | 30 | 360 | 2 |
| 1 Gunner's Mate | 19 | 228 | 1 |
| 1 Boatswain's Mate | 19 | 228 | 1 |
| 2 Master's Mates | 20 | 480 | 2 |
| 1 Steward, to act as Purser | 25 | 300 | 1 |
| 1 Cook | 18 | 216 | 1 |
| 20 Seamen, at $17 | 4,080 | | |
| 15 Ordinary Seamen 12 | 2,160 | | |
| 10 Boys 8 | 960 | | |
| 15 Marines | 1,080 | | |
| | | 8,280 | |
| | | 11,472 | 15 |
| Total pay | | | $11,472 |
| 15 rations per day amount to 5,475 rations per annum, at 28 cents | | | 1,533 |
| Total | | | $13,005 |

*Estimate of provisions for seventy men for twelve months*

| | | |
|---|---|---|
| 54 barrels of beef, at | $13.00 | $702.00 |
| 54 barrels of pork | 17.00 | 918.00 |
| 215 gallons of molasses | .75 | 161.25 |
| 25 cwt. of rice | 4.00 | 100.00 |
| 338 pounds of butter | .15 | 50.70 |
| 2,625 pounds of cheese | .12 | 315.00 |
| 215 pounds of candles | .20 | 43.00 |
| 300 gallons of vinegar | .30 | 90.00 |
| 42 bushels of beans | .80 | 33.60 |
| 1,515 gallons of rum | 1.00 | 1,515.00 |
| 250 pounds of soap | .13 | 32.50 |
| 9 barrels of flour | 8.00 | 72.00 |
| 8 barrels of Indian meal | 4.00 | 32.00 |
| 180 cwt. of bread | 3.33 | 600.00 |
| 25 gallons of lamp oil | 1.00 | 25.00 |
| 125 bushels of potatoes | .50 | 62.50 |
| 30 cwt. of salt fish | 6.00 | 180.00 |
| Dollars | | 4,932.55 |

RECAPITULATION

| | |
|---|---|
| Total pay and rations | $13,005.00 |
| Provisions | 4,932.55 |
| Medicines, hospital stores, &c | 900.00 |
| Contingencies | 6,000.00 |
| Total | $24,837.55 |

## No. 8

***Estimate of the pay and subsistence of the crew of a galley, consisting of three officers and twenty-five privates, for twelve months***

| | Per month | Dollars | Rations per day |
|---|---|---|---|
| 1 Master and commander | $40.00 | 480 | 3 |
| 1 Lieutenant | 30.00 | 360 | 2 |
| 1 Boatswain | 20.00 | 240 | 2 |
| 25 Privates | 6.00 | 1,800 | 25 |
| Dollars | | 2,880 | 32 |
| Pay | | | $2,880.00 |
| Thirty-two rations per day will amount to 11,680 rations per annum, at 28 cents | | | 3,270.40 |
| | | | $6,150.40 |

***Estimate of provisions for the crew of a galley, consisting of three officers and twenty-five privates, for twelve months***

| | | |
|---|---|---|
| 22 barrels of beef, at | $13.00 | $286.00 |
| 22 barrels pork | 17.00 | 374.00 |
| 86 gallons molasses | .75 | 64.50 |
| 10 cwt. rice | 4.00 | 40.00 |
| 135 pounds butter | .15 | 20.25 |
| 1,050 pounds cheese | .12 | 126.00 |
| 86 pounds candles | .20 | 17.20 |
| 120 gallons vinegar | .30 | 36.00 |
| 16 bushels beans | .80 | 12.80 |
| 606 gallons rum | 1.00 | 606.00 |
| 100 pounds soap | .13 | 13.00 |
| 4 barrels flour | 8.00 | 32.00 |
| 3 barrels Indian meal | 4.00 | 12.00 |
| 70 cwt. of bread | 3.33 | 233.33 |
| 10 gallons lamp oil | 1.00 | 10.00 |
| 50 bushels potatoes | .50 | 25.00 |
| 12 cwt. salt fish | 6.00 | 72.00 |
| Dollars | | 1,980.08 |

RECAPITULATION

| | |
|---|---|
| Pay and rations | $6,150.40 |
| Provisions | 1,980.08 |
| Contingencies | 1,200.00 |
| | $9,330.48 |

## No. 9

***Estimate of the pay of a cutter of fourteen guns and seventy men***

| | Per month | |
|---|---|---|
| Captain | $50 | $600.00 |
| 1st Mate | 35 | 420.00 |
| 2d Mate | 30 | 360.00 |
| 3d Mate | 25 | 300.00 |
| 1 Boatswain | 20 | 240.00 |
| 1 Carpenter | 20 | 240.00 |
| 1 Gunner | 20 | 240.00 |
| 1 Cook | 18 | 216.00 |
| 30 Able seamen | 17 | 6,120.00 |
| 10 Ordinary seamen | 12 | 1,440.00 |
| 14 Marines | | 1,008.00 |
| 8 Boys | 8 | 768.00 |
| Dollars | | 11,952.00 |

***Estimate of provisions for a cutter of fourteen guns and seventy men, for twelve months***

| | | |
|---|---|---|
| 54 barrels of beef, at | $13.00 | $702.00 |
| 54 barrels pork | 17.00 | 918.00 |
| 215 gallons molasses | .75 | 161.25 |
| 25 cwt. rice | 4.00 | 100.00 |
| 338 pounds butter | .15 | 50.70 |
| 2,625 pounds cheese | .12 | 315.00 |
| 210 pounds candles | .20 | 43.00 |
| 300 gallons vinegar | .30 | 90.00 |
| 42 bushels beans | .80 | 33.60 |
| 1,515 gallons rum | 1.00 | 1,515.00 |
| 250 pounds soap | .13 | 32.50 |
| 9 barrels flour | 8.00 | 72.00 |
| 8 barrels Indian meal | 4.00 | 32.00 |
| 180 cwt. of bread | 3.33 | 600.00 |
| 25 gallons lamp oil | 1.00 | 25.00 |
| 125 bushels potatoes | .50 | 62.50 |
| 30 cwt. salt fish | 6.00 | 180.00 |
| Dollars | | 4,932.55 |

RECAPITULATION

| | |
|---|---|
| Pay | $11,952.00 |
| Provisions | 4,932.55 |
| Contingencies | 1,500.00 |
| Medicines | 600.00 |
| | $18,984.55 |

No. 10

*Estimate of the pay of the officers and crew of a cutter of ten guns, and thirty-four men*

| | Per month | Dollars |
|---|---|---|
| Captain | $50 | 600 |
| 1st Mate | 35 | 420 |
| 2d ditto | 30 | 360 |
| 3d ditto | 25 | 300 |
| | | 1,680 |
| 15 Able seamen | 17 | 3,060 |
| 7 Boys | 8 | 672 |
| 8 Marines | | 576 |
| | | 5,988 |

*Estimate of provisions for thirty-four men, for twelve months, for a cutter of ten guns, for twelve months*

| | | |
|---|---|---|
| 26 barrels of beef at | $13.00 | $338.00 |
| 26 barrels of pork | 17.00 | 442.00 |
| 100 gallons of molasses | .75 | 75.00 |
| 12 cwt. rice | 4.00 | 48.00 |
| 160 lbs. butter | .15 | 24.00 |
| 1,300 lbs. cheese | .12 | 156.00 |
| 100 lbs. candles | .20 | 20.00 |
| 150 gallons vinegar | .30 | 45.00 |
| 20 bushels beans | .80 | 16.00 |
| 770 gallons rum | 1.00 | 770.00 |
| 120 lbs. soap | .13 | 15.60 |
| 6 barrels flour | 8.00 | 48.00 |
| 5 barrels Indian meal | 4.00 | 20.00 |
| 82 cwt. of bread | 3.33 | 273.33 |
| 15 gallons lamp oil | 1.00 | 15.00 |
| 60 bushels potatoes | .50 | 30.00 |
| 15 cwt. salt fish | 6.00 | 90.00 |
| | | 2,425.93 |

RECAPITULATION

| | |
|---|---|
| Total pay | $5,988.00 |
| Provisions | 2,425.93 |
| Contingencies | 1,500.00 |
| Medicines | 500.00 |
| | $10,413.93 |

[Am. State Papers, Naval Affairs Vol. 1, 1794–1825.]

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**Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 24 December 1798**

This 24 hours first part Strong gales and thick of Snow at 1 pm Handed Topsails Sounded in 25 fathoms watter at ½ 5 p m Sounded in 14 fathoms wore Ship To Eastward at 8 pm wore Ship To westward at 11 pm Sett Close Reef Topsails at 8 am Saw Block Island Bearing N W 3 Leagues Distns Wore Ship To E n E 2 Reefs out Each Topsail and Reef out Courses at 11 am made Nomans Land Bearing E B N Gay Head N E Cudey Hunk N W plying To windard To Beat in To the Sound Brig *Pickring* [*Pickering*] in Companey Dark Cloudy weather attended with Snow Squawls.

[Lat. 41. 11 North]
[Long 71. 35 West]

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

[25 December 1798]

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

*Guadaloupe, Baffe Terre, January 3d, 1799.*

SIR, I wrote to you on the 25th November, 1798, informing you of the loss of the United States schooner *Retaliation*, under my command, captured on the 20th of said month, by the French frigates *La Volantaire* and *La Insurgente*, from France, via. Cayenne.

As I have already given you the particulars of my capture, which letter has I hope come to hand, shall omit it here. On board of the *Volunteer* to which ship I was removed from the schooner, came General Desforneaux, the particular agent of the Executive Directory of Guadaloupe, to supersede the well known brute, Victor Hughes.

When we were brought into this port, all the crew were imprisoned; myself and officers were ordered to share the same fate. To capt. St. Laurent we are indebted for our liberty on board the different ships, except Lieut. Geddes of marines, who met with the fate of a dungeon, and was cruelly and unjustly treated. After being confined on board 12 days, I obtained the liberty of coming ashore without uniform.

Having received a letter from capt. Murray, mentioning he had wrote to the agent respecting an exchange of prisoners — I waited on him to know whether he would agree on an exchange — His answer was he did not consider us as prisoners; but detained us from political motives, meant to treat us as friends and allies, as such considered us. I told him I should be glad to see such treatment realised by conduct; that I considered myself a prisoner, and every American in his island, I believed did the same. Never was more cruel treatment bestowed on prisoners, than what the greater part daily experience — His answer was these were orders given by his predecessor, and which he could not revoke while he remained here.

A day or two after I had this conversation with him, Victor Hughes was made prisoner on board the *Volunteer* frigate.

Every American anxiously waited for a change of treatment, which they had a right to expect from the promise of Desforneaux.

Hearing of the distressed situation of our citizens in goal, who were nearly in a state of starvation; amongst which are many masters of vessels, under the sole direction of a rascally goaler, who has power to insult, beat and imprison them in a dungeon, at his caprice, will and pleasure; which power he frequently exercises to the disgrace of humanity, I waited on Desfourneaux, he promised he would give orders for a change. As I had not the liberty of going to the prison, I could not immediately hear from them, finally flattered myself those orders were given; but when I had the news the treatment, if possible, was worse than before.

On the 28th ult. I waited on and informed him by letter, which you have here inclosed. He then sent an officer down to the dungeon to give orders that they should be released. There myself did I see captain Bacon without a shirt only a night gown: several other captains that had been brought out of their hammocks without hat, shoe, stocking or waistcoat — A cold, muddy ground to lay on, and was informed by them all, they were allowed about 2 ounces of raw salt meat a day. Those unfortunate men are still in that wretched hole,

cannot obtain their cloaths from the goaler, who says he put them there to punish them, and will punish them.

The *La Pensee* frigate at Point Petre, pressed between 20 and 30 American sailors that had just been brought in there by privateers, taken out of American vessels captured by them. Conceiving it my duty to demand those seamen, I did in the presence of two American masters of vessels; — told the general that the captain of *La Pensee* had taken on board by force, and unlawfully detained numbers of American citizens, who I now came to demand — if they were prisoners, put them in prison, and treat them as such, — if neutrals, as he says he considers us, he certainly can have no claim to stop them. But his neutrality is laughable.

He told me he would have them released. — The *La Pensee* remained here two days then sailed for France, without a single one being released. On board the *La Pensee* Victor is gone to France.

The general tells me he will return the schooner to me with my people, as he considers us allies, and will send all the Americans home in a flag.

He wrote our government in this manner — On his passage from France one of the frigates captured me; finding me an armed vessel belonging to the United States a cruising. His time would not admit to take a view of the situation of affairs between France and America; he ordered me in port; he should have immediately let me gone, but political reasons obliged him to lay an embargo which does not now exist, and he leaves me at liberty to depart, advising me to return to my country; with me sends all the American citizens made prisoners previous to his arrival, and an invitation for the citizens of America to come and trade, they shall be respected and treated as allies.

Instead of advising me not to return, he wished to bind me to honor that I positively shall return, and not molest any French crusiers. A great part of these citizens, have been made prisoners since his arrival, and since his acting in his official capacity. If he means to treat us as friends, why were not his prison doors open, and the distressed citizens released? And if not considered as prisoners, why does he compel them to go in a cartel contrary to their wishes, who have been robbed almost naked, and cannot obtain money or credit in this place. His not condenming the *Retaliation*, I conceive, is no step towards reconciliation, the only motive that I believe induces him to return her is, to kindle that party spirit that is dying in our country, on which the French republic has built their romantic ideas.

He now offers to return her, at the same time has suffered American merchantmen, since my arrival here, to be condemned to ten times the value of the schooner.

I shall endeavour to act like an officer belonging to an independent nation, should I see the spirit to preserve that national independency will be the case.

Being well convinced in my own mind was I to accept of her and return to my country, my government would receive me in no other manner than as a cartel.

Mr. Desforneaux mentions, he advises me to return to my country — If he will give me the authority which I received from my government, which he has got and means to withhold from me, and returns the schooner without dictating and ordering me how to act, I will receive her. But if the commission which I received from my

government be withheld, new orders from him is given, and I bound to follow the orders he gives me, this is making me a prisoner, under a cloak for him to gain the merit in America for releasing the schooner, and treating us like allies. If I am a prisoner, which I have every right to consider myself, the vessel is a prize, commanding her would be commanding an enemy's vessel. If not considered as a prisoner, why bind me to act as they think proper.

Thus, sir, I have stated to you the terms on which she will be offered, & the conditions on which I will receive her; I trust they are such as will meet your and my country's opprobation.

I am well assured he will not give her on these conditions, and my non compliance to his terms I expect will exasperate him to that degree to imprison me. But let my fate be what it will I am determined to act as becoming an officer of the United States.

There is from the best information I can receive, from 230 to 250 American prisoners in this island — To-morrow or next day I shall know my fate, when I shall let him know on what conditions I will receive the schooner. Should he change his mind in sending us to our country, we trust our government will recollect that they have citizens cruelly treated, not like prisoners of war, and will release us from this French bondage.

I am with due respect,
Your obedient servant,

WILLIAM BAINBRIDGE.

BENJAMIN STODDERT, ESQ.
*Sec'ry of the Navy.*

[LC, "Coliseum and Museum and Savannah Advertiser" March 15, 1799.]

[Enclosure]

[25 December 1798]

**To General Desfourneaux, Commander-in-Chief of Island of Guadaloupe, from Lieutenant William Bainbridge, U. S. Navy**

GUADALOUPE, *Dec. 28th 1798.*

The friendly disposition which you appear to have for Americans, and of which I have had the proofs, makes me certain you are a stranger to the cruel treatment that some of the American citizens experienced in this place. As I do not mean to enter into an investigation of their whole treatment, I will only give a detail in part.

On Christmas night, the 25th inst. some of the prisoners were making themselves as happy as their situation would admit, by singing, without making any riotous noise, the jailer came in, and took numbers of them out and sent them to a dungeon. Had this fate fell on them who were a singing, it would then, in my opinion have been ungenerous; but not so cruel as it actually was. He took four or five American masters of vessels (who I believe are respectable citizens) out of their hammocks marched them down, without hat, shoe, or stocking, almost without any thing to cover them, put them in a dungeon, in which place 12 persons are now confined, with only a small hole to give them light and air, nearly in a state of starvation, and cannot obtain the liberty of having their clothes sent them.

As a proof of the captains being innocent of the noise, as the goaler states it, but of which, from the information I received, he was himself too much intoxicated to be a proper judge, captain Lum was asleep, when the goaler came in and took him out of his hammock. Capt. Bacon, who was also in his hammock, knowing capt. Lum to be asleep at the time of the noise, got out of his hammock, to inform the goaler that capt. Lum was innocent; for which information, he was obliged to accompany captain Lum to this dreadful place, where they are now confined.

With confidence that you will release these unfortunate men from their present situation.

Your obedient servant,

WM. BAINBRIDGE.

General DESFORNEAUX,
*particular agent of the*
Executive Directory of Guadaloupe.

[LC, "Coliseum and Museum and Savannah Advertiser," March 15, 1799.]

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

This 24 hours first part fresh gales and Cloudy weather plying To windard for the Vinyard at 2 p m Sounded in 18 fathoms watter Duble Reeft Topsails at 5 pm Tact Ship To N E Nomans Land Bore E b n 7 miles Distns at 7 Pm past gay head at 8 p m one Reef out Each Topsail at 9 pm past Tarpolen [Tarpaulin] Cove at 11 pm Came To anchor in Holmes Hole five fathoms watter Brig *Pickring* [*Pickering*] in Companey 20 Sail in Holmes Hole Bound over the Sholes Cloudy weather wind at N N W

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

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**To Secretary of State, from James L. Cathcart, U. S. Consul, Tripoli**

PORT PENN *Dec^r 26^th 1798*

D^r SIR I have this moment rec^d y^rs of the 24^th & shall punctually adhere to the directions contained therein We arrived at this place on the 24^th ins^t & found the Vessels entirely closed in with the ice, which extends nearly over to the Island — This day the thaw has had a visible effect upon it, & should the atmosphere continue in the same state for two days more, we probably will put to sea with the first N W gale — Cap^t Geddes has just arrived here from Newport with Gunpowder & [word obliterated] Stores for the squadron —

I am Sir with sentiments of respect & esteem

Y^r most Obd^nt Hum^le Serv^t

JAMES LEA^r CATHCART

Hon^ble TIMOTHY PICKERING Esq^r

[SDA. Tripoli. Vol. 1, 1796–1799.]

**To Secretary of the Treasury from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 26th Dec. 1798*

To the Secr Treasury

SIR Mr Humphreys has been employed in building and Superintending the equipment of all kinds of Vessels. The Algerine Vessels — the Revenue Cutters and the Vessels on the Navy Establishment, The public have a Cheap bargain of him, at 2,000 Dollars p annum for his Services.

He thinks the Algerine business should pay him half a year — the Revenue Cutters a quarter & the Navy a quarter — Will you be so good as to direct, if you approve, the collector to pay him a quarter's Salary.

I have the honor &c

[NDA. Req. on US T, 1798–1803.]

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

[U. S. S.] *Ganges 26th Decr 1798 — 7 PM*
*Latd 27°.40′ N. Longd 66°30′ W.*

SIR Situation permits only to inform you of my being well with the United States Ship under my command as per date. Having fallen in with the Ship *Charles* of Boston: captn Moses Barnard, own'd by Mr David Sears, from Batavia — Being in want of bread, I have furnish'd him with 300 lb. — for which his rece't is enclos'd

The weather has been heavy since I left the Delaware — but it has serv'd only to prove we have nought to fear from it: except in extreme violence indeed — The wind now favorable to proceed to my station, & no time shall be lost to effect it —

I have the honor
&c. &c.

T. T. [THOMAS TINGEY]

Honble Benn STODDERT

[NDA. Tingey LB, 1798–1800.]

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**To Captain George Price, of the U. S. Revenue Cutter *General Greene*, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 26th Decemr 1798. —*

Capt GEORGE PRICE

SIR You will please to proceed, with the *General Greene*, under your Command; to New York, — where you will call on the Collector, Joshua Sands Esquire for as much provisions as your Vessel can conveniently carry. — From New York, you are to proceed, with Capt Leonard of the *Governor Jay*, to the Havanna, to join Capt Decatur — But you will receive from me, while you remain at New York additional Instructions. —

I have the honor to be &c

[NDA. OSW, Vol. 1.]

**Signals to be Observed by Merchantmen under Convoy of U. S. Frigate *Constellation*, Captain Thomas Truxtun, U. S. Navy**

[26 DECEMBER 1798]

Signals to be observed by the Merchantmen under Convoy of the *Constellation* Frigate, under my Command. —

| | | |
|---|---|---|
| N° 51. | To get Underway | A red, and a blue Flag. |
| 108. | To anchor | Blue Flag, a white, & a red Pendnant. |
| 4. | To make Sail | Blue & white Pendnant |
| 10. | To shorten Sail | Blue Flag, & a white Pendnant |
| 45. | To tack, or ware | Blue & white Pend$^{t}$ and red Flag. |
| 97. | To disperse | White, & blue Flag, & red & white Flag |
| 74. | To follow Motions of Commo$^{dr}$ | Red & white Flag, & blue & white Pend$^{t}$ |
| | To sail in close Order | White & red Pend$^{t}$ & white & blue Flag. |
| | To speak the Commodore | Hoist your Jack at the Main top Gall$^{t}$ Mast head |
| | In distress | Hoist your Jack at the fore top Gall$^{t}$ Mast head |
| | On seeing Land, or any Danger | Hoist your Ensign at Mizen Peek, or if a Boom Sail Vessel, main Peek. |

HAMPTON ROADS *26$^{th}$ December 1798.*

N. B. Should you not have the above Signal colours for Speaking the Commodore, you may hoist your Ensign in Stead of them. — and Should you not have the Colours to make the Signal of distress, You may hoist your Ensign Union down — you may under a Similar Circumstance on Seeing land or any danger hoist your Ensign with a Pendnant over it, at the distance of Six feet. —

THOMAS TRUXTUN.

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

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**To Captain Nicholas Johnson, Navy Agent, Newburyport, Mass., at Mrs. Peabody's, Boston, from Captain Moses Brown, U. S. Navy**

[U. S. S.] *Merrimack Dec$^{r}$ 27$^{th}$ 1798.*

Cap$^{t}$ JOHNSON

SIR I have Just got on board find y$^{e}$ Ships hold full & thirteen hh$^{ds}$ Bread left where we Shall store them I donte Know but Must do ye best ever Cann you know ye bussel we have been in it has not been posible for the officers to do any thing about a quarter Bill wach list or boarding list, but Shall Use Every Exertion to be Ready for Sea on Sunday if not I Shall Come to town & See you Am Sir

Y$^{r}$ humble Serv$^{t}$

M. BROWN

There is not an Inch of Sheet lead on board Except that came down from town 108$^{lbs}$ it took ye whole that came from Newburyport to lead Round the Different parts of ye galley.

M. B.

[H.S. of Old Newbury, Original.]

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**To William Pennock, Navy Agent, Norfolk, Va., from Captain Thomas Truxtun, U. S. Navy**

UNITED STATES SHIP *Constellation*
*Hampton Roads 27$^{th}$ December 1798* —

DEAR SIR, I shall sail the first Wind. Garretson goes up to release the two Men, and pay them their Wages &c. I dined and spent an agreeable Day with the English Admiral the 25. Instant, and am

sorry it is not likely we shall agree on a Salute, the Circumstance stands thus. When a British Post Captain salutes a Flag Officer, two Guns less is always returned from the Ship carrying the Flag, and this Mode Admiral Vandeput proposed to me, when I mentioned my Disposition to salute him, on sailing from hence, but it is impossible for me to acquiesce without degrading the Flag of the United States.

The *Constellation* will be sailing out of a Port of the United States, and by giving the Salute, an equal Number of Guns ought to be returned. There is certainly a great Difference, between one of his own Ships saluting him, and that of a foreign Man of War, within one of her own Ports. This little Contention of Etiquet will however cause no Difference, or Offence on either Side, for I believe a good Disposition to harmonize subsists with both Parties. I am with great Respect

Your Obed$^{t}$ h$^{ble}$ Serv$^{t}$

T T[RUXTUN]

W$^{m}$ PENNOCK Esq$^{r}$
*Naval Agent*
*Norfolk.*

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

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**Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 27 December 1798**

This 24 hours first part modarate gales and Cloudy weather at 1 pm abrest of the East Chopp of Holmes Hole at 3 pm Cape Poge Bore South 2 miles Distnce at 4 pm the wind Came from the S E and Tide ahead Bore away for Holmes Hole at 7 Pm Came To anchor again

Midle part Strong gales from S S E attended with Rain at 6 am waid anchor and Came over the Sholes *Pickring* in Companey at 10 am Came past Nantuket Litehouse at mrden gott over the Sholes and Bore away North for Cape Cod all the Latter part thick weather

No obbrs To Day

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

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**Extract from journal of James Pity, U. S. Frigate *Constitution* Friday, 28 December 1798**

Wind S.W. and Cloudy employ'd clear$^{g}$ Ship for Sea Sent the Launch to Castle William for Powder @ 5 this Launch Return'd with 22 Bbls. Powder. C. C. Russell 1$^{st}$ Lieut. & William Amory 2$^{d}$ Lieu$^{t}$ Marines left the Ship and went on Shore. Jn$^{o}$ Cordis 2$^{d}$ Lieu$^{t}$ was Arrested, Suspended & Discharged from further Duty for Oppression and Disobedience of Orders. @ 10 A.M. Unmoord Ship & hove Short on the Small Bower at Merd$^{n}$ Moderate Breezes & Cloudy.

[NDA.]

**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 28 December 1798**

In studding sails —
In jib & staysails & ½ past 6 up courses. at 7 Tack'd to the N$^{d}$ and hove to.
At ½ 5 A.M. made sail. At ½ 6 saw a sail bearing S.E. At 8 spoke a ship from Portsmouth N.H. bound to S$^{t}$ Thomas's
Saw a sail bearing S by E.
[Latt$^{d}$ 17.50]

[NA.]

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**To Josiah Parker, Chairman of Committee of House of Representatives, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department Dec [29] 1798*

JOSIAH PARKER Esq$^{r}$
*Chairman of the Committee of the House of Representatives.*

SIR I have given to the enquiries, you have done me the honor, as Chairman of a Committee of the House of Representatives, to make of me; all the Consideration my desire to comply promptly with the wishes of the Committee, would permit — and now proceed with great diffidence, to submit the result. The protection of our Coast, the security of our extensive Country from invasion in some of its weaker parts, the safety of our important Commerce; and our future peace when the Maritime Nations of Europe, war with each other, all seem to demand, that our Naval force should be augmented; — so much augmented indeed, as to make the most powerfull nations desire our friendship, — the most unprincipled respect our nutrality.

The peacfull charrector of America will afford to the world sufficient security, that we shall not be easily provoked to carry the war into the Country of an Enemy; and it well becomes the Wisdom of America to provide a cheap defence to keep from our own.

Twelve Ships of Seventy four Guns, as many Frigates, and twenty or thirty smaller Vessels, would probably be found, our Geographical situation, & our means of annoying the Trade of the Maritime powers, considered, a force sufficient to insure our future peace with the Nations of Europe. It would not perhaps be hazarding too much to say; that had we possessed this force a few years ago, we should not have lost by depredations on our Trade, four times the sum necessary to have created, & maintained it during the whole time the War has existed in Europe. If we do not profit by experience, and put ourselves in a situation to resent insults, and punish aggressions, nothing is more likely, than that in less than half a dozen years, another occasion may be presented, for a repetition of the same mortifying observation.

In another and a still more interesting view of this subject; mutual safety was a leading motive, & must ever remain, a strong cement of our Union. Whether this security can be afforded unless we are able to Command our own Coast, — and whether the union of all the States can be long preserved without it, are questions which

merit the most serious, & attentive consideration of American Legislators. I forbear to dwell on this fruitfull, perhaps delicate topic, However, to attend to our more pressing concerns; We cannot feel intirely secure that we are not to be exposed to great calamities from the ambition, or animosity of France, untill a considerable addition be made to our Naval force. If twelve Ship of Seventy four Guns are added to our Navey; an Invasion of any part of our Country would be rendered so difficult, that it would scarcely be attempted. — For it is not possible to conceive, that France would promise herself any advantage by an Invasion of this country, equal to the enormous expence, & still more enormous risk, if we should be so prepared to resist her; She would be obliged to employ more than double the Number of Ships of equal force, to convoy her armies, provisions, and Stores, and to keep the communication open between her armies, & her own Country. — France can calculate, and will calculate the loss and probable gain of her enterprize. — When she find's that she cannot deceive us, that she cannot arm our Citizens to carry on this work of subjugation, Insolent, and unfounded expectation! that we are determined, on manly resistance, and that we take vigorous measures, to put ourselves into a proper posture of defence. — Even France with all her Pride, and all her Heroism, will consult her Interest and avoid war with America, and like other Nations, she will discover that it will not only be just, but politic to indulge us in our favorite wish of preserving peace with all the world. Thus then, in whatever views the subject is considered; whether our object be to prevent Invasion, to protect our Commerce, to obtain a speedy, and a proper peace, to maintain peace hereafter, or by affording security to every part of our Country, to guard against the long train of Ills, which must result from disunion; the wisest, cheapest, and most peacable means of obtaining the end we aim at, will be prompt, & vigorous measures for the Creation of a Navy sufficient for defence, but not for Conquest. —

The United States are doubtless able to bear any expence necessary for their present safety, and future tranquillity; no country increases so fast in population, and resources, — and no country can incur a Debt, with such an absolute certainty of discharging it, without laying more burthens on the people; our revenue arising from the Imports, and other sources, must increase in proportion to the increase of population; and the increase of the latter is certain, no Country ever had less to fear, from the consequences of incurring any debt necessary for defence and safety. —

On the Subject of procuring Ships of 74 Guns, we probably have it in our option, to buy them or to build them; The former will be the most expeditious mode of procuring them, but the latter, if the pressure of our affairs will admit, will be the most honorable & the most advantageous for our Country. — If we buy them from a foreign Nation, it is not to be expected that we shall be able to obtain those of the best quality; & the sum given for them will not be kept at home, and distributed amongst our own Citizens; but will operate against us like an unfavourable balance of trade; my own Idea is that we certainly ought to build the Vessels, in preference to purchasing them, that immediate Measures should be taken, to secure all the Necessary timber; but that the President should be authorized to

obtain, as the exigency of our affairs may require, 12 Ships of 74 Guns by purchase or otherwise. If it should be found necessary to procure them sooner than they can be built; the Timber may be preserved by Docking, untill those purchased decay, or for a Century, if it should not be wanted sooner. —

The Estimates herewith will shew the expence of building, and equipping 12 Ships of 74 Guns, and 6 Brigs or Schooners, to mount not exceding 18 Guns. The latter would be highly usefull in scouring the West Indies, and we have not a sufficient proportion of this Size. —

Three of the largest of the 24 Gun Ships, might be converted into Frigates of 32 Guns; The whole annual expence — of Maintaining the Navy; would then be 5,383,540–6/100 Dollars, the Annual expence of the existing navy is 2434,261.10/100 Dollars. — The difference would be the annual expence of the proposed addition 2,949,278–96/100. —

In time of peace a small proportion of this sum would be sufficient to keep the Ships, in a State of preservation. — Every material article for the building, and equipment of Ships of War, Copper excepted, and probably copper also, may be procured, the growth or manufacture, of our own Country. — It is true that we have heretofore used cordage, made of hemp of foreign growth, and imported Canvas, — and these articles constitute, if ware and tear be included, one third part of the expence of building, equiping, and refitting our Vessels of War. But Manufactories of Canvas have been theretofore established in the Eastern States; and with proper public encouragement, may be received, and made to supply, at least the public demand; — and it is most certain that any quantity of hemp, can be raised, on the Ohio, & Mississippia, the Susquehana, the Potomak, James River, and other parts of the United States; if the growers of it are assured of a ready Market, and at a price, less than that given for imported hemp; though if the prices of Cordage, and Canvas, the intire growth, & Manufacture of the Country, should be found at first a little dearer than the imported; the good policy of paying the difference, to our own Citizens, to render ourselves independent of Foreign Countries, for articles so essential to our defence cannot for a moment be doubted. —

Timber can at present be had in almost every part of the United States; but in the greatest abundance, and of the best quality on the Chasapeak Bay, and the Waters which empty into it; — and in the Southern States. The live Oak of Georgia, is thought to be almost indispensable, in the Construction of our largest Ships, to be used in those parts most subject to decay; but the White Oak of the Chasapeak, is not greatly inferior. — It is however highly desireable, to use the live Oak of Georgia as long [as] it can be obtained; more especially in Ships built Eastward of the Chasapeak; and by a proper mixture of this timber, with that of the growth of the Country, good Vessels may be built, in every part of our Country. —

The Islands on the Coast of Georgia; on which the live Oak is found, are supposed to be more healthy than the Main land; near the Coast they are also thought to be very important for the production of Cotton; hence this valuable timber is becoming scarce every where, conveniant to water transportation. Two methods suggest themselves, for obtaining Supplies beyond the immediate demand. — To

buy one or two of the most Valuable Island; and cause the timber to be procured, for the future uses of the Navy; to purchase the timber, as the Islands are cleared by the Owners; and have it transported to the places fixed on for building our Ships; and docked untill it be wanted. With respect to a purchase the lands are held at prices, greatly beyond what was the supposed Value of them a few years ago; and it is believed they have become less valuable for public purposes, in consequence of the Efforts which have been made, and are daily making, to clear them for Cultivation. —

On the subject of other kinds of timber possibly, when it is seen by the Citizens, that it is worth preserving, it may be sufficient to trust, in a great degree, to their attention to private Interest for the preservation of a Quantity equal to the public demand. It would, however, be but prudent to expend One hundred thousand dollars, in a way to secure enough of the White Oak, and yellow pine, both of which are indispensable, in the Construction of good Vessels; to last the public, in aid of Supplies from Individuals for ages, 100,000 Dollars could be so laid out, and I believe the Expenditure would be judicious. —

No extraordanary means are necessary to be used, for procuring Naval, & Military Stores, except, — the Articles of Hemp, Canvas, and Copper. Cannon can be made in many of the States, equal to any that could be obtained from Foreign Countries; also Muskets, & Bayonets, Pistols, Swords, Boarding pikes; & indeed every other article necessary for Ships of War. —

Although Copper Mines are found in many parts of the Country; yet the most certain means of procuring present Supplies, will be by importation; the enterprizing Spirit of the Merchants has heretofore furnished enough for the public demands, and may be trusted for future supplies, so far as may be necessary for the Ships now contemplated to be added to our Navy; it is to be presumed, that before more Ships are wanted; and possibly before any that may now be authorized; are in a state to require the Copper, Means may be devised for obtaining it in the United States. —

Docks will be highly necessary, in repairing our Ships; to avoid the tedious, expencive, & sometimes dangerous, operation of heaving down. They can undoubtedly be made in the Eastern States, where the tides rise very considerably. — probably in New Hampshire, Massachusitts, or Rhode Island, Whether they can be made with equal advantage, or to answer valuable purposes; to the Southward of Rhode Island, or New York, I cannot form any accurate judgment, from any information I possess, though it would unquestionably be a great public advantage, to have a Dock, near the entrance into the Chesapeak Bay, and another still further South if Circumstances will Admit; Docks for repairing Ships, ought to be convenient to the Sea, and yet not easily accessible to an Enemy. Yards for building the Ships, where large Quantities of Materials would be deposited (the destruction of which would be an object with an enemy,) should be, according to the opinion of Mr Humphreys, a Gentleman of considerable Science, and experience, in Naval Architecture; "in the Vicinity of a Commercial City; for the Convenience of procuring able Workmen within the reach of good White Oak timber; in fresh water where the timber may be deposited without danger from the Worm; on a River running East, and West, or nearly so, with a high

Bank; and where the harbour is secure from stormy weather, and freshes, out of the reach of an enemy, and near a good stream of Water, 18 or 20 feet higher than the surface of the River; for the Conveniance of making Lock Docks, sawing timber, and for many other Valuable uses." — Perhaps the most expeditious mode, of Building Ships immediately wanted, will be to set them up in several different places, & by such means, avail ourselves of the Resources of different parts of the Country; I am by no means certain that this method will not also be the most economical, under present Circumstances; & with little seasoned timber in the Country; and it will certainly distribute more equally amongst the States, the advantage which may arise, from supplying the Materials, and the Labour. But the subject being new, I am not possessed of sufficient Information, to Judge with precision where these places ought to be. At a future time when the Pressure may be less, & our Experience greater; two or three places uniting the greatest number of Advantages; may be fixed on for Building all the large Ships of the United States. — The Mode heretofore pursued, for obtaining Naval Stores for the Ships in public Service, has been, to get such supplies on the Spot; as could be procured on moderate terms by the Agent for Building or equiping the Ship; — Sending from Philadelphia or else where such articles only, as could not be so supplied, — untill it can be asertained, what places should be selected for permanent Building Yards; no great inconvenience, will result from pursuing the mode already adopted for supplying the Naval Stores. —

Deposits of Masts, to supply quickly Vessels which may come in dismasted, will be made at Boston, and Norfolk, — measures indeed have already been taken, for this purpose; — and like deposits must be made, at New York, or Rhode Island; — other articles required by Vessels in distress; can generally be had in these places; and in our other Commercial Cities. — The business of the Naval armament being new in this Country, & complicated; it is impossible in this early Stage, to devise a perfect System; Every day experience will add to the Stock of knowledge possessed by the Country; and it may be best for the public Interest, that the Congress at their present Session, should rely a little more on Executive discretion, than may hereafter be necessary; — At the present Session it may be expedient, and sufficient, That the President be authorized to procure by purchase; or otherwise, 12 Ships of 74 Guns, and Six Brigs, or Schooners, to mount not exceeding 18 Guns; to take measures for procuring, and depositing, in docks of fresh water, & in places of Safety; such Quantities of live Oak timber, proper for Ships of 74 Guns & Frigates, not exceeding in the Whole, such parts of the Frames of 12 74 Guns Ships, & as many Frigates, as may be deemed essential to be of this Species of timber; to cause to be laid out in securing other kinds of Timber, for future uses of the Navy; a sum not exceeding, 100,000 dollars, and to cause not exceeding three Docks; to be erected for the Convenience, of repairing Ships. For so much of these objects as can be accomplished; before the next Session of Congress, an Appropriation of 1,200,000 dollars, with a promise of future Appropriations, may be sufficient. —

I have suggested no plan, for the encouragement of the Manufacture of Sail Cloths; This subject will be better understood in Congress; A

certainty of Sale, as already observed, will be encouragement enough for the Growers of hemp. —

I shall take the liberty to lay before you, in a few days; such alterations in the Rules, for the Government of the Navy; as have been suggested, by some of the most experienced Cap^ts^ with my own Observations. —

I have the Honor to be &c.

[NOTE.—The Estimates herein mentioned are printed in "American State Papers, Naval Affairs" Vol. 1, 1794–1825, pages 67 and 68.]

[NDA. Con. LB, Vol. 1.]

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**To Benjamin Goodhue, Chairman of Senate Committee, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 29^th^ Decem^r^ 1798*

BENJAMIN GOODHUE Esquire
*Chairman of a Committee of the Senate. —*

SIR In compliance with the request contained in your Letter of the 21. Instant, I have the honor to enclose paper A [*] containing a view of all the Vessels of War, employed in and preparing for the service of the United States. —

All those stated to be in service, have sailed, and are ordered for the West Indies. — The Ship *General Greene*, and the Ship *Adams*, it is expected will be in service, in March — and the two Baltimore Ships, nearly as soon — the Ship *Connecticut*, not before May. — The Frigates building by the Public, at Portsmouth & Norfolk will there is no doubt, I beleive, be at Sea, next Summer — the Frigate at New York, I fear will be delayed 'til the fall. — and I am apprehensive the Frigates building by the Citizens, may be as long delayed — The Ships building by the Citizens of Boston, and Charleston, it is hoped, will be in service by the end of the Summer — for particular estimates of the expense of equipping the Ships not in service — and for the annual Maintenance of each, I beg leave to refer to the report of the Secretary of the Treasury — and to my report to the House of Representatives [See letter to Jonathan Dayton of 24 December 1798.] in compliance with their resolution of the 18^th^ Instant, both which reports, were ordered to be printed. —

I have also the honor to enclose the copy of my Letter, to the Chairman of the Committee of the House of Representatives, [See letter of 29 December, 1798.] appointed on that part of the Presidents speach, relative to the Navy, which contains all the observations, I am at present prepared to make on the subject of the Navy. —

I have the honor to be &c.

[* See Enclosure A of letter of 24 December 1798 to Jonathan Dayton from Secretary of the Navy.]

[NDA. Con. LB, Vol. 1.]

**To Commanders of U. S. Vessels of War from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department Dec 29 1798*

*Circular to Commanders of Vessels*

SIR It is the positive command of the President, that on no pretence whatever, you permit the public Vessel of War under your Command, to be detained, or searched, nor any of the Officers or men belonging to her, to be taken from her, by the Ships or Vessels of any Foreign Nation, so long as you are in a capacity to repel such outrage on the honor of the American Flag; — If force should be exerted to compel your Submission, you are to resist that force to the utmost of your power — and when overpowered by superior force, you are to Strike your flag and thus yield your Vessel as well as your Men — but never your men without your Vessel.

You will remember however, and it is strictly enjoined by the President, that your demeanour be respectfull & Friendly to the Vessels and people of all nations, in amity with the United States —

And that you avoid as carefully the commission of, as the Submission to insults or injuries.

I have the Honor &c

[NDA. OSW, Vol. 1.]

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**To Masters of Vessels under Convoy, from Captain Thomas Truxtun, U. S. Navy**

[29 DECEMBER 1798]

*(Circular) to Masters of Vessels under Convoy.*

SIR, It is expected you will at all Times keep as near to me, as you can with Prudence, and that you will be very attentive to the Signals. Day Signals have only been given in Consequence of there being only four Vessels under Convoy, and as you would have it in your Power to follow my Motions, by keeping in a close Order of sailing. I am

Your Obed[t] Servant

T. T[RUXTUN]

U. S. SHIP *Constellation*
*Hampton Roads 29[th] Dec[r] 1798*

[HS of Pa. NDA Photostat, Truxtun's LB 1798–9.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, Saturday 29, December 1798**

Wind W. S. W. and Cloudy employ'd getting under way @ 3 Weigh'd & made Sail down the Harbour @ ½ past 3 bro't too with our head N. N. E. for Two Lighters to come along Side rec[d] Sundry Stores for Ships Use. @ 5 fill'd & made Sail. @ 6 Boston Light bore W ½ S. 4 Miles dis[t] at 8 Set the Watch.

[NDA.]

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

This 24 hours first part fresh gales and Clear weather at 2 pm the High Land of monement Bore S W 5 Leagues Distns Past point of Cape Codd Bore S E 3 Leagues Distns High Land of Marshfield West gott up T G Yard and Sett T G sails at 3 pm Tact Ship To N N W at 7 Saw Boston & Salem Lights at 8 Saw Cape Ann the wind hawld Round To the Northword Stood for Boston Light at 11 the pilott Came on Bord Run up into Nantasket Road at 2 am Came on thick Snow Storm at 7 am got under Waigh and Run up and Came To anchor off Long Warff Ends thick of Snow and Blowing heavy

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

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 29 December 1798**

Pleasant & fair with moderate breezes, spoke a Brig, Prat M$^{r}$ [master] from N. London, for S$^{t}$ Bartho$^{vs}$

At 5 a sail in sight bearing S. S. W.

At 6 A. M. saw a sail in chace of us, cleared ship for Action

At 7 she in studding sails & hauled up on a wind to the N$^{q}$W$^{q}$ Wore ship and gave chace. At 9 the chace made signal and American colours, which we answer'd & fired a Gun to Leeward the chace did the same At ½ 11 the chace hove to seeing we overhauled her so fast

At M spoke the *George Washington* Ship War of the U States. Commore Barry ordered Cap$^{t}$ Fletcher to proceed to Prince Ruperts Bay in Dominica, we both bore away, made sail —

[Latt$^{q}$ 16.4]

[NA.]

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[December 30, 1798]

**Articles of Agreement between Secretary of the Navy and William Lane of Philadelphia and William Salter of New Jersey**

Articles of Agreement made this thirtieth day of December, One thousand seven hundred and ninety eight, Between Benjamin Stoddert, Secretary of the Navy of the United States, for and on behalf of the said States, of the one part; and William Lane of the City of Philadelphia, and William Salter of the State of New Jersey of the other part. — as follows. —

First — The said Lane and Salter engage to deliver for the use of the United States, at some convenient wharf within the City of Philadelphia, a quantity of Iron Cannon to the amount (calculating at the prices herein after mentioned) of twenty three thousand dollars, of such caliber, and agreeably to such models as may from time to time be determined on by the Secretary of the Navy. — the largest size however not to be more than to carry an Iron ball of twenty four pounds weight.

Second — The said Cannon are to be cast in the solid, and bored truely, so as that the diameter of the bore shall correspond exactly

to each given Caliber, to be perfectly straight, and in the center of the piece from the muzzle to the breech.

Third — That from and after the twentieth day of the present month, the said Lane and Salter shall deliver upon an average, Six complete Guns weekly. —

Fourth — That the said Cannon shall be proved at the expence of the United States, agreeably to such Rules and regulations as have been customary in proving Guns for the United States: — and under the direction of such person or persons as may be appointed by the Secretary of the Navy, or his successors, who shall attend thereto whenever required, by the said Lane and Salter. But should any of the Guns burst in proving, the said Lane and Salter are to pay the expense of Powder. —

Fifth — That the said Cannon shall weigh about two Hundred pounds weight, for every pound weight of the ball which the same shall be intended to carry. —

Sixth — That the said Secretary of the Navy shall allow, and cause to be paid to the said Lane & Salter,

For every ton weight of Cannon, of a caliber to carry a Ball of ighteen or twenty four pounds weight, the sum of One hundred & hirty three Dollars and one third. —

For every Ton weight of Cannon of a Caliber to carry a Ball of either Six, nine, or twelve pounds weight, the sum of one hundred & fifty Dollars. —

Seventh — That the said Secretary of the Navy shall cause to be paid to the said Lane and Salter Fourteen thousand Dollars, upon the signing and delivery of the present Contract; and as soon as Cannon is delivered to that amount shall advance a further sum of Five thousand Dollars; and as soon as Cannon shall be delivered to the amount of the sum last mentioned, shall pay for all Cannon as the same may be delivered, until the whole number contemplated by this Contract shall be completed. —

Eighth — In case any disagreement should arise with respect to the fulfilment of any part of this Contract, two persons shall be chosen by each party, who in case of disagreement, shall chuse a fifth person, and their decision shall be final. —

In Witness whereof, the parties hereto have interchangeably set their hands and seals, the day and year above said. —

BEN STODDERT
WILLIAM LANE
WILLIAM SALTER

Sealed and delivered in the presence of Garrett Cottringer
C. W. GOLDSBOROUGH

We the Subscribers do hereby engage to Guarantee the fulfilment of the within Contract on the part of the within named William Lane and William Salter. —

PHILADELPHIA *December 15 1798*

CLAYTON EARL. —

[NDA. Contracts, Vol. 1.]

**To Captain Nicholas Johnson, Navy Agent, Newburyport, Mass., at Mrs. McNeils, Federal Street, Boston, from Captain Moses Brown, U. S. Navy**

[U. S. S.] *Merrimack Decr ye 30th 1798*

Capt Johnson

Sir This will be handed you by Mr Cole ye pilott by whom I have Sint my Emty Cask to be fillq With water which he will bring Down — the Guner wants 5 or 6 Shep or Goats Skins that are Dresst to fix his pouch barrels He Never got any & we have not a pouch but Six on board which is allmost as necessary as the Magezine — — I wrote you I found 14 hhds of bread on Deck & ye hold full & all ye Sides of the tween Decks — I have taken Mr Titcomb in to yr Cabin & fillq his berth with bread I have now 6 hhds full Som of which I am filling the bags with but what to Do with the Rest pusels me — Sir the Secretary Allows three Days after ye crew is on board for Ajusting the Books and lists to be Sent on to ye Navy Dept I hope it wont take So long but I assure you it is A work of time — I was much Suprized to finde So few on Board on Examination that Ever Saw a gun fired in Anger but when we Reflect on So long a peace tis no wonder. I wish people did not Raise there minds So high on this Ship thr I think I have a good Crew if there was time for Disaplining them which you and all ye Commity very well Know has not been the case in Newburyport She could not be completed [?] and here the bitterness of the weather & Every thing hudled on board in confusion has made it Unposible my Crew was never fillq till I brought Down yr last Men I Now only want my Cabin Steward which you know wonte Stop Me A minute — Capt Green Kept on board his Sloop my powder bag with fresh [?] powder & ammunition [?] I hant a dought but it was Intentionaly as he took money from the people to by Store and Sent them word by Mr Hooper twas Safe in his hands till they Returnq — Twas well I had ye after guns made 6 Inches longer than the others for the Ship flairs So much aft they only gest go without ye Side port — you never can make a fish [?] and man of War of a piece of wood — my Carages are all too low by five or Six Inches if a Small fellow gits to windward & [word illegible] on board I shall be puzzled to hitt him — I Shall not Come to Town Except I am wind bound after my papers are Ready — but Donte forget the Skins — I wish I was away

My best Respects & Gratitude to yrSelf and all yr Commity am Sir
Yr humble Servt

M. Brown

[HS of Old Newbury, Original.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, Sunday, 30 December 1798**

Strong Gales & Snow Standg to the Southwq under close reef'd Top Sails and fore Sail At 2 P.M. Shorten'd Sail At 3 Split the Fore Top Mast Stay Sail Sounded 40 fms No Bottom A 7 Moderate Breezes & Rain made more Sail from 8 to 10 Winds V'ble & Rain at 10 Winds from N.W. took us all aback braced round & fill'd to ye Eastwd @ 11 heavy Squalls fm N.N.W. The Ship made much Water owing to her plunging badly. In Top Sails & Foresail & bro't

her too under the Mizen Storm Stay Sail @ 4 Heavy Gales & Snow lying too under T. & Mz. Storm Stay Sails @ ½ past 6 Bore up and F. & M. Top Sails & Fore Sail @ 10 Made more Sail

At 12 Moderate employ'd clearing Decks.

[Latitude 42. 30.]

[NDA.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 30 December 1798**

Pleasant, *George Washington* ship of War in company.

Saw the Island of Dominica bearing W.N.W. dist. 10 leag.

Tacked frequently in the night

Arrived at Prince Ruperts Bay Saluted the Fort 13 Guns ansd equal Number —

[NA.]

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**To Secretary of State from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 31. Decemr 1798.*

SECRETARY OF STATE

SIR I am directed by the President to transmit to you, a copy of the additional Instructions, he has ordered to be given to the Commanders of the Public Vessels of War, bearing date the 29th instant — which I have the honor to inclose. —

I have the honor to be &c

[NDA. Sec. State LB, 1798–1824.

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**To Major Commandant William W. Burrows, U. S. Marine Corps, from Second Lieutenant David Stickney, U. S. Marine Corps**

[U. S.] SHIP *Merrimack* NANTASKET ROAD *Decr. 31, 1798*

Major WILLIAM W. BURROWS

SIR I received yours of the 12 with two hundred Dollars enclosed to pay Mr Johnson I should not have wrote for so much but I expected to pay the Marines board myself with part of it, but Mr Johnson has since paid it, my detachment is compleated and I send you a size roll of them made out agreeable to one your adjudant Lt Lewis gave me when at Newby Port, with an additional collom of stations for I found there was no place to disstinguish the officers from the privates in the form he gave me. I am very sorry of being under the disagreeable necessity of telling you that I was obliged to send to Lt Lilley at springfield for the remainder of my detachment wich was a Drummer and ten privates one of them wich he sent was so badly wounded in the foot that our surgeon said he was not fit to go to sea, consequently I did not recieve him but sent him back by the searjeant that came with them, and I have enlisted another man in his stead, I have given each man a months pay, the searjeant that came with them told me that the idea of their having a months pay was held up to them when they came on board of a Ship, I have taken

two months pay to myself wich I suppose is not more than customary as all the officers on board are allowed the same, if I had paper money on board or could go to town to get it I would enclose the remainder to you, for I do not want it on board as the purser is to pay me and the privates, but I cannot send it as the Ship will sail in the morning. I enclose you a bill of expences giving you credit for what I have reciev'd.

I have charged you with the postage of the letters I have reciev'd from you supposing that I ought not pay it myself, I have seven watch Coats on board.

Y^r^ Obed^t^ Serv^t^

DAVID STICKNEY
*L^t^ of Marines on board the Merrimack*

[MCA. LR, 1798.]

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**To Captain George Price, of the U. S. Revenue Cutter *General Green*, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department Dec 31^st^ 1798*

Cap^t^ PRICE
*New York*

SIR The *General Green* under your command, having as much provisions on board as she will conveniently stow, and water sufficient to last you to the place of destination, and at least 40 rounds of Ammunition, I have it in command from the President, to order that without delay you proceed in Company with the *Governor Jay* Cap^t^ Leonard — and take under convoy the Ship *America*, with provisions for our Ships of War, to the Havanna, and cruise in the Vicinity of the Havanna, from the Matanzes to the Morea untill you fall in with Cap^t^ Decatur, of the *Delaware*, under whose orders you will then place yourself Vessel & Crew, — you have heretofore received your Authority to capture French armed Vessels — Armed Cruising Vessels without Commissions, are pirates and from Vessels of this description, our commerce receives a great deal of Injury — you will consider your authority to the capture or destruction of these Vessels also, and in Addition to your former Instructions it is the positive command of the President, that on no pretence whatever you permit the public Vessel of War under your command to be detained, or searched, nor any of the Officers or Men belonging to her, to be taken from her, by the Ships or Vessels of any Foreign Nation, so long as you are in a capacity to repel such outrage on the Honor of the American Flag, —

If force should be exerted to compel your submission, you are to resist that force to the utmost of your power, — and when overpowered by superior force you are to strike your flag, and thus yield your Vessel as well as your men, but never your men without your Vessel, —

You will remember however, and it is strictly enjoined by the President, that your dimeanour be respectful, and friendly to the Vessels and people of all Nations, in amity with the United States — and that you avoid as carefully the Commission of, as the submission to insult or injury.

In addressing myself to a Man of courage who feels a becoming resentment for the insulted honor and injured interest of his Country, I can add nothing to stimulate his exertions or animate his Enterprize —

You have already received the Signals complete.

I am &c°

I enclose Commissions for

Gerald Byrne — 1st Mate
John Mariner 2d Dº
John S Oliver 3d Dº

[NDA. OSW, Vol. 1.]

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

[PHILADELPHIA]
*Navy Department Dec. 31st. 1798* —

WILLIAM CRAFTS Esqr.
*Charleston So Carolina*

SIR I have been and am so much engaged in sending off our Vessels and with Committees of Congress, that I have not been able nor can I now attend sufficiently to letters received from you. —

Six dollars pr month, Cloathing and one Ration pr day is certainly as much as ought to be given to Landsmen; of which discription the Crew of a Galley ought to consist; for able seamen cannot be necessary for this Service, however as during the Winter the Galleys can be of Very little use, and as I suppose when they are equipped they can be manned at a short Notice by the Citizens upon any Emergency that may occur; it will not be worth while to encrease the Wages at present. —

If in the Spring it should be necessary, we must be governed by Circumstances, but farther South the lowness of pay does not seem an Obstacle to raising Men. — If more is given at Charleston, the pay must be raised every where;

The Seamen who engage in the Cruising Vessels have no Cloaths from the public. —

If the men for the Galleys would find their own Cloathing, at ten dollars pr month, the public would be benefited. —

I approve of your having provided Cloathing for the French prisoners altho there has yet been no provision made by law on this subject. —

If you find other articles than those you have provided necessary, such as Shoes or Stockings you may also procure them. — Your Accounts for this Expenditure you will please to forward to the Accountant as soon as convenient. —

Your draft of the 11th Instant for 4000 dollars, has appeared, and is honored. —

Howitzers are not to be got. — Swords & Pistols cannot be necessary — Boarding pikes, muskets & Bayonets will be sufficient for any Service the Galleys can possibly be engaged in — Unnecessary Expence should be avoided. —

As to the insufficiency of the Goal — Is there another Goal in the State, to which the prisoners can be Removed? If there be, they

should be removed & the farther from the Sea, the cheaper they can be maintained. — Congress have as yet made no regulations nor provided funds for the keeping of the prisoners. —

Something must be done this Session; but as the States more Eastward have Goals, and are fond of keeping the prisoners for the advantage of Selling their provisions, it is not likely any Goals will be erected at the expence of the United States. —

Commissions shall be sent soon for the Cap$^{ts}$ of the Gallies; in the mean time they can act under your appointment —

I have the Honor &C.

[NDA. GLB, Vol. 1.]

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[31 December 1798]

**Action Between the Ship *Perseverance*, Captain Wheatland, and a French Privateer**

COPY OF A LETTER FROM CAPT. RICHARD WHEATLAND, TO HIS OWNERS

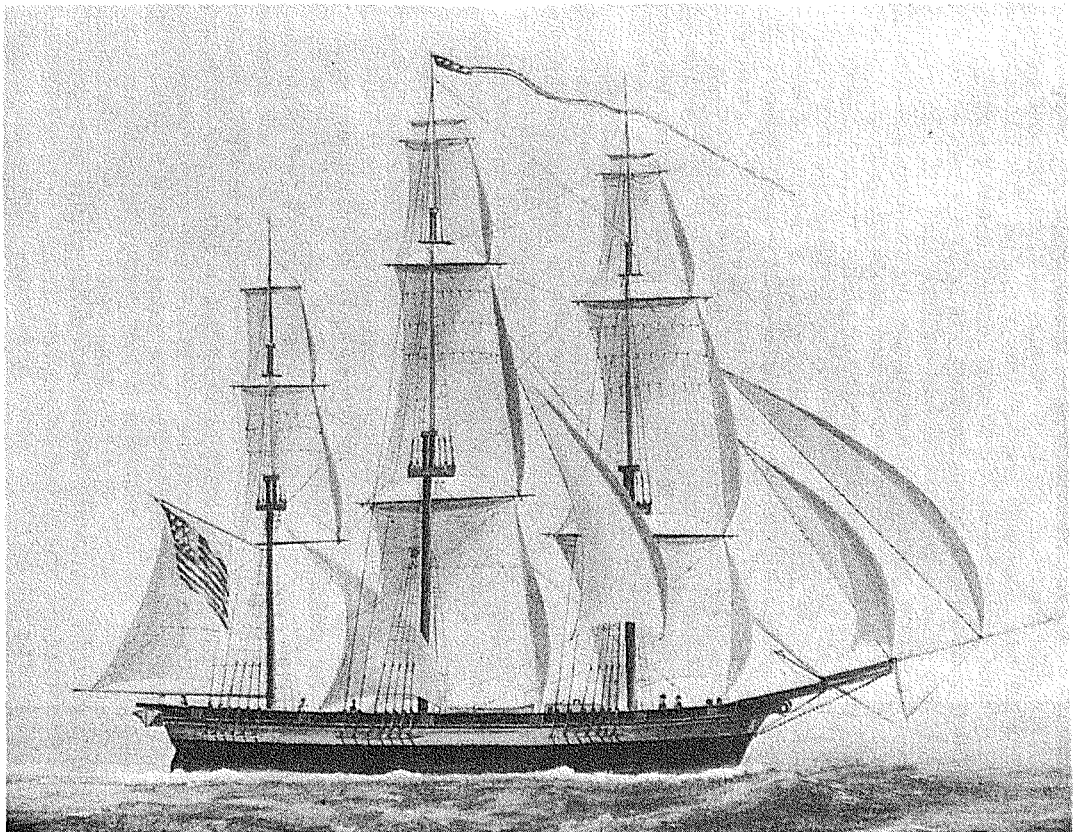
SHIP *Perseverance*, OLD STRAITS OF BAHAMA,
*Jan. 1, 1799.*

GENTLEMEN,

Conceiving we may possibly meet an opportunity of forwarding this immediately on our arrival at the *Havanna*, or perhaps before, induces me to give an account of our voyage thus far.

Until 26th Dec. met with nothing material, except heavy disagreeable weather, off the coast; and having the winds so far to the westward as to preclude the possibility of making our passage round the Bank, were compelled, contrary to our wishes, to go through the Old Streights of *Bahama*. On the afternoon of the 27th, were boarded by the British frigate *Romilla*, Capt. Rolles, our papers examined, and we treated with great politeness. They purchased (at our own prices) a number of articles from the cargo and of the people. Three days before, they had captured a French privateer sloop, of 10 guns and 60 men, and retook an American brig, her prize. After two hours detention, we were permitted to proceed, which we did, without meeting any interuption, until Monday, 31st December — for particulars of that day, we give an extract from a journal kept on board.

"Dec. 31st, *Key Romain* in sight, bearing south, distance 4 or 5 leagues — A schooner has been in chase of us since 8 o'clock, and has every appearance of a privateer. At 1 o'clock, P. M. finding the schooner come up with us very fast, took in steering sails, fore and aft, and stood for her; she immediately tacked and made sail from us; we fired a gun to leeward, and hoisted the American ensign to our mizen peak; she hoisted a Spanish jack at the mizen topmast head, and continued to run from us. Finding she outsailed us greatly, and wishing to get through the Old Streights, at 2 o'clock, P. M. we again about ship, and stood on our course. The schr. immediately wore, fired a gun to leeward, and kept after, under a great press of sail. At half-past 2, she again fired a gun to leeward; but perceiving ourselves in the narrows above-mentioned, we kept on, to get through them, if possible, before she came up with us, which we effected.



SHIP PERSEVERANCE, OF SALEM.

At 3 o'clock, finding ourselves thoroughly clear of Sugar Key and Key Laboos, we took in steering sails, wore ship, hauled up our courses, piped all hands to quarters, and prapared for action. The schr. immediately took in sail, struck the Spanish jack, hoisted an English union flag, and passed under our lee at considerable distance. We wore ship, she did the same, and passed each other within half musket shot. A fellow hailed us in broken English, and ordered the boat hoisted out, and the captain to come on board with his papers, which he refused: He again ordered our boat out, and enforced his orders with a menace, that in case of refusal he would *sink* us!! using at the same time the vilest and most infamous language it is possible to conceive of. By this time he had fallen considerably astern of us: He wore and came up on our starboard quarter, giving us a broadside as he passed our stern, but fired so excessively wild, that he did us very little injury, while our stern chasers gave him a noble dose of round shot and langrage. We haul'd the ship to the wind, and as he passed us, poured a whole broadside into him, with great success. Sailing faster than we, he ranged considerably ahead, tacked and again passed, giving us a broadside and a furious discharge of musketry, which they kept up incessantly till the latter part of the engagement: His musket balls reached us in every direction: but his large shot either fell short or went considerably over us: while our guns, loaded with round shot and square bars of iron six inches long, were plied so briskly, and directed with so good judgment, that before he got out of our reach we had cut his mainsail and foretopsail all to rags, and cleared his decks so effectually, that when he bore away from us there were scarcely 10 men to be seen. He then struck his English, and hoisted the flag of the "*Terrible Republic*," and made off with all the sail she could carry, much disappointed, no doubt, at not being able to give us a *fraternal embrace*. The wind being light, and knowing he would outsail us, added to a solicitude to complete the voyage, prevented our pursuing him: Indeed we had sufficient to gratify our revenge for his temerity; for there was scarcely a single fire from our guns but what spread entirely over his hull. — The action, which lasted an hour and twenty minutes, we conceived ended well; for, exclusive of preserving the property entrusted to our care, we feel a confidence that we have rid the world of some infamous pests of society — We were within musket shot the whole time of the engagement, and were so fortunate as not to receive but very trifling injury — not a person on board met the slightest harm. Our sails were a little torn; and one of the quarter-deck guns dismounted. The privateer was a schooner of 80 or 90 tons, and fought five or six guns on a side.

We are now within 48 hours sail of Havanna, where we expect to arrive in safety: Indeed we have no fear of any privateer's preventing us, unless *greatly* superior in force. — The 4 quarter-deck guns will require new carriages: one of them was entirely dismounted. We remain, &c.

RICHARD WHEATLAND.

[LC, Boston, "Columbian Centinel", 6 March, 1799.]

[31 December, 1798]

**Captain Richard Wheatland, (of the *Perseverance*) in a letter from the Havana, of the 16th of January, adds —**

"The Gentleman we brush'd in the Old Straits, 3 days after captured a brig from Charleston, and detained the Captain 16 days on board, and then gave him the boat and set the crew adrift. The Captain has since arrived here, and informs us that the privateer was a schooner of 8 six pounders and 50 men; that a number of her people were dangerously wounded, that she had four round shot through her bottom, a bar iron through her counter, and four feet water in her hold, when she got away; that her sails were cut entirely to pieces, and the boat on her deck was shattered by our discharge of our bar iron.

The villian fought under English colors. In fact they capture under English and American flags altogether. It is impossible to descriminate; and every armed vessel that approaches us (under whatever colours) if we can manage her, shall be fired into. The Master of the privateer observed to the Captain, while he was detained on board, that his men were armed 30 of them with pistols and a short dagger each, and were prepared and determined to board the Ship, but our booms and boarding nettings deterred him. The rascals run up along side American ships, under English Colours, and jump on board, and capture the vessel before they are sensible of it. He had no idea we should dare fire into a vessel with the English union hoisted."

[LC, Salem, Mass., "Salem Marine Journal" March 5, 1799.]

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**Extract from Captain Thomas Truxtun's Journal, U. S. Frigate *Constellation*, Monday, 31 December, 1798**

From the 26th of October to this Day, no very extraordinary Occurrence has turned up on Board, the Crew have been employed generally in refitting the Ship, receiving on Board her Stores, and keeping her in good Order, the common Transactions of each Day, however, are noted in the Log Book.

At one PM Wind being at West, a fine Breeze, made the Signal for the United States' Brig, *Richmond* of 16 Guns, Captain Barron, and four Merchant Vessels under Convoy to get underway, and immediately after hove up, and proceeded down the Bay. At half past 4 PM put the Pilot on Board a small Schooner at an Anchor near Cape Henry, and stood out to Sea, South East B. East under an easy Sail. At half past 5 PM had a Light put in the Poop and top Lanthorns, the Fleet all in Sight. At half past 7 Ditto spoke the *Richmond*, all the Fleet in Sight, except the Brig *Zephyre*. At 8 Ditto the Light on Cape Henry bore West North West four Leagues Distance, shortened Sail, and run under the Main and fore top Sails, which were double reefed and lowered on the Cap, until 4 AM, and then hove the Main top Sail, to the Mast, and lay to untill Day Light, when, seeing Nothing of the *Zephyre*, made Sail. At 7 Ditto hoisted the Signal for to follow Motions of Commodore, and at half

past 7 hoisted the Signal to sail in close Order, both of which were answered by the *Richmond*, all the Vessels of the Convoy except the *Zephyre*, near us.

Fresh Breezes, and a head Sea launched top Gallant Masts, unbent the Cables, stowed the Anchors, and housed the Guns.

Latitude observed 36°.30′ N°
Longitude Account 74.56 W.

[HS of Pa. NDA photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, Monday, 31 December 1798**

Strong Gales & Squally run$^{g}$ to the Eastw$^{d}$ under Short Sail found we Ship'd much Water owing to our plunging & Rowling @ 4 Put the Ship before the Wind found She Steerd much bitter & took in less Water.

At 8 Strong Gales & Snow.

At 9 the Ship Labourd much & Ship'd a large Quantity of Water Kept 1 Point more to the South$^{d}$ & found She Steerd easier & made less Water.

At 10 More Moderate A Merd$^{n}$ heavy Gales.

[Latitude 39. 59]

[NDA.]

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**Extract from the journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 31 December 1798**

Ship *General Washington* arrived at Prince Ruperts Bay Dominica Left Prince Ruperts Bay for Fort Royal Martinico.

[NA.]

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[1798]

## Design of the Head for the Frigate *Constellation*

NATURE, represented in pleasing extacy at the period of the American Revolution over which she presided: she is crested with fire, her waist is encircled with the zone or signs of the zodiac, her hair and drapery loose and flowing, her right arm and head elevated, her left arm lightly resting on a large sphere, on which the *Constellation* is rising, her feet on a rock, part of which is formed into a rude pyramid, allegorical of the rapid and natural Union of the States, which took place at the commencement of the revolution, and supports the sphere aforementioned.

The Flame ascending from the top of the rock, is expressive of the fire which gave energy to the Patriots; the Water descending from the rock is an allusion to that Temperance peculiarly characteristic of the American revolution; the Scale and Mirror, at the foundation of the Pyramid, emblematic of the Truth and Justice of the cause: the Figure of the Dove or bird of peace, resting in the cap of Liberty expressive of Peace & Freedom, as principal objects of the revolution;

the Herculean club encircled with laurel, is emblematic of that heroic Virtue that defended and obtained the cause; the Broad rock on which the figure stands, is emblematic of that Independence which was the Ultimate end of the Revolution.

The Seasons represented in the trail crowning the Muses, as a pledge of the Free and Uninterrupted progress in all the pleasing branches of Science that open to View in the new World.

As I have represented the *Constellation* in its first appearance, in the Political Hemisphere, or glorius period of the Revolution, in the head; so I have in the stern represented it in a more matured or permanent state. The centre is a large sphere with the *Constellation* inserted, resting on a massy pedestal of an artificial form, with the fasces inlayd in the pannel, emblematic of the Union and great basis on which our government rests; three large volumes and a Scroll representing the three branches of Government and Constitution, is reclining on the side of the Pedestal, and the Eagle and Arms of the United States on the other; next are two of the cardinal virtues, Fortitude and Justice, introduced as the supports, attributes indispensable with the happiness honor and independance of a Nation. Next to the figure of Fortitude on the Starboard side, is the Figure and emblem of Order, joined to the emblems of Industry and Agriculture, supported by Ceres the Goddess of agriculture in the starboard quarterpiece.

On the Larboard side, next to Justice, is the Figure and emblems of Science, joined to the Arts of Ship building; Navigation, &c. supported by Neptune, the God of the seas, in the larboard quarterpiece.

[Note.—No positive evidence is at present available to show that this design was actually installed on the *Constellation*.]

[HS of Pa. Truxtun Papers, Original.]

## American Armed Merchantmen, 1798

In connection with the Congressional Act of 9 July, 1798, authorizing the issue of special commissions to American privately owned vessels to attack French armed vessels in the protection of American commerce, the following list of American armed merchantmen operating during the year 1798 has been prepared from such information as is available. In view of the practice prevailing before 1798 of large merchant ships being armed with cannon it must not be assumed every ship listed had receivedan official commission at this time.

The data for these vessels have been obtained from various sources, including the Custom House Records of the Treasury Department; the French Spoliation papers in the U. S. Court of Claims; the Archives of the State Department; the Baker Library, Harvard University; the Essex Institute; the Massachusetts Historical Society; the Rhode Island Historical Society; and selections from the Privy Council Register (Public Record Office, London) in the Library of Congress. Contemporary newspapers of the principal American seaports have also been consulted for items bearing upon the subject, and in many instances the substance of such newspaper items has been included in the notes as indicated. Unless otherwise indicated the registry data are from custom house records in the Treasury Department.

In some cases where no specific information is available as to the registry port of a vessel, it is possible that a few of them might be of foreign registry. It is also possible that some duplication occurs in listing vessels of the same name where information is incomplete.

Active, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London to Philadelphia, 1798.

[LC., Privy Council Register, Vol. 45, p. 465; P. R. O., London.]

Adriana, Ship. *Tons:* 422; *Guns:* —. *Commander:* ——— ———. *Registry Port:* Baltimore. *Owner:* Seth Barton. Built at Baltimore, in 1795.

Sold by Seth Barton to U. S. Government on 3 May 1798, and fitted out as a vessel of the U. S. Navy, as the U. S. S. *Baltimore.*

[GAO. No. 9,803]

The *Adriana* is purchased by government, at Baltimore, and the *Herald,* at Boston, to be fitted for sea immediately as Cruisers. [*The New Hampshire Gazette,* Portsmouth. June 5, 1798.]

Adventure, Ship. *Tons:* 200; *Guns:* 6, 6-pounders, 4, 12-pound carronades. *Commander:* J. Berry. *Registry Port:* New York.

Ship *Adventure,* J. Berry, six 6 pounders, four 12 pound carronnades, reported due to sail 1 August [1798] from Glasgow for New York. [*Commercial Advertiser,* New York, October 3, 1798.]

Albemarle, Ship. *Tons:* 230. *Commander:* Joseph Marschalk. *Registry Port:* New York (May 5, 1798). *Owners:* Gerald and John DePeyster, Jas. Scott, Israel Seaman. Built in Bertie County, N. C., in 1794.

On November — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

Alecto, Schooner. *Tons:* 133; *Guns:* (Built to carry 16). *Commander:* Thos Clarke. *Registry Port:* New York (Nov. 20, 1798). *Owners:* Peter Kemble and Isaac Gouverneur. Built in Connecticut in 1798.

For Sale: The new fast sailing pilot-boat built Schooner *Alecto,* lying at Murray's Wharf, Coffee house slip, burthen 133 tons, built upon the model of the schooner *Gallant* and calculated for carrying 16 guns. For further particulars inquire of Mr. Joseph W. Alsop or Isaac Riley. [*Commercial Advertiser,* New York, August 25, 1798.]

ALERT, Brig. *Tons:* 123; *Guns: 6*; *Men:* 15. *Commander:* Robert Gray. *Registry Port:* Salem.

Issued a Clearance on September 8, 1798, at Salem and Beverly, for the North West Coast of America.

[TDA. Custom House Records.]

ALERT, Brig. *Guns:* (Pierced for 16). *Commander:* ——— ———.

Brig *Alert*, Portland, pierced for 16 guns. [The *Massachusetts Mercury*, Boston, August 21, 1798.]

ALERT, Ship. *Commander:* ——— ———.

Arrived Sloop *Farmer*, Freeman, 20 days from Jeremie. Sailed from Jeremie on the 7th of June under Convoy of the Armed Ship *Alert*, in company with the following vessels etc. [*Commercial Advertiser*, New York, July 9, 1798.]

ALERT OF BEVERLY, Schooner. *Tons:* 75; *Guns:* 2; *Men:* 7. *Commander:* Jacob Oliver. *Registry Port:* Beverly.

Issued a clearance on November 30, 1798, at Salem and Beverly, for St. Anders.

[TDA. Custom House Records.]

ALEXANDER, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London to Virginia, 1798.

[LC., Privy Council Register, Vol. 45, p. 582; P. R. O., London.]

ALEXANDER HAMILTON, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London to Madeira, 1798.

[LC., Privy Council Register, Vol. 45, p. 495; P. R. O., London.]

ALEXANDRIA, Ship. *Commander:* ——— ———. *Registry Port:* Alexandria Va.

New London, July 28th [1798]. The Ship *Hercules*, of Boston and Ship *Alexandria*, of Alexandria, with a number of others were arming in Martinique, on account of a report via Guadaloupe, of a war between France and America. [The *Massachusetts Mercury*, Boston, August 7, 1798.]

ALIGATOR, Brig. *Tons:* 89. *Commander:* Abraham Williams. *Registry Port:* Gloucester, Mass. (July 16, 1798). *Owner:* Fitz William Sargent. Built at Newbury in 1798.

On July 18, 1798, issued a special commission as a private armed vessel, by Collector of Customs, Gloucester, Mass.

[TDA. Custom House Records.]

ALLIANCE, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence, 1798.

[LC., Privy Council Register, Vol. 44, p. 433; P. R. O., London.]

AMAZON, Ship. *Tons:* 369. *Commander:* Samuel R. Trevett. *Registry: Port* Boston, Mass. (August 23, 1798). *Owner:* Marston Watson. Built at Salem, Mass., 1798.

On August 28, 1798 owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

AMELIA, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from Liverpool to Philadelphia, 1798.

[LC., Privy Council Register, Vol. 45, p. 447; P. R. O., London.]

AMERICA, Ship. *Guns: 18; Commander:* ——— Cunningham (?). *Registry Port:* Philadelphia.

"September 28, [1798] sailed from Havanna; same day at noon fell in with a French privateer schooner which we fired several shots at, she taking the advantage of a light breeze rowed away. Same day spoke the frigate *Constitution* [*Constellation*], in company with the ship *Baltimore*, waiting for the fleet to come out; Crew of both ships are all well, there had not been a sick person on board." [*Independence Chronicle*, Boston, Mass., Nov. 5, 1798, p. 146.]

AMERICA, Ship. *Commander:* ——— Pendegrass.

From Philadelphia, account of the proving of a cannon on board the Ship *America* which burst injuring Capt. Pendegrass who died several hours later. [The *Oracle of the Day*, Portsmouth, N. H., June 23, 1798.]

AMERICA, Ship. *Tons:* 700; *Guns:* 20; *Men:* 42. *Commander:* ——— ———. W^m Brown, *1st Mate;* Thos. Ruee, *2nd Mate.* *Registry Port:* Salem, Mass. *Owners:* Geo. Crowninshield & Sons.

Salem, May 29th, [1798] We are informed that Capt. George Crowninshield & Sons, of this town, have offered to Government, the loan of the Ship *America*, of 700 tons, at a valuation made by appraisers appointed by Government. The ship is now at New York, is a very fast sailor, well calculated for force, and will carry 28 guns. This is efficient patriotism, and may it find many imitators. [The *New Hampshire Gazette*, Portsmouth, June 5 1798.]

AMERICA, Ship. *Guns:* 20. *Commander:* ——— ———. *Registry Port:* Philadelphia, Pa. *Owners:* Joseph Antony & Co.

Ship *America*, of Philadelphia, owners Joseph Antony & Co. — 20 guns. [*Newport Mercury*, Newport, April 3, 1798.]

AMERICA, Ship. *Guns:* 16. *Commander:* ——— ———.

The *Belvidere*, Letter of Marque, of 14 guns, the *America* of 16, the *Spy*, Brig *Polly* for the Havanna, and several other vessels sailed from Reedy Island on Monday evening. [*Claypoole's American Daily Advertiser*, Philadelphia, Pa., Friday, July 20, 1798.]

Wilmington, September 2, 1798. On Sunday arrived the armed schooner *Maria Matilda*, Captain Morse, from the Havanna, who informs that on the 18th ultimo, the embargo that had existed there for 68 days was taken off, and that three French privateers put to sea the same day, one of them of 12 guns and 120 men — On the 19th sailed the American fleet of 67 sail for different ports of the United States, under the convoy of the following vessels, viz:

Ship *Fanny*, Walman, 16, 6's & 4's, of Salem
" *Eliza*, of 16 9-pounders, of Charleston
Brig *George*, 10 4's & 6's, of New York.

Two privateers remained at the Havanna when the fleet sailed, and upwards to 70 American vessels. A convoy from the Government of the United States had been anxiously looked for and expected at the Havanna — the armed vessels received 13000 dollars from the fleet for their protection. The Americans in the Havanna had been much menaced and insulted by the French privateers, but on the arrival of the Letters of Marque *America* and *Belvidere*, from Philadelphia, (both of whom gave and received salutes) a very visable alteration in their conduct was observable. [*Claypoole's American Daily Advertiser*, Philadelphia, Pa., Wednesday, September 5, 1798.]

Letter from Newcastle, October 6, [1798]: — "The Letters of Marque *America* and *Belvidere*, with a large fleet, were to sail from Havanna in 7 days after the *Spy* (Sailed from Havanna 18 days ago)." [*Federal Gazette & Baltimore Daily Advertiser*, Baltimore, October 9, 1798.]

AMERICA, Schooner. *Tons:* 139; *Guns:* 4; *Men:* 14. *Commander:* A. Odeest (?). *Registry Port:* Baltimore, Md. *Owner:* J. Yellott.

Issued a Sea Letter at Baltimore, Md., on December 8, 1798, bound for Leghorn with a cargo of Sugar & Coffee.

[Col. Baltimore, Md. Record of Sea Letters 1798.]

AMERICAN, Brig. *Commander:* ——— ———.

Arrived Newcastle October 3, [1798] Brig *American* — left Gibraltar 18th August. The *American* is completely armed — On 11th July, in Gibraltar Straits beat off 3 privateers. [*Claypoole's American Daily Advertiser*, Philadelphia, October 6, 1798.]

AMERICAN, Brig. *Commander:* ——— ———. *Registry Port:* Philadelphia, Pa.

Captain Henshaw, retaken from the French, Sept. 21, [1798] was fired at with shot by two American armed brigs, the *Dav. Stewart*, of Baltimore, and *American*, of Philadelphia. [The *Massachusetts Mercury*, Boston, October 5, 1798.]

AMIABLE, Ship. *Tons:* 252. *Commander:* Daniel C. Tillinghaste. *Registry Port:* Philadelphia, Pa. (Dec. 11, 1798). *Owner:* Jeremiah Warden. Built at Philadelphia, Pa., 1792.

The Proof of Ownership Certificate, dated Philadelphia, December 11, 1798, contains the following notation: "Surrendered April 23, 1800, Guns taken off."

[TDA. Custom House Records.]

AMIABLE MATILDA, Brig. *Tons:* 231; *Guns:* 12. *Commander:* Richard Stites. *Registry Port:* Philadelphia, Pa. *Owner:* John Ketland. Built at Philadelphia, Pa., 1794.

For Sale: The Brigantine *Amiable Matilda*, mounting 12 guns, burthen 2200 barrels of flour, in complete order. Apply to Thos. & Jno. Ketland. [*Claypoole's American Daily Advertiser*, Philadelphia, Wednesday, November 14, 1798.]

AMITY, Ship. *Commander:* ——— Anderson.

Arrived: The armed ship *Amity*, Capt. Anderson, from Philadelphia, arrived at Morant Bay, Jam., the day Capt. Maxfield sailed. [*Commercial Advertiser*, New York, May 31, 1798.]

AMITY, Ship. *Tons:* 296; *Guns:* 10, 6-pounders; 8, 4-pounders. *Commander:* James Cook. *Registry Port:* Philadelphia, Pa. *Owner:* Peter Blight. Built at Kittery, 1794.

Arrived at Portland, ship *John*, Capt. Moses Freeman, 25 days from Jamaica — he was convoyed out by the armed ship *Amity*, Capt. Cook, of Philadelphia, who left him after getting clear of Wattling Island. [*The Oracle of the Day*, Portsmouth, N. H., September 1, 1798.]

Savannah, 16 August, [1798] arrived ship *Amity*, of Philadelphia, Capt. Cooke, mounting 16 six pounders, 18 days from Jamaica. [*Claypoole's American Daily Advertiser*, Philadelphia, September 10, 1798.]

For Sale: Ship *Amity*, of Philadelphia, James Cook, 300 tons, 18 guns, 10 sixes and 8 four pounders. [*City Gazette & Daily Advertiser*, Charleston, S. C., December 10, 1798.]

AMPHITRITE, Schooner. *Tons:* 137; *Guns:* 10; *Men:* 22. *Commander:* Thomas Snell. *Registry Port:* New York (Aug. 9, 1798). *Owners:* Thomas, Samuel and Thomas Stagg, Jr., and Thos. Snell. Built at New York in 1798.

On August — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

Extract of a letter from Thomas Snell, commander of the private armed schooner *Amphitrite*, to T. Stagg, Jun., at New York:

"Grenada, September 27, 1798. — — — On 26th [August 1798] in Latitude 29° N., Longitude 53° W. 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 though it most prudent to quit her." ——— [*The New Hampshire Gazette*, Portsmouth, November 21, 1798.]

Stranded on the Island de Aves, on 7 October 1798, and plundered by the French Privateer *Fleur de La Mer*, Captain Pierre d'Pine. [*Claypoole's American Daily Advertiser*, Philadelphia, Dec. 7th and 21st., 1798.]

AMSTERDAM PACKET, Ship. *Commander:* Archibald Crockatt.

For Glasgow — The American Armed Ship *Amsterdam Packet*, Archibald Crockatt, Master. [*Commercial Advertiser*, New York, November 26, 1798.]

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

ANDROMACHE, Ship [?]. *Commander* ——— ———.

Allowed to arm in a British port for her defence, 1798.

[LC., Privy Council Register, Vol. 44, p. 273; P. R. O., London.]

ANN, Brig. *Tons:* 136; *Guns:* 10, 4-pounders, 2, large swivels. *Commander:* Richard Law. *Registry Port:* New York (Apr. 13, 1798). *Owners:* R. J. Thurston, T. G. Boyer, Thos. Clayton. Built at New York in 1792.

On December — 1798, owners executed bond for issue of special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

ANN, Brig. *Tons:* 160; *Guns:* 12. *Commander:* Robert Lord. *Registry Port:* Boston, Mass. *Owners:* William Parsons and Stephen Higginson.

On December 8, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

ANN, Schooner. *Tons:* 155; *Guns:* 10; *Men:* 20. *Commander:* Archibald Harshaw. *Registry Port:* Baltimore (Dec. 7, 1798). *Owner:* John Hollins. Built at Baltimore in 1798.

Issued a Sea Letter at Baltimore, Md., on December 8, 1798, bound for Havanna, with a cargo of wine, onions and dry goods.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

ANN, Sloop. *Guns:* 10. *Commander:* ——— Lee.

Norfolk, June 19th 1798. On Sunday [June 17, 1798] arrived the Brig *Mary*, Capt. D. Young, from Savanna-la-Mar, which place he left the 21st May, in company with the Sloop *Ann*, Capt. Lee, mounting 10 guns, bound to New York. [*Commercial Advertiser*, New York, June 27, 1798.]

ANNA, Schooner. *Tons:* 123. *Commander:* Josiah Ingersoll. *Registry Port:* New York (Mar. 12, 1798). *Owner:* Abraham King. Built at West Chester, N. Y., in 1796.

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

ANN AND HOPE, Ship. *Guns:* 12, 9-pounders; *Men:* 60. *Commander:* Benjamin Page. *Registry Port:* Providence, R. I. *Owners:* Brown & Ives.

Providence, July 14th 1798. Monday last [July 9, 1798] sailed for Canton the new and elegant coppered ship *Ann and Hope*, Capt. Benjamin Page, — Capt. Samuel Snow, of this town, who is appointed Consul for the United States at Canton, goes Supercargo of the Ship. She mounts [number illegible] nine pounders and carries 60 fine fellows by way of *Role D'Equipage*. [The *Massachusetts Mercury*, Boston, July 17, 1798]

"—— Sent —— a Commission for the private armed ship *Ann and Hope*, belonging to you." [See Timothy Pickering's letter of 29th August 1798, to Brown & Ives, Providence, R. I.]

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

ANN AND SUSAN, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London for Charleston, 1798.

[LC., Privy Council Register, Vol. 44, p. 215; P. R. O., London.]

APOLLO, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence, 1798.

[LC., Privy Council Register, Vol. 45, p. 237; P. R. O., London.]

ARB, Schooner. *Tons:* 97; *Guns:* 2; *Men:* 10. *Commander:* William Richardson. *Registry Port:* Baltimore, Md. (Aug. 18, 1798). *Owner:* Jeremiah Yellott. Built at Talbot, Md., in 1798.

Issued a Sea Letter at Baltimore, Md., on August 18, 1798, bound for Havanna, with a cargo of flour.

[Col. Baltimore, Md. Record of Sea Letters 1798.]

ARDENT, Ship. *Tons:* 236; *Guns:* 16; *Men:* 60. *Commander:* Alexander H. Smith; C. F. Kalkman, *Supercargo*. *Registry Port:* Baltimore, Md. (April 18, 1798). *Owners:* Samuel Smith and others of Baltimore, Md. Built at Talbot, Maryland, in 1794.

Arrived yesterday ship *Ardent*, Smith, 16 days from St. Pierre [Mart.]. Came into the Capes on Monday night, and next morning saw the frigate *Constellation* in Lynhaven bay, ready for sea — Capt. Smith saluted the fort and town with 18 guns. [*Federal Gazette & Baltimore Daily Advertiser*, Baltimore, Md., June 29, 1798.]

Baltimore, July 17th [1798] Capt. Smith, of the Ship *Ardent*, of this port, bound to sea, returned yesterday, in a pilot boat from the Capes, and left his ship in Patuxent. The cause of his return is, to procure a letter of marque commission, having learnt by a pilot boat, that a French privateer was cruising between the Capes. The *Ardent*, we understand, has 60 brave American tars on board, carries 12 guns, and as Capt. Smith is a man of courage, he will no doubt give a good account of the pirate should he fall in with him. He has our prayers for his complete success. [*Commercial Advertiser*, New York, July 20, 1798.]

ASTREA, Ship. *Guns:* 18. *Commander:* ——— Price [or Prince]. *Registry Port:* Salem, Mass.

Issued a Clearance on August 13, 1798, at Salem and Beverly, for Cadiz. [TDA. Custom House Records.]

ATALANTA, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from Liverpool to Baltimore, 1798.

[LC., Privy Council Register, Vol. 45, p. 243; P. R. O., London.]

ATALANTE, Brig. *Commander:* ——— ———.

Norfolk, December 6, [1798] Yesterday arrived the American brig *Elizabeth*, from Malaga, via Gibraltar, 53 days. Sailed from Malaga in company with 15 Sail of Armed American vessels, among whom were the brig *Retalliation* and *Atalante* bound to Boston; and the brigs *Commerce* and *Mary Ann*, bound to New York. [The *Connecticut Journal*, New Haven, Conn., December 20, 1798.]

ATLANTIC, Ship. *Guns:* 12; *Men:* 13; *Boys:* 3. *Commander:* ——— Dean.

Extract from letter, dated Falmouth, England, 11 January, 1799, from U. S. Consul Rob W. Fox, to Rufus King, U. S. Minister to London: "The American ship *Atlantic* Capt'n Dean from Charleston for London arrived here yesterday on her Passage they fell in with a French Privateer of 14 Guns & an English Brig bound from London for Galway her prize, the Ship *Atlantic* Fired 2 Guns (having about 12 Guns — 13 Men & 3 Boys) at the Privateer on which she made off & on boarding the English Brig they found her in possession of some Armed Frenchmen. Capt'n Dean therefrom took possession of the Brig & has brought her into this Port — — —."

[SDA. Falmouth, CL., Vol., 1, 1790-1802.]

ATLANTIC. Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from Liverpool to New Hampshire, 1798.

[LC., Privy Council Register, Vol. 45, p. 379; P. R. O., London.]

ATLAS, Schooner. *Tons:* 100; *Guns:* (Pierced for 12). *Commander:* ——— ———.

For Sale — The new schooner *Atlas*, about 100 tons burden; pierced for 12 guns — Now ready to receive cargo — at Fell's Point — Apply to Thomas Tenant. [*Federal Gazette & Baltimore Daily Advertiser*, Baltimore, Md., May 31, 1798.]

AUGUSTA, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence, 1798.

[LC., Privy Council Register, Vol. 44, p. 346; P. R. O., London.]

AURORA, Ship. *Tons:* 294. *Commander:* Thomas Sprigg *Registry Port:* Baltimore, Md. (Aug. 4, 1798) *Owners:* Andrew Valk and Christian Mayer. Built at Philadelphia, Pa., in 1785.

Contains notice of engagement between American ship *Aurora* [armed] and British frigate *Latona*. *Aurora* from Baltimore and carried a Letter of Marque, Capt. Thomas Spriggs. Captain of *Latona* says his men fired "without his orders." [*Federal Gazette & Baltimore Daily Advertiser*, Baltimore, Md., December 3, 1798.]

AURORA, Schooner. *Tons:* 110; *Guns:* 2; *Men:* 8. *Commander:* William Smith. *Registry Port:* Baltimore, Md. (Oct. 31, 1798). *Owner:* John Smith, Junr. Built in Matthews County, Va., in 1797.

Issued a Sea Letter at Baltimore, Md., on November 1, 1798, bound for Martinique, with a cargo of flour.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

BARBARA, Schooner. *Tons:* 120. *Commander:* Stephen Clay. *Registry Port:* New York, N. Y. (Dec. 14, 1798). *Owners:* George Ricketts and others. Built at New Windsor, N. Y., in 1797.

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA Custom House Records.]

BARBARY, Ship. *Commander:* ——— Clark. *Registry Port:* Boston, Mass.

On August 11, 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, Boston, Mass.

[TDA Custom House Records.]

The armed ship *Barbary*, Clark, for Boston, sailed from Hamburgh October 30, [1798]. The brig *Rebecca*, 18 days from New York, arrived at Curracoa, and saluted the Commodore, who returned it. [The *Massachusetts Mercury*, Boston, Mass., December 28, 1798.]

BEAUTY, Schooner. *Tons:* 103; *Guns:* 8; *Men:* 16. *Commander:* John Haynes. *Registry Port:* Baltimore, Md. *Owner:* John Hollins.

Issued a Sea Letter at Baltimore, Md., on October 29, 1798, bound for Havanna with a cargo of spices, pepper, gin, wine and dry goods.

[Col. Baltimore, Md., Record of Sea Letters, 1798.]

BELISARIUS, Ship. *Tons:* 261; *Guns:* 4; *Men:* 16. *Commander:* Benj. Crowninshield. *Registry Port:* Salem, Mass. *Owners:* Geo. Crowninshield & Sons.

Issued a Clearance on September 13, 1798, at Salem and Beverly, for Copenhagen.

[TDA Custom House Records.]

BELVEDERE, Ship. *Tons:* 256; *Guns:* 10. *Commander:* Jonathan Reynolds. *Registry Port:* New York, N. Y. *Owner:* ——— Arden.

(Philadelphia, May 16, 1798.) Yesterday the Ship *Belvedere* arrived from London, mounts 10 guns, sailed with Convoy; May 9th, Latitude 39° N., Longitude 65° W., fell in with and engaged a French Sloop privateer, of 12 guns, full of men. The privateer bore down, and fired into the ship — which immediately returned the compliment; and after exchanging a number of shot, the pirate sheered off. She had a brig with her, under English Colors. Thus is a fine ship and cargo saved by being armed, and having a spirited Commander. [*The Salem Gazette*, Salem, Mass., May 25, 1798.]

New York, Friday, May 18, [1798]. Among the many happy consequences of Arming Merchant Vessels, we instance with peculiar pleasure the Ship *Belvidere*, Capt. Reynolds, owned by Mr. Arden of this City, which has safely arrived at Philadelphia. In the Gulf Stream Capt. Reynolds fell in with a French pirate, which gave chase to him and must unquestionably, have made prize of him, had he not possessed the means and the resolution to defend himself. No sooner had the pirate come within gun-shot than Capt. Reynolds hove to and nobly repulsed the infamous picaroon. — Capt. Reynolds generously took under convoy the Ship *Warren*, Capt. Fawn, for Virginia. Capt. Reynolds well deserves and will doubtless receive the plaudits of his country men for preserving from French rapacity a fine ship and valuable cargo. [*Commercial Advertiser*, New York, May 18, 1798.]

BELVIDERE, Ship. *Guns: 14. Commander:* ——— ———.

The *Belvidere*, Letter of Marque, of 14 guns, the *America* of 16, the *Spy*, Brig *Polly*, for the Havanna, and several other vessels sailed from Reedy Island on Monday evening. [*Claypoole's American Daily Advertiser*, Philadelphia, Pa., Friday, July 20, 1798.]

BENJAMIN, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London to Lisbon, 1798.

[LC., Privy Council Register, Vol. 45, p. 183; P. R. O., London.]

BERMUDA PACKET, Sloop. *Tons:* 108; *Guns:* 12. *Commander:* ——— ———.

For Sale, the Sloop *Bermuda Packet*, Burthen 108 tons, Bermuda built, mounts 12 guns, sails remarkably fast, and is well found. [*Claypoole's American Daily Advertiser*, Philadelphia, Pa., Thursday, November 8, 1798.]

BETSEY, Brig. *Tons:* 104; *Guns:* 2; *Men:* 7. *Commander:* Joseph O'Cain. *Registry Port:* Baltimore, Md. (Aug. 25, 1798). *Owner:* Joseph O'Cain. Built at Portsmouth, Va., in 1797.

Issued a Sea Letter at Baltimore, Md., on August 25, 1798, bound for Havanna, with a cargo of flour and Indian meal.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

BETSEY, Schooner. *Tons:* 85; *Guns:* 2; *Men:* 8. *Commander:* T. Gossage. *Registry Port:* Baltimore, Md. *Owner:* W. Patterson.

Issued a Sea Letter at Baltimore, Md., on August 22, 1798, bound for Curacoa, with a cargo of flour and dry goods.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

BETSEY AND NANA, Schooner. *Tons:* 101; *Guns:* 2. *Commander:* S. Ells. *Registry Port:* Weathersfield. *Owners:* Stels, Jona Weaver, & N. Fox.

Issued a Sea Letter at Baltimore, Md., on August 22, 1798, bound for Kingston, with a cargo of Lumber.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

BETSY, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence, 1798.

[LC., Privy Council Register, Vol. 44, p. 287; P. R. O., London.]

BETSY, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from Liverpool to New York, 1798.

[LC., Privy Council Register, Vol. 45, p. 182; P. R. O., London.]

BILBOA, Schooner. *Tons:* 108. *Commander:* Elijah Cobb. *Registry Port:* Boston, Mass. (May 5, 1798). *Owners:* W^m & Edward Reynolds. Built at Duxbury, Mass., in 1795.

Tuesday, August 21^st, [1798] Arrived armed schooner *Bilboa*, Cobb, from St. Vincents, via Tortola, 21 days. [The *Massachusetts Mercury*, August 24, 1798.]

BLACK RIVER, Ship. *Tons:* 223. *Commander:* ——— Travis. *Registry Port:* New York, N. Y. Built in Connecticut in 1795.

On August 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

BOSTON PACKET, Brig. *Commander:* John Morgan. *Registry Port:* Savannah, Ga. *Owner:* Richard Dennis, of Savannah, Ga.

Issued Clearance on April 4, 1798, at Savannah, bound for St. Jago, Cuba.

[TDA. Custom House Records.]

Savannah, May 29, [1798]. The Brig *Boston Packet*, of this port, John Morgan, Master, on her passage to Jamaica, was attacked by two brigand boats, which she with difficulty beat off, after a severe engagement. On the 22^d of April [1798] she put into Cape Nichola Mole, from whence she proceeded under convoy to her port of destination. The *Boston Packet* was the *first vessel armed in this port after* the President's communication. [*Commercial Advertiser*, New York, June 18, 1798.]

BOYNE, Ship. *Tons:* 266; *Guns:* 14. *Commander:* Gilbert Floyd; Thomas Reed. *Registry Port:* New York, N. Y. (Nov. 15, 1798). *Owner:* Thomas Reed. Built at Brookhaven, N. Y., in 1796.

On November 17, 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

BROOKLINE, Ship. *Tons:* 640. *Commander:* ——— ———.

A beautiful ship of 640 tons was launched at New York the 26^th Ult^o; she was intended for the Indian trade; but will be fitted for a ship of war, and offered to government, this is called the *Brookline*. [The *Oracle of the Day*, Portsmouth, N. H., Aug. 11, 1798.]

BROTHERS, Ketch. *Tons:* 148; *Guns:* 8; *Men:* 15. *Commander:* John Felt.

Issued a Clearance on October 25, 1798, at Salem and Beverly, for Cadiz.

[TDA. Custom House Records.]

BROTHERS, Schooner. *Tons:* 110; *Guns:* 4; *Men:* 16. *Commander:* S. White. *Registry Port:* Baltimore, Md. *Owners:* Stewart & Sons.

Issued a Sea Letter at Baltimore, Md., on November 27, 1798, bound for Curracoa, with a cargo of flour and dry goods.

[Col. Baltimore, Md. Record of Sea Letters 1798.]

BROTHERS, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London for Philadelphia, 1798.

[LC., Privy Council Register, Vol. 44, p. 570; P. R. O., London.]

BUCKSKIN, Schooner. *Tons:* 162; *Guns:* 4; *Men:* 13. *Commander:* James Helms. *Registry Port:* Baltimore, Md. (Sept. 5, 1798). *Owner:* J. Smith, Jr. Built at Fells Point, Md., in 1798.

Issued a Sea Letter at Baltimore, Md., on September 5, 1798, bound for Martinique, with a cargo of flour.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]
NOTE.—Also see Schooner *Highlander* (McConnell) of Baltimore.

CALEDONIA, Ship. *Tons:* 370; *Guns:* 20. *Commander:* Francis Mallaby. *Registry Port:* New York, N. Y. (Jan. 25, 1798). *Owner:* William Kenwick. Built at Hallowell, Mass., in 1796.

Baltimore, 3rd December, arrived Ship *Clothier*, Capt. Gardiner, of Philadelphia, 16 guns, 80 men, sailed from Liverpool in company with ship *Triumph* — left at Liverpool American ships: — Ship *Warren*, Capt. Fawn, of New York, 16 guns; armed Ship *Caledonia*, Capt. Mallaby, 20 guns. [*Commercial Advertiser*, New York, December 6, 1798.]

CAMILLA, Ship. *Tons:* 163. *Commander:* Thomas Seward. *Registry Port:* Boston, Mass. (Sept. 3, 1798). *Owner:* Ebenezer Parsons. Built at Amesbury, 1794.

On September 3, 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

A letter has been received from Capt. Seward, of the armed Ship *Camillus* of this port, [Boston] belonging to Mr. Eben Parsons, informing that on his outward passage he was attacked by two French privateers, which after an action he beat off — and rescued from them a Portuguese vessel, which they had taken. His men stood to their guns with perfect resolution, and exercised them in the most active manner. This is another proof of the expediency of arming. Several Benefits result from the issue of this engagement, which all honest Americans must exult in. A Valuable ship, cargo and a number of brave fellows are preserved to their Country — and Piracy disappointed of its Prey. [*Massachusetts Mercury*, Boston, December 28, 1798.]

CAROLINA, Ship. *Tons:* 132; *Guns:* 4; *Men:* 16. *Commander:* Samuel Clarke. *Registry Port:* Baltimore, Md. (March 18, 1797). *Owners:* Stewart & Sons. Built at Baltimore in 1793.

Issued a Sea Letter at Baltimore, Md., on December 15, 1798, bound for New Orleans with a cargo of soap, wine, flour and dry goods.

[Col. Baltimore, Md. Record of Sea Letters 1798.]

CAROLINA, Ship. *Commander:* William Malcolm. *Owners:* Geo. Henry Inglis, Edward Penmore, James Gardners, of Charleston.

Issued a Clearance on June 29, 1798, at Savannah, bound for London.

[TDA. Custom House Records.]

Savannah, 27th November, Arrived ship *Carolina*, Capt. Malcolm, 53 days from London. In Latitude 44° N., Longitude 20° W. fired on by a strange ship at 9 P. M. She sheered off when fire returned. [*Commercial Advertiser*, New York, December 12, 1798.]

CAROLINE WILMAN, Brig. *Tons:* 124; *Guns:* 8; *Men:* 10. *Commander:* W. Creighton. *Registry Port:* Baltimore, Md. *Owner:* Jas. Biays.

Issued a Sea Letter at Baltimore, Md. on December 4, 1798, bound for Curacoa, with a cargo of flour, dry goods, irons & hollow glass.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

CARROLLTON, Ship. *Tons:* 308. *Commander:* Timothy Gardner. *Registry Port:* Baltimore, Md. (May 21, 1798). *Owners:* Richard Gettings, Lambert Smith, Timothy Gardner.

Baltimore, November 14th, 1798. Extract from the log book of the Ship *Carrollton*, Capt. Gardner "The 25th of Sept. [1798], off Portland, was hailed in the night by a schooner and sloop full of men, which we took to be French privateers: Seeing we showed a tier of guns, politely in broken English wished us good night and sheered off." [The *Salem Gazette*, Salem, Mass., December 11, 1798.]

CASSIUS, Ship. *Guns:* (pierced for 18). *Commander:* ——— ———.

On Monday next, the 10th instant [December 1798] at 6 o'clock in the evening, will be sold by auction, at the Merchant's Coffee house, — The Ship *Cassius*, lying at the Navy Yard, with her sails, per inventory, which will be produced at the time of sale; rigging and cables as they now lay at Smith's stores above Race Street. This ship is a fast sailer and is pierced for eighteen guns. Footman & Company, Auctioneers. [*Claypooles American Daily Advertiser*, Philadelphia, Thursday, December 6, 1798.]

CATHERINE, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence, 1798.

[LC., Privy Council Register, Vol. 45, p. 173; P. R. O., London.]

CATHERINE, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from Liverpool to Philadelphia, 1798.

[LC., Privy Council Register, Vol. 45, p. 313; P. R. O., London.]

CATO, Ship. *Commander:* John Wardrope.

Portsmouth, September 29th, 1798. On Thursday last arrived in this port, 36 days from Tobago, the American private armed Ship *Cato*, commanded by John Wardrope Esq. Soon after leaving Tobago, Capt. Wardrope was chased by a French freebooter of superior force and full of men; finding that the pirate gained him fast, Capt. Wardrope wore round and prepared for Action; after which he gallantly bore down upon Monsieur Dolittle, who prudently crowded all sail to avoid fighting. By the officer like manoeuvre, an excellent Ship, Cargo and Crew were saved from a fraternal hug. [The *Salem Gazette*, Salem, Mass., October 9, 1798.]

CERES, Brig. *Tons:* 121. *Commander:* George Duplex. *Registry Port:* New York, N. Y. (May 19, 1798). *Owners:* William Craig and others. Built at New York in 1795.

On November — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA Custom House Records.]

CHANCE, Schooner. *Commander:* Caleb Littlefield. *Registry Port:* Newport, R. I. *Owner:* James D. Wolf, of Bristol.

On July 26, 1798, issued a special commission as a private armed vessel, by Collector of Customs at Newport, R. I.

[TDA. Custom House Records.]

Letter from Capt. Caleb Littlefield, of Schooner *Chance*, of Bristol: "Havannah, 20 December, 1798. 6 Leagues east of Havanna gave a Frenchman a good beating — he had 8 four pounders and ninety men on board — I killed three of them and wounded seven, shot away several of his shrouds and splintered his mainmast so that he was obliged to take it out. — — —" [The *New Hampshire Gazette*, Portsmouth, N. H., January 30, 1799.]

CHARLES, Ship. *Guns:* 12, 6-pounders; *Men:* 35. *Commander:* ——— Salter

The Ship *Charles*, Captain Salter, coppered, mounts 12 six pounders, and 35 men — returns immediately to Jamaica. For passage apply as above. Peter Blight. [*Claypoole's American Daily Advertiser*, Philadelphia, Friday, December 14, 1798.]

CHARLES CARTER, Ship. *Commander:* John Bell.

The Armed American Ship *Charles Carter*, John Bell, Master, sails for London direct. [The *Norfolk Herald*, Norfolk, Va., Nov. 10, 1798.]

CHARLOTTE, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from Liverpool for Boston, 1798.

[LC., Privy Council Register, Vol. 44, p. 694; P. R. O., London.]

CHARLOTTE, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London for New York, 1798.

[LC., Privy Council Register, Vol. 44, p. 96; P. R. O., London.]

CHESAPEAKE, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London to America, 1798.

[LC., Privy Council Register, Vol. 45, p. 624; P. R. O., London.]

CHUTER, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London for New York, 1798.

[LC., Privy Council Register, Vol. 44, p. 186; P. R. O., London.]

CITIZEN, Schooner. *Tons:* 109; *Guns:* 4; *Men:* 8. *Commander:* A. Daniels. *Registry Port:* Baltimore Md. (Dec. 18, 1797). *Owners:* Stewart & Sons. Built in Matthews County, Va., in 1795.

Issued a Sea Letter at Baltimore, Md., on August 16, 1798, bound for Havanna, with a cargo of flour.

[Col. Baltimore, Md. Record of Sea Letters 1798.]

CITIZEN, Ship. *Tons:* 282; *Guns:* 18; *Men:* 40. *Commander:* Ezekiel Hubbel. *Registry Port:* New York. *Owners:* Henry Whiting and others. Built at Philadelphia in 1791.

For Havannah: The ship *Citizen*, Ezekiel Hubbel, Master; will mount 12 or 14 carriage guns of 4, 6 and 12 pounders, and is intended to have from 35 to 40 men. Will be ready to take in on Monday next, and will be dispatched with all convenient speed. For freight apply to Monson Hoyt, No. 142 Water Street or to Hoyt and Tom, Crane Wharf. [*Commercial Advertiser*, N. Y., August 7, 1798.]

Arrived armed Ship *Citizen*, Captain Hubbel, 18 guns, 40 men, 16 days from Havannah. Few days ago spoke armed ship *Deborah*, 20 guns, bound up the Delaware convoying a number of vessels. [*Commercial Advertiser*, New York, December 6, 1798.]

CLEOPATRA, Ship. *Tons:* 270; *Guns:* 16; *Men:* 50. *Commander:* Walter Connor. *Registry Port:* Baltimore, Md. *Owner:* A. Brown.

Arrived American Ship *Cleopatra*, Capt. Connor, from London, with news of Nelson's engagement with French fleet off Alexandria. *Cleopatra* carries 16 guns and 42 men, and gave the city a salute this morning. [*Federal Gazette & Baltimore Daily Advertiser*, Baltimore, November 17, 1798.]

Issued a Sea Letter at Baltimore, Md., on December 10, 1798, bound for Hamburg, with a cargo of sugar, coffee and tobacco.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

CLEOPATRA, Ship. *Tons:* 278. *Commander:* Thomas Wills. *Registry Port:* Philadelphia, Pa. (Jan. 23, 1798). *Owners:* Thos. M. Willing and others. Built at Philadelphia, Pa., in 1792.

The Proof of Ownership Certificate, dated Philadelphia, January 23, 1798, contains the following notation, "Surrendered 11 Jany. 1799, to insert more Guns."

[TDA. Custom House Records.]

CLOTHIER, Ship. *Tons:* 308; *Guns:* 16; *Men:* 80. *Commander:* Nath'l D. Gardner. *Registry Port:* Philadelphia. *Owner:* James Oldden. Built at Philadelphia, Pa., in 1791.

We congratulate our fellow citizens on the safe arrival (yesterday and today) of the following vessels being part of the convoy from England. — (list of ships) — Parted the southern vessels off the Capes of Virginia; and off the Delaware the Armed Ship *Nancy*, *Clothier* and *Manchester* for Philadelphia. [*Commercial Advertiser*, New York, May 28, 1798.]

Philadelphia, October 17th [1798]. We have information by the *William Penn*, that the Ship *Clothier*, Capt. Gardner, of this port, bound to Liverpool, had a very severe action in the Irish Channel, with a French privateer. The result is not precisely known. One account states, the privateer was beaten off — and another, that the Ship was captured. [The *Massachusetts Mercury*, Boston, Mass., October 26, 1798.]

COLUMBUS, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London to Boston, 1798.

[LC., Privy Council Register, Vol. 45, p. 571: P. R. O., London.]

COMMERCE, Brig. *Tons:* 123. *Commander:* Knowles Adams. *Registry Port:* New York, N. Y. (Dec. 4, 1797). *Owners:* John Mumford and others. Built at Westerly, R. I., in 1795.

Arrived armed Brig *Commerce*, Capt. Adams, from Gibraltar. [*Commercial Advertiser*, New York, November 29, 1798.]

Norfolk, December 6, 1798. Yesterday arrived the American brig *Elizabeth*, from Malaga, via Gibraltar, 53 days. Sailed from Malaga in company with 15 Sail of Armed American vessels, among whom were the brig *Retalliation* and *Atalante* bound to Boston; and the brigs *Commerce* and *Mary Ann*, bound to New York. [The *Connecticut Journal*, New Haven, Conn., December 20, 1798.]

COMMERCE, Ship. *Commander:* ——— ———. *Registry Port:* Boothbay.

New Castle, Delaware, October 18, [1798]. Arrived *Eagle*, Campbell, of 14 guns, on a cruize. Capt. Storey saw the *Clothier*, Gardner, from Philadelphia for Liverpool August 26, [1798]. Next day spoke ship *Commerce*, of Boothbay, who had spoken *Clothier*, and learned she had captured a French privateer of 10 guns in Longitude 40° W. [The *Massachusetts Mercury*, Boston, Mass., November 2, 1798.]

COMMERCE, Ship. *Commander:* ——— Hubbard. *Registry Port:* Kennebeck.

Baltimore, May 10, 1798. In Latitude 30° N., Longitude 70° 10′ W., fell in with the ship *Commerce*, of Kennebeck, Capt. Hubbard, and Sloop *Minerva*, Capt. Tyler, of New York, both from Savannah, bound to Jamaica, out six days, both armed and keeping company. [*Commercial Advertiser*, New York, May 14, 1798.]

COMMERCE, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence, 1798.

[LC., Privy Council Register, Vol. 45, p. 339; P. R. O., London.]

CONCORD, Ship. *Tons:* 171; *Guns:* 5; *Men:* 10. *Commander:* Adam Wellman. *Registry Port:* Boston, Mass. (June 15, 1797). *Owner:* William Gray, of Salem. Built at Salisbury, in 1795. Registry canceled at Salem, June 22, 1797, and received at Boston, June 30, 1797.

Issued a Clearance on October 15, 1798, at Salem and Beverly, for Copenhagen.

[TDA. Custom House Records.]

CONNECTICUT, Ship. *Tons:* 339; *Guns:* 16, 6-pounders; *Men:* 50. *Commander:* Isaac Hubbard [or Hubber]; Jacob Haylander. *Registry Port:* Philadelphia, Pa. (Aug. 2, 1798). *Owner:* Peter Blight. Built at Bath, Maine, in 1796.

The Proof of Ownership Certificate, dated Philadelphia, July 7, 1797, contains the following notation: "Surrendered August 2, 1798, to insert more Guns."

[TDA. Custom House Records.]

Philadelphia, August 16th [1798]. The armed ships *Connecticut* and *Superb*, with several other outward bound vessels lay at the Brown on Sunday and it is expected got to sea on Monday last. [*Commercial Advertiser*, New York, August 17, 1798.]

CRITERION, Ship. *Commander:* ——— Clay. *Registry Port:* New London, Conn.

On April 12, 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New London, Conn.

[TDA Custom House Records.]

CRUGER, Brig. *Tons:* 154; *Guns:* 8; *Men:* 13. *Commander:* Ebenezer Shillabar *Registry Port:* Salem, Mass.

Captain White of the Letter of Marque schooner *Maximillian*, arrived on Saturday from La Guira, that he left there on the 13th of November [1798] and that the Brig *Cruger*, Shillabar, of and for Salem, and schooner *Experiment*, of and for New York, came out in company, and as the neighbourhood of La Guira was much infested by French privateers Captain White undertook to convoy them out of danger, and saw them safe to the Monda passage, where he left them on the 20th November, all well. [*Claypoole's American Daily Advertiser*, Philadelphia, Tuesday, December 11, 1798.]

CYGIRD, Schooner. *Tons:* —; *Guns:* 2. *Commander:* T. Blackwell. *Registry Port:* Baltimore, Md. *Owners:* Will. McFadon, Jn. McFadon & R. Lawson.

Issued a Sea Letter at Baltimore, Md., on September 1, 1798, bound for St. Thomas with a cargo of flour and dry goods.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

CYGNET, Schooner. *Tons:* 91; *Guns:* 8; *Men:* 10. *Commander:* Francis Blackwell. *Registry Port:* Baltimore, Md. (Sept. 1, 1798.) *Owners:* W. McFadon & Co. Built in Talbot County, Md., in 1798.

Issued a Sea Letter at Baltimore, Md., on December 5, 1798, bound for St. Thomas, with a cargo of flour, candles, soap, lard, claret, and cheese.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

CYGNET, Ship. *Tons:* 210. *Commander:* John Johnson. *Registry Port:* New York, N. Y. (Mar. 13, 1798). *Owners:* Samuel Beuling, and John Johnson. Built at Guilford, Conn., in 1794.

Arrived the Armed Ship *Cygnet*, Johnson, was to sail in a few days after Capt. Wickham of New York. [*Commercial Advertiser*, New York, September 4, 1798.]

DAV. STEWART, Brig. *Commander:* ——— ———. *Registry Port:* Baltimore, Md.

Captain Henshaw, retaken from the French, Sept. 21, [1798] was fired at with shot by two American armed brigs, the *Dav. Stewart*, of Baltimore, and *American*, of Philadelphia. [The *Massachusetts Mercury*, Boston, Mass., October 5, 1798.]

DEBORAH, Ship. *Tons:* 425; *Guns:* 20. *Commander:* Edward Yard. *Registry Port:* Philadelphia, Pa.

Arrived armed Ship *Citizen*, Captain Hubbel, 18 guns, 40 men, 16 days from Havannah. Few days ago spoke armed shop *Deborah*, 20 guns, bound up the Delaware convoying a number of vessels. [*Commercial Advertiser*, New York, December 6, 1798.]

DESPATCH, Schooner. *Tons:* 85; *Guns:* 2; *Men:* 9. *Commander:* Meinhard Soubiron. *Registry Port:* Baltimore, Md. (Aug. 23, 1798). *Owner:* Peter D'Goverts. Built in Maryland in 1798.

Issued a Sea Letter at Baltimore, Md., on August 23, 1798, bound for Havanna, with a cargo of flour, wine, & dry goods.

[Col. Baltimore, Md. Records of Sea Letters, 1798.]

DIANA, Brig. *Tons:* 124; *Guns:* 6; *Men:* 15. *Commander:* James Freeman. *Registry Port:* Boston, Mass. (Dec. 13, 1798). *Owners:* Loring, Curtis Parkmen & Hurd, of Boston, Mass. Built at Newbury in 1795.

On December 19, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

DIANA, Brig. *Tons:* 176; *Guns:* 14. *Commander:* Richard Kirkbride. *Registry Port:* Philadelphia, Pa. *Owners:* William Griffiths & others, of Philadelphia. Built at Philadelphia, Pa., in 1792.

Captured by French Privateer *Le Vautour* (Capt. LeMaitre) on 10 July 1798, while en route Philadelphia to Liverpool, in Latitude 51°30′ N., Longitude 17°30′ W., and carried into Bordeaux, France.

[Court of Claims Archives.]

DIANA, Brig. *Commander:* ——— ———.

Saturday, September 8, [1798] — Brig *Diana*, from this place [Boston] for the West Indies, armed, has been captured by a French cruizer of treble her force. [The *Massachusetts Mercury*, Boston, Mass., Sept. 11, 1798.]

DIANA, Ship. *Tons:* 160. *Commander:* Edward Davis. *Registry Port:* Boston, Mass. (July 17, 1798). *Owner:* Edward Davis. Built at Amesbury, Mass., in 1794.

Armed ship *Diana* convoyed 50 Sail of Americans to Boston, arrived December 2, [1798]. [*Commercial Advertiser*, New York, December 9, 1798.]

DIANA, Ship. *Tons:* 205; *Guns:* 10, 4-pounders. *Commander:* Richard Flinn. *Registry Port:* Philadelphia, Pa. (Dec. 14, 1798). *Owner:* Philip Nicklin. Built at Philadelphia, Pa., in 1790.

For Sale — Ship *Diana*, burden 2100 barrels of flour, Philadelphia built — pierced for 14 guns — mounts 10 new 4-pounders. [*Claypoole's American Daily Advertiser*, Philadelphia, October 29, 1798.]

DIANA, Ship. *Guns:* 8. *Commander:* William Harrison; W^m^ Clark, *Chief Mate;* Mr. Blake, *Supercargo;* Jacob Boos, *Surgeon.* *Registry Port:* New York, N. Y.

Among list of ships taken by the French privateer *Jean Bart*, Peter Lafitte, Master, mounting 14 guns (12, 9-pounders, 150 men): Ship *Diana* from New York mounting 8 guns, bound to Demarara, taken 48 hours after leaving New York — William Harrison, Captain — William Clark, Chief Mate — Mr. Blake, supercargo — Mr. Jacob Boos, surgeon — John Hanton, boatswain — Henry Taylor gunner — John Sinclair, 2nd carpenter; — Passenger, Mr. W. Parkinson. (Capt. Harrison and the Steward sent with the ship). [*Commercial Advertiser*, New York, May 25, 1798]

Capt. Issac Very arrived at Alexandria from this port, [Salem]. In Latitude 38°30′ N., Longitude 70°30′ W. he was brought too by the privateer *Jean Bart*, Peter Lafitte, mounting 14 guns (12 of which were 9 pounders) and 150 men. She put on board him 27 men belonging to prizes she had taken, and then steered S. E. with the *Diana* under her lee. The ships she had taken were the *Merchant*, Rosseter, from New York for Bristol, taken when 24 hours out; Ship *Thomas*, Holland, 70 days from Liverpool; Ship *Diana*, from New York, mounting 8 guns, bound to Demarara, taken when 48 hours out, (The Captain & the Steward remained in their ship.) The persons put on board Capt. Very express their thanks for his kind and polite attention to them. [The *Salem Gazette*, Salem, Mass., June 1, 1798]

DIANA, Ship. *Commander:* ——— Pindar. *Registry Port:* New York.

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

DIANA, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from Liverpool to Savannah, 1798.

[LC., Privy Council Register, Vol. 45, p. 562; P. R. O., London.]

DISPATCH, Ship. *Commander:* ——— Drew. *Registry Port:* Boston, Mass.

On August 10, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

DOLPHIN, Ship. *Tons:* 139; *Guns:* 2, 4-pounders; *Men:* 12. *Commander:* John Dunwell; Geo. W. Allen, *1st Mate.* *Registry Port:* Providence, R. I. *Owner:* Stephen Dexter, Providence, R. I.

Issued a Special Commission on October 16, 1798, by Collector of Customs, Providence, R. I., as shown on Abstract of Commissions issued, dated Custom House, Providence, R. I., 18 January 1799, signed by Jeremiah Olney, Collector.

[R. I. Historical Society.]

DOVE, Brig. *Tons:* 94. *Commander:* Jesse Hollis. *Registry Port:* Boston Mass. (Dec. 6, 1798). *Owners:* Frederick W^m^ Geyer, Jr. and Thomas Geyer, of Boston. Built at Kittery in 1786.

On December 6, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

DRAGON, Schooner. *Tons:* 73; *Guns:* 2; *Men:* 7. *Commander:* Richard Bishop. *Registry Port:* Baltimore, Md. (August 31, 1798). *Owner:* Thomas Tenant. Built in Dorchester County, Md., in 1798.

Issued a Sea Letter at Baltimore, Md., on September 1, 1798, bound for St. Thomas with a cargo of flour.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

EAGLE, ———. *Guns:* 14. *Commander:* ——— Campbell.

New Castle, [Delaware] October 18, [1798] Arrived *Eagle*, Campbell, of 14 guns, on a cruize. Capt. Storey saw the *Clothier*, Gardner, from Philadelphia for Liverpool August 26, [1798]. Next day spoke Ship *Commerce*, of Boothbay, who had spoken *Clothier*, and learned she had captured a French privateer of 10 guns in Longitude 40° W. [The *Massachusetts Mercury*, Boston, Mass., November 2, 1798.]

EAGLE, Ship. *Guns:* 16; *Men:* 75. *Commander:* ——— Morrison. *Registry Port:* Charleston.

In our last we mentioned a report, that the Havanna fleet was convoyed by Spanish armed ships: we find however that the Convoy was entirely American and consisted of the Ships *Fanny*, Wellman, of Salem, 16 guns, 60 men; the Ship *Eagle*, Morrison, of Charleston, 16 guns and 75 men; Brig *Fanny*, Orman, 14 guns and 40 men; Brig *Rainbow*, 10 guns and 20 men. There were 13 Spanish Ships of War lying at the Havanna but none of them came as convoy. [The *Salem Gazette*, Salem, Mass., September 14, 1798.]

EDINBURG PACKET, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence, 1798.

[LC., Privy Council Register, Vol. 44, p. 279; P. R. O., London.]

ELEANOR, Schooner. *Tons:* 107; *Guns:* 6; *Men:* 13. *Commander:* Philip Graybell. *Registry Port:* Baltimore, Md. (Oct. 17, 1798). *Owners:* Smith, Buchanan, Hollins, and others. Built in Talbot County, Md., in 1798.

Issued a Sea Letter at Baltimore, Md., on October 18, 1798, bound for Curacoa, with a cargo of flour, sugar, port and dry goods.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

ELIZA, Bark. *Tons:* 187; *Guns:* 5; *Men:* 12. *Commander:* Moses Townsend.

Issued a Clearance on December 18, 1798, at Salem and Beverly, for Canton.

[TDA. Custom House Records.]

ELIZA, Brig. *Commander:* ——— Dennet.

Stonington, July 26th, [1798] — Arrived schooner *Olive*, J. Hull, 23 days from Tortola. The *Olive* sailed from Newfield, 27th February, [1798], bound to St. Bartholomews and St. Croix; was captured the 22d of March and ordered for Guadaloupe; next day recaptured by the English and sent to St. Johns, Antigua; paid salvage, and sailed May 3d for Newfield: May 21st Latitude 39° N., Longitude 72°30′ W., captured by the French, and ordered for Guadaloupe; June 14th recaptured by a British ship and sent into St. Johns, Antigua; paid a second salvage and sailed for Newfield, June 28th, under convoy of the brig *Eliza*, Dennet; quitted the fleet, and was captured by the French; two days after was recaptured by one of the convoy ships and brought into the fleet; in consequence of the vicissitudes of this voyage the Commodore restored the vessel to the Master without salvage, and certified it on his sea-letter, and requested it might be shewn to the government of the United States. [The *Massachusetts Mercury*, Boston, Mass., August 7, 1798.]

ELIZA, Brig. *Tons:* 134. *Commander:* Christopher O'Connor. *Registry Port:* Philadelphia, Pa. (March 2, 1798). *Owner:* John Testart. Built at Falmouth, Mass., in 1793.

The Proof of Ownership Certificate, dated Philadelphia, Pa., March 2, 1798, contains the following notation: "Surrendered March 30, 1799, Guns being taken from on board."

[TDA. Custom House Records.]

ELIZA, Brig. *Tons:* 170. *Commander:* Jacob Peterson. *Registry Port:* Philadelphia, Pa. (Dec. 8, 1798) *Owner:* James Yard. Built at Philadelphia in 1794.

The Proof of Ownership Certificate, dated Philadelphia, July 6, 1797, contains the following notation: "Surrendered December 8, 1798, to insert Guns".

[TDA. Custom House Records.]

ELIZA, Brig. *Tons:* 132; *Guns:* 4, 12-pounders; *Men:* 12. *Commander:* Thomas Woodberry, Jr. *Registry Port:* Salem, Mass. *Owner:* William Orme.

Issued a Clearance on December 12, 1798, at Salem and Beverly, for Bilboa.

[TDA. Custom House Records.]

ELIZA, Ship. *Tons:* 380; *Guns:* 12; *Men:* 30. *Commander:* Neil McNeil. *Registry Port:* Charleston, S. C.

Allowed to arm in a British port for her defence. Bound from London to Charleston, S. C., 9th of January 1798.

[LC., Privy Council Register, Vol. 43, p. 32; P. R. O., London.]

For London — To sail on or before the 31st instant, the Copper bottomed Ship *Eliza*, Neil M°Neil, Commander. Burthen 380 tons, mounts ten 24 and two 9 pounders, with men answerable; sails remarkably fast and will positively be ready for sea by the time mentioned. For Freight or Passage, having ellegant accommodations for Passengers, apply to Captain M°Neil on board at Beale's Wharf, or to Muir & Boyd. [*City Gazette and Daily Advertiser*, Charleston, S. C., Monday, 28th May, 1798.]

Charleston, October 1, 1798. The Ship *Eliza*, M°Neil, of this port for London, was taken by a French privateer, after an obstinate engagement, in which several of the crew of the *Eliza* were killed and carried into Passage. The London papers contain the following articles, which refer to the *Eliza*, Captain M°Neil, and to the privateer which capture her:

"PARIS, *July 26*,

"The Ship *L'Heureux Decide*, of Bordeaux, Capt. Noel, has taken after an engagement of an hour and an half, a vessel of 380 tons and 18 guns, the greater part of which were 36 pounders. It was bound from Charleston to London, under American colours, and it was not until it had been brought into port, that it was discovered to be an American. Its Cargo consisted of 154 chests of white sugar; 212 bags ditto; 126 chests of brown sugar; 400 bags of coffee; 260 bales of cotton; 65 hogsheads tobacco; 317 bbls rice, 12 bbls of indigo, and 18,000 Staves".

"LONDON, *August 1, 1798.*

"The American vessel from Charleston, the capture of which is stated in the last French papers, supported a running fight for two hours against a very superior force, and would perhaps have finally effected his escape, but the French in the true spirit of piracy, hoisted the bloody flag: Upon seeing which the American Commander, in tenderness to some female passengers he had on board, immediately surrendered." [The *Virginia Herald*, Fredericksburg, October 16, 1798.]

ELIZA, Ship. *Guns:* 16. *Commander:* ——— Morrison. *Registry Port:* Charleston, S. C.

Capt. Doane, of the Brig *Mercury*, from the Havanna, has furnished us with the following particulars: On the 18th [August, 1798] sailed from the Havanna, under convoy from the ships *Eliza*, of 16 guns, Capt. Morrison, of this port (the Commodore); ship *Fanny*, of Salem, 16 guns; and the brig *George*, Greggs, of New York, of 12 guns. Nothing remarkable happened in the fleet until the 25th instant, when a frigate, which proved to be the *Prevoyante*, Captain Wemiss, fell in with the fleet, and captured the ship *Bernstross*, under Danish colors, bound for this port; a schooner, under Danish colors, bound for Rhode Island; and several Americans. When she was last seen she appeared to have nine sail in possession. She fired two shot at the *Mercury*, but did not pursue her. Capt. Doane left the fleet, and did not fall in with it until the next morning. Nothing material happened afterwards. Capt. Morrison left the general convoy, and saw the vessels belonging to this port safe to the Bar yesterday; he is bound to New York. Capt. Doane speaks in the highest terms of the conduct of Capt. Morrison; he says it is impossible for any man to have been more attentive than he was to the vessels under his care. Capt. Doane was informed by Capt. Hatch, one of the fleet, that a French privateer had been in the fleet, in the night of Sunday last, and fired several shot; but he had no information of her capturing anything. [*City Gazette and Daily Advertiser*, Charleston, S. C., Wednesday, 29th August, 1798.]

ELIZA, Ship. *Tons:* 289; *Guns:* 4. *Commander:* James Odell; William Ingersol, *1st Mate. Registry Port:* Boston, Mass. *Owner:* Francis Amory.

Captured by French Privateer *Don Guichote* (Capt. Opimtin) on 13 February 1798, and recaptured by English Frigates *Nymphe, Phaeton & Mermaid* on 21 February 1798, while en route Boston to Amsterdam, in Latitude 49° 10′ N., Longitude 10°30′ W., and carried into Plymouth, England.

[Court of Claims Archives.]

ELIZA, Ship. *Commander:* ——— ———.

Commission authorized to be issued to the Ship *Eliza* by Collector of Customs, New York. See Timothy Pickering's letter of November 26, 1798, to Jno. Morrison of New York.

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

ELIZA, Snow. *Guns:* 10, 6-pounders and 6 Swivels. *Commander:* Perry Benson. *Registry Port:* Baltimore, Md. *Owners:* S. Smith & Buchanan.

Arrived the snow *Eliza*, Capt. Perry Benson, from London, last from Falmouth, which he left the 23ᵈ March [1798]. Every ship in the convoy was armed, except the *Montezuma* and *Carlisle*. The *Eliza* saluted the City this morning with 16 guns. [*Commercial Advertiser*, New York, May 10, 1798]

Baltimore, October 19, 1798. On the 19th of August, [1798] Latitude 47° N., Longitude 26°14′ W., a brig of 12 guns (French) boarded the Ship *George Washington*, Capt. Sampson, and informed Capt. Sampson that they had fallen in with, and had an engagement with the Ship *Eliza* of Baltimore, about the 10ᵗʰ or 12ᵗʰ of August. The privateer had suffered much, and reported that the *Eliza* would have sunk her, had not she fired so high. The privateer robbed the *George Washington* of a main-top-mast, and several other articles. Capt. Sampson was not informed, to his recollection, whether the *Eliza* was bound to or from Europe, but that she escaped being taken. (It is supposed that the above was the Snow *Eliza*, of Baltimore, owned by S. Smith and Buchanan, she having left Liverpool, homeward bound, on the 27ᵗʰ of July 1798, armed with 10 six pounders and 6 twelves.) [The *Salem Gazette*, November 2, 1798.]

ELIZABETH, Ship. *Commander:* ——— ———.

Wednesday, Sept. 5ᵗʰ, [1798] Arrived Ship *Sally*, Campbell, Liverpool, 47 days. Sailed in company with armed ships *Elizabeth*, for Savannah; and *Sally* for New York, parted August 26ᵗʰ Latitude 44° N., Longitude 67° W. [The *Massachusetts Mercury*, Boston, Mass., Sept. 7, 1798.]

ENTERPRIZE, Ship. *Tons:* 142. *Commander:* Joseph Moseley. *Registry Port:* Salem, Mass. *Owners:* Joseph Moseley, and others of Salem. Built at Almsbury, [Amesbury] Mass., in 1794.

Arrived Boston 13ᵗʰ November [1798] armed Brig *Orlando*, Henderson, 30 days from St. Petersburg — Sailed thence with 9 armed American vessels under Commodore Thorndike in *Sally* of Beverly — and *Reliance*, Webber of Boston; *Enterprize*, *Osmore*, and *Sukey*, of Salem. [*Commercial Advertiser*, New York, November 20, 1798.]

ESTHER AND ELIZA, Schooner [?]. *Commander:* ——— ———.

Delaware, Wilmington, August 25ᵗʰ, [1798] The *Esther and Eliza* which was fitted out as a Letter of Marque against the French, is carried into Bermuda. [The *Massachusetts Mercury*, Boston, Mass., Sept. 7, 1798.]

EVELINA, Schooner. *Tons:* 133; *Guns:* 12; *Men:* 30. *Commander:* Henry Tyson. *Registry Port:* Baltimore, Md. (July 12, 1798) *Owner:* James Barry. Built at Baltimore in 1798.

Norfok, September 25, [1798] Arrived last Saturday in Hampton Roads, 12 days from Havanna, schooner *Evelina*, Tyson, mounting 12 guns and 30 men, bound to Baltimore. [*Claypoole's American Daily Adviertiser*, Philadelphia, October 3, 1798.]

EXCHANGE, Brig. *Tons:* 185; *Guns:* 6; *Men:* 10. *Commander:* William Richardson.

Issued a Clearance on September 13, 1798, at Salem and Beverly, for Copenhagen.

[TDA. Custom House Records.].

EXPERIMENT, Brig. *Guns:* 20; *Men:* 70. *Commander:* ——— Jemry. *Registry Port:* Philadelphia, Pa.

Baltimore, August 28, [1798]. Left at Kingston Schooner *Polly*, Davis, Philadelphia, carried in cargo libelled; *Yeatman*, Crane, Philadelphia; *Experiment*, Jemry, Philadelphia, of 20 guns and 70 men; *Polly*, Blackhouse, Philadelphia. All to sail the 8th of August, under convoy of the *Experiment* and *Polly*. [*Commercial Advertiser*, New York, August 31, 1798.]

EXPERIMENT, Schooner. *Tons:* 85; *Guns:* 4; *Men:* 12. *Commander:* Samuel Knap. *Registry Port:* Baltimore, Md. (Aug. 10, 1798). *Owners:* David Stewart & Sons. Built at Norfolk, Va., in 1797.

Issued a Sea Letter at Baltimore, Md., on December 5, 1798, bound for Havanna, with a cargo of butter, flour and dry goods.

[Col. Baltimore, Md., Record of Sea Letters, 1798.]

FABIUS, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London for New York, 1798.

[LC., Privy Council Register, Vol. 44, p. 271; P. R. O., London.]

FACTOR, Ship. *Guns:* 10. *Commander:* ——— Farrell; Sharpe, *1st Mate. Registry Port:* New York.

On November — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

On December 16, 1798, while en route from New York to London, had an engagement with and was captured by the French privateer, *Intrepid*, of 22 guns; after taking Captain Farrell on board the privateer, the *Factor* escaped during the night and proceeded to Liverpool under command of her first mate, Sharpe. [*Commercial Advertiser*, New York, April 17, 1799.]

FACTOR, Ship. *Commander:* John Kemp. *Registry Port:* New York[?].

Yesterday arrived the ships *Sampson*, Rook, from Canton, and the *Factor*, Kemp, from London. On passing the Fort, they each fired a salute, one of 12 and the other 13 guns. [*Commercial Advertiser*, New York, May 14, 1798.]

FAIR AMERICAN, Ship. *Commander:* ——— Provost. *Registry Port:* New York.

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

FAIR AMERICAN, Ship. *Tons:* 231; *Guns:* 12. *Commander:* Henry Treadwell. *Registry Port:* New York.

Arrived the Ship *Fair American*, Capt. Treadwell, of and for New York, was to clear from Greenock on the 25th of June. She mounts 12 guns. [*Commercial Advertiser*, New York, August 29, 1798.]

FAME, Ship. *Tons:* 180; *Guns:* 8. *Commander:* John Brown. *Registry Port:* New York, N. Y. (Feb. 12, 1798). *Owner:* John Jukel, of New York, N. Y. Built at Philadelphia in 1791.

Captured by French Privateer *La Vengeance* (Capt. Francois Lange) on March 16, 1798, while en route New York to Port au Prince, in Latitude 22°45′N., Longitude 68°52′W., and carried into Porto Rico.

[State Dept. Archives.]

FAME, Ship. *Tons:* 274. *Commander:* William Story. *Registry Port:* New York, N. Y., (Dec. 4, 1798.). *Owners:* Geo. Barnwall and L. Steinbach. Built at Sag Harbor, N. Y., in 1795.

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Customs House Records.]

FAME, Ship. *Guns:* 16 carriage, 4 and 6 pounders. *Commander:* Seth Webber.

Permitted to arm [in a British port] on December 18, 1798, bound from Liverpool to Leghorn.

[Privy Council Register, Vol. 45, p. 52, P. R. O., London.]

FANNY, Brig. *Tons:* 98; *Guns:* 2; *Men:* 8. *Commander:* George Billups. *Registry Port:* Baltimore, Md. (Sept. 9, 1798). *Owners:* Smith Buchanan & others. Built in Maryland in 1790.

Issued a Sea Letter at Baltimore, Md., on September 17, 1798, bound for Surinam with a cargo of pork, beef, flour & dry goods.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

FANNY, Brig. *Guns:* 14; *Men:* 40. *Commander:* ——— Orman [or Ormond].

Baltimore, September 3, [1798] Schooner *Sisters*, Johns, 14 days from the Havannah, sailed under convoy of 6 armed vessels, with a fleet consisting of about 70 sail of Americans. The following vessels were employed by the fleet under bonds, to defend them from everything: Ship *Eliza*, Morrison, of 16 guns, 75 men; Ship *Fanny*, Wellman, of 16 guns, 60 men; Brig *George*, Gregg, of 15 guns, 30 men. The following Captains pledged their honors, to defend the fleet in case of emergency: Capt. Orman, Brig *Fanny*, 14 guns, 40 men; Capt. Cobb, Brig *Rainbow*, 10 guns, 15 men; Capt. Morse, Schooner *Maria Matilda*, 8 guns, 20 men, and several others with more or less guns. [*Commercial Advertiser*, New York, September 6, 1798.]

FANNY, Brig. *Guns:* 10. *Commander:* ——— ———. *Registry Port:* Charleston.

New York, December 31st 1798 The *Amiable Creole* sailed in company with the Brig *Fanny*, of Charleston, of 10 guns; Brig *Mercury*, of Charleston, of 16 guns; Bark *Hope*, of Boston, of 10 guns, and a number of others not armed. The *Baltimore* convoyed the fleet to Latitude 29° N. and then every one made the best of his way. [The *Salem Gazette*, Salem, Mass., January 8, 1799.]

FANNY, Ship. *Commander:* Daniel H. Braine. *Registry Port:* New York.

On December —, 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

FANNY, Ship. *Guns:* 16; *Men:* 60. *Commander:* ——— Wellman. *Registry Port:* Salem, Mass.

Arrived Schooner *Lisbon*, from Havanna, having been convoyed by American Ship *Eliza*, Capt. Morrison, of Charleston, carrying 16 Guns and 75 men; the Ship *Fanny*, Wellman, of Salem, with 16 Guns and 60 men; and the Brig *George*, Gregg, of New York, with 10 guns and 35 men. [The *Norfolk Herald*, Norfolk, Va., Sept. 6, 1798.]

Salem, September 14th [1798]. In the *Salem Gazette* of Tuesday last it was mentioned that the Havanna fleet was convoyed by Spanish armed ships; we find, however, that the convoy was entirely American, and consisted of the Ship *Fanny*, Wellman, of Salem, 16 guns and 60 men; the Ship *Eagle*, Morrison, of Charleston, 16 guns and 75 men; Brig *Fanny*, Orman, 14 guns and 40 men; Brig *Rainbow*, 10 guns and 20 men. There were 13 Spanish Ships of War lying at the Havanna, but none of them came as convoy. Commodore Wellman, on his arrival in port, gave a federal and truly joyful salute. Much anxiety has been entertained for the safety of the property now arrived, as the French pirate boats had been a long time waiting at the Havanna for its sailing, to take it under convoy to a French port; but they at length found that they would have too many guns to encounter, and had waited in vain. [The *Oracle of the Day*, Portsmouth, N. H., Sept. 22, 1798.]

FANNY AND JANE, Brig. *Tons:* 142; *Guns:* 2; *Men:* 8. *Commander:* P. Gisse. *Registry Port:* Baltimore, Md. *Owner:* J. Carrere.

Issued a Sea Letter at Baltimore, Md., on August 21, 1798, bound for Havanna, with a cargo of flour.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

FAVORITE, Ship. *Tons:* 160; *Guns:* 6; *Men:* 14; *Boys*, 2. *Commander:* Richard Marner. *Registry Port:* New York, N. Y. (May 21, 1798). *Owners:* Chas. Moulton and John Thompson. Built at New London, Conn., in 1789.

On October — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.
[TDA. Custom House Records.]

Falmouth (Jamaica) November 14th 1798 Friday arrived here the American armed Ship *Favourite*, Mariner, in 20 days from New York. *Favourite* attacked by French Privateer November 3rd, 1798, south end of Heneaga — exchanged shots — privateer escaped on account of having sweeps which she put out, and plenty of men to man them. The wind failed and *Favourite* could not continue the chase. *Favourite* had 6 guns, 14 men & 2 boys. [The *Salem Gazette*, Salem, Mass., January 8, 1799.]

FELICITY, Schooner. *Tons*: 131; *Guns:* 10; *Men:* 20. *Commander:* Johans Lowe. *Registry Port:* Baltimore, Md. (Aug. 1798). *Owner:* John Hollins. Built at West River, Md., in 1796.

Issued a Sea Letter at Baltimore, Md., on November 26, 1798, bound for Havanna and Vera Cruse with a cargo of wine, brandy and dry goods.
[Col. Baltimore, Md. Record of Sea Letters, 1798.]

FELICITY, Ship. *Commander:* ——— ———. *Registry Port:* Alexandria, Va.

New York, June 8, 1798. The Ship *Felicity* of Alexandria being fortunately Armed, protected herself and 3 other American vessels from a French pirate who lately attacked them. [The *Salem Gazette*, Salem, Mass., June 15, 1798.]

FINANCIER, Ship. *Commander:* — Clark.

Saturday, October 27, [1798] arrived Ship *Financier*, Clark, Arch-Angel 44 days. Sailed in company with Capts. Wheatland, [*Perseverance*] of Salem, Dow[n]ing, of Salem. Left there Capt. Smith, of Salem. On Tuesday last spoke Ship *Sultan* and *John Jay*, from Boston, bound out. The | *Financier* on anchoring saluted the town. [The *Massachusetts Mercury*, Boston, Mass., October 30, 1798.]

FIVE BROTHERS, Ship. *Guns:* 12, 6-pounders; *Men:* 40. *Commander:* — Phillips. *Registry Port:* Boston, Mass.

On December 26, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, Boston, Mass.
[TDA. Custom House Records.]

FLY, Brig. *Tons:* 179; *Guns:* 6; *Men:* 14. *Commander:* Francis Smithwick. *Registry Port:* Baltimore, Md. (Nov. 27, 1798). *Owner:* William Cole. Built at Norfolk, Va., in 1795.

Issued a Sea Letter at Baltimore, Md., on November 28, 1798, bound for Cadiz, with a cargo of tobacco, rice and staves.
[Col. Baltimore, Md. Record of Sea Letters, 1798.]

FOUR SISTERS, Ship. *Tons:* 177; *Guns:* 2; *Men:* 11. *Commander:* Isaac Rea.

Issued a Clearance on December 26, 1798, at Salem and Beverly, for Savannah.
[TDA. Custom House Records.]

FOUR SISTERS, Ship. *Commander:* — M'Lean.

New London, June 24th [1798] Sailed Armed Ship *Four Sisters*, Commodore M'Lean, convoying Brigs *Horatio*, Whiting; *Matilda*, Smith; *Hope* — etc. for West Indies. [*Commercial Advertiser*, New York, June 30, 1798.]

FOX, Brig. *Tons:* 113. *Commander:* Benjamin Ward. *Registry Port:* New York, N. Y. (Dec. 4, 1798). *Owner:* John B. Desdoity. Built at New York in 1793.

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.
[TDA. Custom House Records.]

FOX, Schooner. *Tons:* 118; *Guns:* 4; *Men:* 8. *Commander:* James Mitchell. *Registry Port:* Baltimore, Md. (May 17, 1798). *Owner:* Ashbel Welles. Built at Chatham, Conn., in 1797.

Issued a Sea Letter at Baltimore, Md., on December 13, 1798, bound for La Guira, with a cargo of flour.
[Col. Baltimore, Md. Record of Sea Letters 1798.]

FOXWELL, Ship. *Guns:* 20, 4 and 6 pounders; *Men:* 30. *Commander:* ——— Stephens.

"The American Ship *Foxwell*, Capt. Stephens, mounting 20 guns (4 and 6 pounders) with 30 men, will * * * be ready to sail hence for Boston * * * by the 25th of this month (September) * * *" (From Elias Vander Horst's letter of 14th September 1798, at Bristol, England, to Secretary of State, Washington.)

[State Dept. Archives, Bristol, Vol. 1, 1791–1799.]

FRANKLIN, Ship. *Tons:* 243. *Commander:* James Devereaux. *Registry Port:* Boston, Mass. (Dec. 3, 1798). *Owner:* Jas. Dunlap, of Boston. Built at Salem, Mass., in 1796.

For Hamburgh, — provided sufficient freight offers, — the fast sailing, copper-bottomed, armed ship *Franklin*, burthen 250 tons, lying at Foster's Wharf; will sail with all possible expedition. For freight or passage apply to John Hancock at store, No. 8 Merchants Row. [The *Massachusetts Mercury*, Boston, Mass., Sept. 21, 1798.]

FRANKLIN, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence, 1798.

[LC., Privy Council Register, Vol. 45, p. 572; P. R. O., London.]

FRIENDSHIP, Schooner. *Tons:* 111; *Guns:* 1; *Men:* 9. *Commander:* Herbert Woodberry.

Issued a Clearance on September 26, 1798, at Salem and Beverly, for Bilboa.

TDA. Custom House Records.]

FRIENDSHIP, Ship. *Tons:* 342; *Guns:* 8; *Men:* 21. *Commander:* Israel Williams. Issued a Clearance on September 25, 1798, at Salem and Beverly, for Hamburg.

[TDA. Custom House Records.]

GALEN, Ship. *Tons:* 261; *Guns:* Pierced for 18; *Men:* 30. *Commander:* John Mackay. *Registry Port:* Boston, Mass. (Dec. 10, 1798). *Owners:* Eliakim Morse and Benj. Eddy of Boston. Built at Charlestown in 1798.

For London, the new ship *Galen*, John Mackay, Commander, will be ready to receive freight on board in six days, and will sail with all possible dispatch; she is built for a regular Trader, of the best materials, and by the most approved workmen, and under the direction of an old experienced Commander; calculated for a prime sailor, and pierced for 18 guns, and will carry 30 men, has excellent accommodations for passengers. For freight and passage please apply to E. Morse, No. 6 Dock St. [The *Massachusetts Mercury*, Boston, Mass., November 13, 1798.]

GALIOT, Schooner. *Tons:* 140. *Commander:* Thomas Hudson. *Registry Port:* New York, N. Y. (June 1, 1798). *Owners:* N. G. Rutgers and others. Built in Connecticut in 1798.

On September — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

GALLANT, Schooner. *Tons:* 124 [?]; *Guns:* 16 [?]. *Commander:* Thomas Pierce [?]. *Registry Port:* New York [?] (June 14, 1798). *Owners:* Jno. Jukel [?]. Built at Say Brook, Conn., in 1798 [?].

For sale — The new fast sailing pilot-boat built schooner *Alecto*, lying at Murray's Wharf, Coffee house slip, burthen 133 tons, built upon the model of the schooner *Gallant* and calculated for carrying 16 guns. For further particulars inquire of Mr. Joseph W. Alsop or Isaac Riley. [*Commercial Advertiser*, New York, August 25, 1798.]

GANGES, Ship. *Tons:* 504; *Commander:* ——— ———. *Registry Port:* Philadelphia, Pa. (6 July 1796). *Owners:* Thomas Willing, Thomas Mayne Willing, and Thomas W. Francis. Built at Philadelphia in 1795.

Sold by the owners to the U. S. Government on 3 May 1798, and fitted out as a vessel of the U. S. Navy, as the U. S. S. *Ganges*.

[GAO, No. 9749.]

GENERAL WASHINGTON, Ship. *Tons:* 252; *Guns:* 16. *Commander:* John Latimer. *Registry Port:* Philadelphia, Pa. (Dec. 12, 1798). *Owner:* Daniel W^m^ Coxe. Built at Wilmington, Del., in 1790.

For Freight or Charter to the Havanna on reasonable terms, the ship *General Washington*, a staunch fast sailing vessel, of about 3000 barrels burthen, will mount 16 guns and be well manned and fitted for defence. Apply to Daniel W. Coxe, No. 113 Walnut Street, near Fourth Street. [*Claypoole's American Daily Advertiser*, Philadelphia, Friday, Dec. 14, 1798.]

GENERAL WASHINGTON, Ship. *Tons:* 231. *Commander:* Francis Roberts. *Registry Port:* Boston, Mass. *Owners:* W^m^ Parsons and Stephen Higginson. Built at Bradford, Mass., in 1798.

On December 17, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, Boston, Mass.
[TDA. Custom House Records.]

GENERAL WAYNE, Ship. *Tons:* 199. *Commander:* John Seaman. *Registry Port:* New York, N. Y. (May 16, 1798). *Owners:* Chas. Watkins and others. Built at Cape Elizabeth in 1794.

Brig *Amiable Creole*, Orr, 21 days from Havanna and reports the armed ship *General Wayne*, Seaman, was there. [*Commercial Advertiser*, New York, December 27, 1798.]

GEORGE, Brig. *Tons:* 135; *Guns:* 15; *Men:* 30. *Commander:* David Gregg. Edward Healy. *Registry Port:* New York, N. Y. (Apr. 27, 1798). *Owner:* John G. Lockwood. Built in North Carolina in 1786.

Arrived Schooner *Lisbon*, from Havanna, having been convoyed by American Ship *Eliza*, Capt. Morrison, of Charleston, carrying 16 guns and 75 men; the Ship *Fanny*, Wellman, of Salem, with 16 guns and 60 men; and the Brig *George*, Gregg, of New York, with 10 Guns and 35 men. [The *Norfolk Herald*, Norfolk, September 6, 1798.]

On November — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.
[TDA. Custom House Records.]

GEORGE WASHINGTON, Ship. *Tons:* 624; *Guns:* 24 9-pounders, 8 6-pounders. *Commander:* ——— ———. *Registry Port:* Providence, R. I. *Owner:* John Brown.

Purchased by the U. S. Government in October 1798; fitted out as a vessel of the U. S. Navy, as the U. S. S. *George Washington*.
[NDA.]

GEORGIA PACKET, Brig. *Tons:* 113; *Guns:* 12. *Commander:* Richard Thomas. *Registry Port:* New York, N. Y. (May 4, 1798). *Owner:* John Blagge. Built at Philadelphia in 1791.

On November — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.
[TDA. Custom House Records.]

GOOD HOPE, Brig. *Tons:* 187; *Guns:* 2; *Men:* 10. *Commander:* Jonathan Neale.

Issued a Clearance on December 8, 1798, at Salem and Beverly, for Bilboa.
[TDA. Custom House Records.]

GRACE, Brig. *Tons:* 106; *Guns:* 2; *Men:* 8. *Commander:* John Thompson. *Registry Port:* Baltimore, Md. (Apr. 7, 1797). *Owners:* John Thompson & Archibald Shaw. Built at Great Choptank, Md., in 1795.

Issued a Sea Letter at Baltimore, Md., on October 6, 1798, bound for Baracoa, with a cargo of flour and pork.
[Col. Baltimore, Md. Record of Sea Letters, 1798.]

GRACE, Ship. *Tons:* 253. *Commander:* James Drummond. *Registry Port:* New York, N. Y. (Aug. 11, 1798). *Owners:* W^m^ Livandervort & James Drummond. Built at New York in 1792.

On August — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.
[TDA. Custom House Records.]

GRAY, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London for New York, 1798.
[C., Privy Council Register, Vol. 44, p. 186; P. R. O., London.]

GREYHOUND, Schooner. *Tons:* 90. *Commander:* Elnathan Clark. *Registry Port:* New York, N. Y. (Oct. 27, 1797). *Owners:* John Blagge, and Daniel Hawley. Built at New London, Conn., in 1797.

On August — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

GREYHOUND, Schooner. *Tons:* 78; *Guns:* 2; *Men:* 9. *Commander:* Jos. Deshields. *Registry Port:* Baltimore, Md. (Aug. 23, 1798). *Owners:* Gittings & Smith Co. Built in Matthews County, Va., in 1796.

Issued a Sea Letter at Baltimore, Md., on August 23, 1798, bound for Havanna, with a cargo of flour.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

GREYHOUND, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence, 1798.

[LC., Privy Council Register, Vol. 45, p. 392; P. R. O., London.]

HAMBURGH PACKET, Ship. *Tons:* 322; *Guns:* 10 carriage. *Commander:* Silas Swain. *Registry Port:* Philadelphia, Pa. (31 October 1795). *Owners:* Philip Nicklin and Robert E. Griffith. Built at Philadelphia in 1794.

Sold by the owners to the U. S. Government on 5 May 1798, and fitted out as a vessel of the U. S. Navy, as the U. S. S. *Delaware.*

[GAO, No. 9,800.]

HANCOCK, Ship. *Commander:* ——— Crocker. *Registry Port:* Boston, Mass.

On August 22, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

HANNAH, Brig. *Tons:* 138; *Guns:* 1; *Men:* 8. *Commander:* Benja. Swett. William Wyman.

Issued a Clearance on May 26, 1798, at Salem and Beverly, for Cadiz.

Issued a Clearance on December 11, 1798, at Salem and Beverly, for Tranquebar. (W^m^ Wyman, Commander)

[TDA. Custom House Records.]

HANNAH, Schooner. *Tons:* 101; *Guns:* 6; *Men:* 13. *Commander:* John Griste; John Proctor, *Mate*; Richard Thompson, *2nd Mate. Registry Port:* Marblehead, Mass. *Owners:* Loring & Curtis, of Marblehead.

Captured by French Privateer *Filibustier* (Capt. Peter Icard) on 10 December 1798, while en route Marblehead to Mediterranean, 6 leagues off Malaga, Spain, and carried into Malaga.

[SDA.]

HANNAH, Ship. *Guns:* 6. *Commander:* Richard Fryer. *Registry Port:* Portsmouth, Va. *Owner:* John Cox, Portsmouth, Va.

Captured by French Privateer *La Vengeance*, of Bordeaux, on 14 September 1798, while en route Portsmouth, Va. to London, England, and carried into Port Passage, Spain.

[SDA.]

HANNAH, Ship. *Guns:* 18. *Commander:* ——— Morland.

"The American Ship *Hannah*, Capt. Morland, and the American Brig *Pallas*, Capt. Collins, the former with 18 Guns and the latter with 14, the first for Boston, the second for Charleston * * *." (From Elias Vander Horst's letter of 11 October 1798, at Bristol, England, to Rufus King, London).

[SDA.]

HARMONY, Schooner. *Commander:* ——— Price. *Owner:* ——— Price.

May 14^th^, [1798] loss of the armed three masted Schooner *Harmony*, Captain Price, who sailed on Saturday, the 5^th^ instant from this port for Surinam. (She was struck by a squall "which overset her and she filled", 10 people were drowned. They were taken off the wreck by Schooner *Betsy*.) The *Harmony*, we understand, was a Danish bottom and belonged to the Captain. [The *Connecticut Journal*, New Haven, Conn., May 23, 1798.]

HARMONY, Ship. *Guns:* 14. *Commander:* ——— Kollock. *Registry Port:* Philadelphia, Pa.

Yesterday arrived the ship *Harmony* of Philadelphia, Capt. Kollock, in 120 days from Calcutter. The *Harmony* mounts 14 guns, and fired a salute of 15 guns as he passed the Fort on Governor's Island. [*Commercial Advertiser*, New York, Saturday evening, April 28, 1798.]

HARPLER, Ship. *Guns:* 20. *Commander:* ——— ———. *Registry Port:* Boston, Mass.

Arrived yesterday schooner *Fair Trader*, Capt. Osburn, in 20 days from St. Christophers. Sailed in company with a fleet of about 230 English and 75 Americans under convoy of 10 frigates and sloops. In Latitute 22° N., the Americans left the English fleet under convoy of the Ship *Harpler*, of Boston, of 20 guns, and several others armed. The schooner *James*, of 8 guns, and a brig, left us in Latitude 29° N. [*Commercial Advertiser*, New York, August 23, 1798.]

HARRIET, Brig. *Commander:* ——— Brightman.

Arrived, Thursday, May 2, 1798, Brig *Harriet*, Brightman, St. Vincents, 30 days, sailed in company with six American vessels, among them the *Atlantic*, Perkins; and the *Two Friends*, Blanchard, for Boston. The *Harriet* being armed served as convoy. [The *Massachusetts Mercury*, Boston, Mass., May 4, 1798.]

HAWKE, Schooner. *Tons:* 69; *Guns:* 2; *Men:* 7. *Commander:* Joseph Lovett, Jr.

Issued a Clearance on December 20, 1798 at Salem and Beverly, for St. Anders.

[TDA. Customs House Records.]

HAZARD, Brig. *Guns:* 8 carriage. *Commander:* ——— Nash. *Registry Port:* Boston, Mass.

On November 9, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

Boston, February 21st 1799, Capt. Nash, in the Brig *Hazard*, of this port, armed with 8 carriage guns on the 17th December, 1798, off Bilboa bar, having a pilot on board, was attacked by 2 French privateers, one of 8 guns, and 50 men, and the other of 2 guns and 30 men, which he fought two hours and a half, and finally beat off — but 2 French luggers coming out of St. Anthony's harbour, of 10 guns each, Capt, Nash was obliged to bear down to 2 English luggers, to whom he gave 500 dollars, to convoy him to Bilboa bar. Capt. Nash had 6 of his carriage guns dismounted by having block wheels. We hope this circumstance will operate as a caution to those concerned, to see that their gun-carriages are mounted on sufficient wheels. [The *Salem Gazette*, Salem, Mass., February 22, 1799.]

HAZARD, Brig. *Tons:* 126. *Commander:* Francis Roberts. *Registry Port:* Boston, Mass. (July 13, 1797). *Owners:* William Parsons & Stephen Higginson Built at Haverhill in 1791.

Boston, October 11th 1798. This day arrived Brig *Hazard*, Roberts, from Hamburg, 54 days. She is well armed and on anchoring saluted the town with a federal discharge, which was returned by the *Joseph*, a well armed brig. [The *Salem Gazette*, Salem, Mass., October 16, 1798.]

HAZARD, Ship. *Commander:* Richard Gardner. *Registry Port:* Salem, Mass.

Issued a Clearance on November 16, 1798, at Salem and Beverly, for Cadiz and Gibraltar.

[TDA. Custom House Records.]

HELEN, Schooner. *Commander:* ——— ———.

The American Armed Schooner *Helen*, will sail for St. Thomas. [The *Norfolk Herald*, Norfolk, December 18, 1798.]

HENRY, Sloop. *Guns:* 6, 3-pounders, 2, 2-pounders. *Men:* 14. *Commander:* ——— Casach.

Chased by a French privateer, on December 28, 1798, in Latitude 20° N., Longitude 62° 30′ W., and escaped. [*Claypoole's American Daily Advertiser*, Philadelphia, March 19, 1799.]

HERALD, Ship. *Tons:* 279; *Guns:* 19. *Commander:* Edward Davis. *Registry Port:* Boston, Mass. (Oct. 27, 1797). *Owner:* Edward Davis, of Boston. Built at Newbury in 1797.

Wednesday, May 1, Arrived Ship *Herald*, Davis, London, 45 days. Sailed with a fleet of 50 Sail of American vessels under convoy of a British 64 gun ship and a sloop of war: — (List of convoys follows.) March 31, a French privateer came in sight of the *Herald's* guns, and then bore away. The *Herald* has 19 guns mounted. [The *Massachusetts Mercury*, Boston, Mass., May 4, 1798.]

Sold by Edward Davis to the U. S. Government, on 12 June 1798, and fitted out as a vessel of the U. S. Navy, as the U. S. S. *Herald*.

[GAO, No. 9847.]

HERALD, Ship. *Tons:* 325. *Commander:* Richard Derby. *Registry Port:* Boston, Mass. (Dec. 13, 1798). *Owners:* Ebenezer Preble & Sam'l Parkman, of Boston. Built at Falmouth, Mass., in 1797.

On December 17, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

HERCULES, Ship. *Tons:* 498; *Guns:* 20. *Commander:* Benjamin Hinds. *Registry Port:* Boston, Mass. (Feb. 16, 1798). *Owner:* Ebenezer Frothingham. Built at Exeter, 1793.

New London, July 28, [1798.] The Ship *Hercules*, of Boston, and Ship *Alexandria*, of Alexandria, with a number of others were arming in Martinique, on account of a report via Guadaloupe, of a war between France and America. [The *Massachusetts Mercury*, Boston, Mass., August 7, 1798.]

Friday, August 24th [1798] — Arrived Ship *Hercules*, mounting 20 guns, Capt. Hinds, from Martinico, 30 days. Sailed with Convoy. [The *Massachusetts Mercury*, Boston, Mass., August 28, 1798.]

HIGHLANDER, Schooner. *Tons:* 138; *Guns*, 12; *Men:* 21. *Commander:* Thomas McConnell. *Registry Port:* Baltimore, Md. (Oct. 16, 1798). *Owner:* Gabriel Wood. Built at Havre de Grace, Md., in 1796.

Issued a Sea Letter at Baltimore, Md., on October 11, 1798, bound for Martinique, with a cargo of flour, wine, candles and tobacco.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

Alexandria, December 29, [1798]. Armed schooners *Neptune* and *Welcome Return*, owned by Robert T. Hooe, commanded by Capts. Willis and Gutherie, arrived from St. Kitts — Sailed December 1, in company with armed Schooner *Buckskin*, Capt. Helm, of Baltimore — passenger with Capt. Willis, Capt. Thomas M^cConnell captured in Schooner *Highlander*, 12 guns, of Baltimore, 22 men, on 4th November, in Latitude 19° 10′ N., Longitude 50° W. — 1st Mate shot in shoulder — 2nd Mate killed — 3 seamen wounded — Privateer *Guadaloupe* 12 guns, 96 men — engaged 3 glasses. [*New York Spectator*, New York, January 5, 1799.]

HOPE, Bark. *Guns:* 10. *Commander:* ——— ———. *Registry Port:* Boston, Mass.

New York, December 31st 1798. The *Amiable Creole* sailed in company with the brig *Fanny*, of Charleston, of 10 guns; Brig *Mercury*, of Charleston, of 16 guns; Bark *Hope*, of Boston, of 10 guns, and a number of others not armed. The *Baltimore* convoyed the fleet to Latitude 29° N. and then every one made the best of his way. [The *Salem Gazette*, Salem, Mass., January 8, 1799.]

HOPE, Brig. *Tons:* 118; *Guns:* 4; *Men:* 10. *Commander:* James Mills. *Registry Port:* Baltimore, Md. (Oct. 23, 1798). *Owners:* P. D'Gavert and Thos. Nicholls. Built at Nanticoke, Md., in 1798.

Issued a Sea Letter at Baltimore, Md., on October 23, 1798, bound for Demirara with a cargo of soap, oil, wine, dry goods and perfumery.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

HOPE, Schooner. *Tons:* 86; *Guns:* 2; *Men:* 7. *Commander:* J. Benson. *Registry Port:* Baltimore, Md. *Owners:* Rogers & Owings.

Issued a Sea Letter at Baltimore, Md., on August 23, 1798, bound for Havanna with a cargo of flour.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

HOPE, Ship. *Guns*, 18; *Men: 60. Commander:* Elijah Clark. *Registry Port:* Boston, Mass.

Ship *Hope*, Clark, of Boston, mounting 18 guns and having 60 men; and Capt. Boswell, of Boston, in a ship [*Sally*] of 16 guns and 50 men, have preserved a number of American vessels in the West Indies from French piracy. [The *Massachusetts Mercury*, Boston, Mass., Sept. 7, 1798.]

HOPE, Ship. *Tons:* 157; *Guns:* 4; *Men:* 10. *Commander:* George Hastie. *Registry Port:* Baltimore, Md. *Owner:* John Savage.

Issued a Sea Letter at Baltimore, Md., on November 30, 1798, bound for Bilboa with a cargo of sugar, staves, tobacco and cocoa.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

HOPE, Ship. *Commander:* Benjamin Smith. *Registry Port:* Newport, R. I. *Owner:* Chas. D. Wolf, of Bristol.

On December 17, 1798, issued a special commission as a private armed vessel by Collector of Customs at Newport, R. I.

[TDA. Custom House Records.]

HOPE, Ship. *Guns:* 12. *Commander:* ——— ———. *Registry Port:* Norwich.

Convoy sailing from Cape Nicholas Mole under convoy of armed Ships *Hope* and *Sally*, bound to Philadelphia. [*Claypoole's American Daily Advertiser*, Philadelphia, October 5, 1798]

A Convoy sailed from Cape Nichola Mole, about September 9th, [1798] consisting of about 30 Sail of American vessels, chiefly for the Southern States, under protection of the Ships *Hope*, of 12 guns, and *Sally*, of 14, both belonging to Norwich. [The *Salem Gazette*, Salem, Mass., October 9, 1798.]

HOULBROOK, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence, 1798.

[LC., Privy Council Register, Vol. 44, p. 409; P. R. O., London.]

HUNTER, Ship. *Tons:* 236; *Guns:* 8; *Men:* 17. *Commander:* Ebenezer Smith. *Registry Port:* Boston, Mass. (May 8, 1798). *Owners:* Jos. Smith & others of Boston. Built at Falmouth, Mass., in 1790.

Captured by French Privateer *La Bonne Mere*, on June, 13 1798, while en route Boston to Martinique and carried into Basseterre, Guadaloupe.

[Court of Claims Archives.]

An account by Mr. Samuel Prince of the capture of the armed ship *Hunter*, Ebenezer Smith, Captain, of Portsmouth, bound for Martinique, by a French Privateer of 8 guns and 80 men, and the barbarous treatment shown by the Frenchmen. [The *Oracle of the Day*, Portsmouth, N. H., July 14, 1798]

Capt. Brewster who arrived at New London on the 11th instant, in 16 days from Guadaloupe, says, Capt. Smith had died of his wounds. [The *New Hampshire Gazette*, Portsmouth, N. H., July 24, 1798.]

HUNTER, SHIP. *Commander:* ——— ———. *Registry Port:* New York, N. Y.

Extract of a letter from the American Agent at Algeciras to Mr. Uznarde, the American Consul at Cadiz, March 12, 1798: "On the 12th [March 1798] the copper bottomed ship *Hunter*, of New York, was brought in here, she is loaded with fish, oil, nankeens, muslins, etc., and bound to Genoa, Marsailles, and the East Indies. There is a dispute between the French and Spanish privateers to know who boarded her first. The Captain unfortunately fired one of his guns, he says with powder and to leeward, but the Captors say he fired in his defense, with shot. I fear he will have much trouble in getting clear, as his cargo is valuable." [*Commercial Advertiser*, New York, May 17, 1798.]

INDEPENDENCE, Ship. *Tons:* 150; *Guns:* 12, 4-pounders; *Men:* 20. *Commander:* Isaac Parker. Richard Hutchins, *1st Mate;* William Armington, *2nd Mate.* *Registry Port:* Providence, R. I. *Owner:* George Lane, of Charlestown, Mass. Built at Providence, R. I., in 1796.

Issued a special commission on December 12, 1798, by Collector of Customs, Providence, R. I., as shown on Abstract of Commissions issued, dated Custom House, Providence, R. I., 18 January 1799, signed by Jeremiah Olney, Collector.

[R. I. Historical Society.]

On December 12, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs at Providence, R. I.

[TDA. Custom House Records.]

INDIAN CHIEF, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence, 1798.

[LC., Privy Council Register, Vol. 44, p. 279; P. R. O., London.]

INDUSTRY, Schooner. *Tons:* 75; *Guns:* 2; *Men:* 7. *Commander:* Joseph Myrick. *Registry Port:* Baltimore, Md. (Aug. 21, 1798). *Owner:* J. Carrere. Built at Somerset, Md., in 1795.

Issued a Sea Letter at Baltimore, Md., on August 21, 1798, bound for Jeremie, with a cargo of flour.

[Col. Baltimore, Md., Record of Sea Letters, 1798.]

INDUSTRY, Ship. *Commander:* ——— Vickery.

Extract from letter, dated London, 3 December, 1798, from Lane & Frazer to Elias Hasket Derby, relative to the latter's ship *Benjamin:* "the Ship [*Benjamin*] is now in the Downes, and we expect will sail with the Convoy that is to see the Trade to the Coast of Africa they are under Sailing orders & will go the first fair wind unless she is previously joined by the American Ships *Industry*, Capt. Vickery, bound to Virginia and the *Majesty*, Capt. Cox, bound to Philadelphia who are both well armed & mann'd & will keep company together & give the *Benjamin* their Signals."

[Essex Institute.]

INDUSTRY, Ship [?]. *Commander:* ——— Rudd. *Registry Port:* New York, N. Y. [?]

On November —, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

INTEGRITY, Brig. *Tons:* 174. *Commander:* James Gillinder. *Registry Port:* New York, N. Y. (June 18, 1798). *Owners:* Isaac Gouveneur and Peter Kemble. Built at Rye, N. Y., in 1796.

On December —, 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

IRIS, Schooner. *Tons:* 92; *Guns:* 4; *Men:* 9. *Commander:* William Yerby. *Registry Port:* Baltimore, Md. (Oct. 16, 1798). *Owners:* W. McFadon & J. McFadon. Built in Talbot County, Md., in 1798.

Issued a Sea Letter at Baltimore, Md., on October 17, 1798, bound for St. Thomas, with a cargo of flour, soap, and dry goods.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

IRIS, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London for Virginia, 1798.

[LC., Privy Council Register, Vol. 44, p. 38; P. R. O., London.]

ISABELLA, Schooner. *Tons:* 133; *Guns:* 8; *Men:* 25. *Commander:* Thomas C. Howe. *Registry Port:* Baltimore, Md. (Dec. 27, 1798). *Owners:* Lloyd Buchanan & H. Courteny. Built in Matthews County, Va., in 1798.

Issued a Sea Letter at Baltimore, Md., on December 27, 1798, bound for Cadiz, with a cargo of cocoa and sugars.

[Col. Baltimore, Md. Record of Sea Letters 1798.]

JAMES, Schooner. *Guns:* 8. *Commander:* ——— ———.

Arrived yesterday, schooner *Fair Trader*, Capt. Osburn, in 20 days from St. Christophers. Sailed in company with a fleet of about 230 English and 75 Americans under convoy of 10 frigates and sloops. In Latitude 22° N., the Americans left the English fleet under convoy of the Ship *Harpler*, of Boston, of 20 guns, and several others armed. The schooner *James*, of 8 guns, and a brig, left us in Latitude 29° N. [*Commercial Advertiser*, New York, August 23, 1798.]

J. AND FANNY, Brig. *Tons:* 177; *Guns:* 2; *Men:* 9. *Commander:* W. Smith. *Registry Port:* Baltimore, Md. *Owners:* Smith & Biays.

Issued a Sea Letter at Baltimore, Md., on November 5, 1798, bound for Cadiz.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

JANE, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London to Philadelphia, 1798.

[LC., Privy Council Register, Vol. 45, p. 447; P. R. O., London.]

JANE MARIA, Brig. *Tons:* 169. *Commander:* Robert Jones. *Registry Port:* New York, N. Y. (Apr. 10, 1798). *Owners:* Gerard & John DePeyster. Built at New York in 1796.

On October —, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

JASON, Brig. *Tons:* 112; *Guns:* 16; *Men:* 52. *Commander:* John Hargous. *Registry Port:* Philadelphia, Pa.

From the Coffee House Books, Philadelphia, July 19, 1798: Arrived at the Fort this morning, the Brig *Jason*, Capt. Hargous, of 16 guns and 52 men, and 5 passengers from Jeremie and the Mole, with a fleet of Merchantmen under Convoy. [The *Salem Gazette*, July 27, 1798.]

JAY, Ship. *Tons:* 230. *Commander:* Thomas Dyer. *Registry Port:* New York, N. Y. (March 22, 1798). *Owners:* John Gilbert, James Ardent, & Price DePeyster. Built at Berkeley, Mass., in 1794.

New York — Arrived Ships *Jay*, (armed) Dyer, Hull, 54 days; *Fame*, Havens, Hull, 54 days, and *Fair American*, (armed) Treadwell, Greenock, 49 days. [The *Massachusetts Mercury*, Boston, Mass., September 11, 1798.]

JEREMIAH, Schooner. *Tons:* 85; *Guns:* 2. *Commander:* Thomas Harris. *Registry Port:* Baltimore, Md. (Aug. 18, 1798). *Owners:* Jona. Harrison & Thos Harris. Built in Talbot County, Md., in 1798.

Issued a Sea Letter at Baltimore, Md., on August 18, 1798, bound for Havanna, with a cargo of flour, meal, corn & bread.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

JOHN, Ketch. *Tons:* 258; *Guns:* 3; *Men:* 15. *Commander:* Stephen Phillips. *Registry Port:* Salem, Mass.

Issued a Clearance on May 26, 1798, at Salem and Beverely, for Cadiz.

[TDA. Custom House Records.]

JOHN, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London for Venice, 1798.

[LC, Privy Council Register, Vol. 44, p. 620; P. R. O., London.]

JOHN JAY, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London to Boston, 1798.

[LC., Privy Council Register, Vol. 45, p. 152; P. R. O., London.]

JOSEPH, Brig. *Commander:* ——— Hopkins.

(Boston, August 17th, [1798]. From the Mediterranean) Captain Hopkins, who arrived yesterday from Leghorn, was one of the first who armed in defense of his property and rights; and the first to return from Europe, in evidence of the wisdom and policy of the measure. [The *Connecticut Journal*, New Haven, Conn., August 22, 1798.]

JUNO, Brig. *Tons:* 132; *Guns:* 2; *Men:* 9. *Commander:* W. Young. *Registry Port:* Baltimore, Md. *Owner:* James Clark.

Issued a Sea Letter at Baltimore, Md., on November 24, 1798, bound for Figuiera, with a cargo of Indian corn and staves.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

KINGSTON, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence, 1798.

[LC., Privy Council Register, Vol. 43, p. 545; P. R. O., London.]

LARK, Schooner. *Tons:* 78; *Guns:* 2; *Men:* 8. *Commander:* W. Creighton. *Registry Port:* Baltimore, Md. (Dec. 21, 1797). *Owners:* Smith & Buchanan. Built at Westerly, R. I., in 1795.

Issued a Sea Letter at Baltimore, Md., on August 18, 1798, bound for Havanna, with cargo of flour, wine, vary goods.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

LARK, Schooner. *Tons:* 78; *Guns:* 2; *Men:* 7. *Commander:* M. McKee. *Registry Port:* Baltimore, Md. *Owner:* James Biays.

Issued a Sea Letter at Baltimore, Md., on December 4, 1798, bound for Curacoa, with a cargo of flour and hollow glass.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

LAVINIA, Brig. *Tons:* 196; *Guns:* 14. *Commander:* John Cassin. *Registry Port:* Philadelphia, Pa. (Dec. 6, 1798). *Owner:* William Craymond. Built at Philadelphia in 1794.

(New Haven, October 3, [1798] — Custom House): Sunday last arrived Brig *Lavinia*, Capt. Cassin, of 14 guns, belonging to Philadelphia. [The *Connecticut Journal*, New Haven, Conn., October 3, 1798.]

LEXINGTON, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London for Philadelphia, 1798.

[LC., Privy Council Register, Vol. 44, p. 301; P. R. O., London.]

LIBERTY, Schooner. *Tons:* 45; *Guns:* 2; *Men:* 8. *Commander:* Moses Bunker. *Registry Port:* Baltimore, Md. (Oct. 31, 1798). *Owner:* Robert Charles Boistemdry. Built in Talbot County, Md., in 1796.

Issued a Sea Letter at Baltimore, Md., on November 1, 1798, bound for Cuba.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

LIBERTY, Ship. *Guns:* 20. *Commander:* ——— Freeman. *Registry Port:* Salem, Mass.

Norfolk, November 27, [1798] An arrival here, spoke at sea, off St. Jago, the Ship *Liberty*, Freeman, of 20 guns, of Salem, on a cruize. [The *Massachusetts Mercury*, Boston, Mass., December 11, 1798.]

LIBERTY, Ship. *Tons:* 269. *Commander:* Andrew Miller. *Registry Port:* Philadelphia, Pa. (Dec. 6, 1798). *Owners:* James Crawford and William Rusk. Built at Philadelphia in 1792.

The Proof of Ownership Certificate, dated Philadelphia, Dec. 6, 1798, contains the following notation: "Surrendered Nov. 30, 1799, to insert 2 more Guns".

[TDA. Custom House Records.]

LIGHT-FOOT, Brig. *Commander:* ——— Waite.

New London, 2nd December [1798] Armed Brig *Light-Foot*, Waite, sailed from Demarara, Martinique, 7th November, [*Commercial Advertiser*, New York, December 8, 1798.]

LION, Brig. *Commander:* ——— ———.

Norfolk, November 1, [1798] Arrived Schooner *Regulator*, Capt. Forsythe, sailed from Antigua in company with armed Brig *Lion*, for New York, 7th October, Latitude 21°12′ N., Longitude 64° W., overhauled by Privateer, but *Lion* lay by and Privateer left. [*Commercial Advertiser*, New York, November 19, 1798.]

LITTLE FANNY, Schooner. *Tons:* 102. *Commander:* Peter Fosdick. *Registry Port:* Philadelphia, Pa. (Dec. 8, 1798.) *Owner:* Mathew Randall. Built at Ferry Point, Va., in 1795.

The Proof of Ownership Certificate, dated Philadelphia, February 15, 1798, contains the following notation: "Surrendered December 8, 1798, to insert Guns".

[TDA. Custom House Records.]

LITTLE JOHN, Schooner. *Tons:* 93. *Commander:* Gad Peck. Abel Bunker. *Registry Port:* New York, N. Y. (Aug. 14, 1798). *Owner:* Benjamin F. Haskin. Built at New York in 1796.

On September — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y. (Peck.)

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y. (Bunker.)

[TDA. Custom House Records.]

LONDON PACKET, Ship. *Tons:* 271; *Guns:* 18; *Men* 50. *Commander:* William Anderson. *Registry Port:* Baltimore, Md. (Dec. 11, 1790). *Owners:* J. Anderson & H. Goldsborough. Built at Baltimore, Md., in 1790.

Issued a Sea Letter at Baltimore, Md., on October 23, 1798, bound for Demarara with a cargo of flour, beef, pork, fish, brandy and wine.

[Col. Baltimore, Md., Record of Sea Letters, 1798.]

LOUISA, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London to New York, 1798.

[LC., Privy Council Register, Vol. 45, p. 318; P. R. O., London.]

LUCIA, Ship. *Commander:* ——— Tilden. *Registry Port:* Boston, Mass.

On December 25, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

LUCKY OWNER'S DELIGHT, Schooner. *Tons:* 131. *Commander:* Richard Nichols. *Registry Port:* New York, N. Y. (Dec. 19, 1798). *Owner:* Nath'l Ingraham. Built in Connecticut in 1798.

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

LUCRETIA, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence, 1798.

[LC., Privy Council Register, Vol. 44, p. 273; P. R. O., London.]

LUCY, Ship. *Guns:* 10. *Commander:* ——— Meek. *Registry Port:* Salem Mass.

Saturday, September 13, 1798. We had great accounts (says Capt. H. [Howland Comdg. Brig *George*]) at Elsinore, of war between France and America, which caused some of the vessels to arm at Copenhagen. Capt. Meek, in the Ship *Lucy* of Salem, took on board 10 guns and shipped a number of men extraordinary. [The *Salem Gazette*, Salem, Mass., October 19, 1798.]

LUCY, Snow. *Tons:* 149. *Commander:* Enoch Rust, Jr. *Registry Port:* Boston, Mass. (June 5, 1797). *Owner:* Jonathan Merry, of Boston. Built at Wells, Mass., in 1794.

On October 2, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

LUNA, Barque. *Guns:* 4. *Commander:* ——— Millbury.

Newbury-Port, June 5th [1798]. Sunday, [June 3,] arrived the armed barque *Luna*, Capt. Millbury, 23 days from Martinico via Tortola, 15 days. Came out under convoy, with a fleet of 265 sail British vessels and 50 sail of Americans. The convoy captured 6 French privateers and drove one ashore, who were lurking round the fleet, waiting a favourable opportunity to take some out. The *Luna* carries 4 guns, and on coming up saluted the town, 16 French passengers came in the *Luna*. Left at St. Pierres ship *Fortitude*, of Portland. [The *New Hampshire Gazette*, Portsmouth, N. H., June 19, 1798.]

LURFT, Brig. *Tons:* 137; *Guns:* 4; *Men:* 8. *Commander:* P. Savemen. *Registry Port:* Baltimore, Md. *Owners:* Stewart & Sons.

Issued a Sea Letter at Baltimore, Md., on August 16, 1798, bound for Havanna, with a cargo of flour.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

MAJESTY, Ship. *Commander:* ——— Cox.

Extract from letter, dated London, 3 December, 1798, from Lane & Fraser to Elias Hasket Derby relative to the latter's ship *Benjamin:* "the Ship [*Benjamin*] is now in the Downes, and we expect will sail with the Convoy that is to see the Trade to the Coast of Africa they are under Sailing orders & will go the first fair wind unless she is previously joined by the American Ships *Industry*, Capt. Vickery bound to Virginia and the *Majesty*, Capt. Cox bound to Philadelphia who are both well armed & mann'd & will keep company together & give the *Benjamin* their Signals."

[Essex Institute.]

MANCHESTER, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London for Philadelphia, 1798.

[LC., Privy Council Register, Vol. 44, p. 620; P. R. O., London.]

MARIA, Schooner. *Tons:* 72; *Guns:* 1; *Men:* 7. *Commander:* William Cole.

Issued a clearance on December 21, 1798, at Salem and Beverly, for Bilboa.

[TDA. Custom House Records.]

MARIA, Ship. *Guns:* 16; *Men:* 50. *Commander:* Geo. H. Inglis.

Charleston, June 19th [1798]. The Copper bottomed Armed Ship *Maria*, Geo. H. Inglis, Commander, bound to London, went down to the roads yesterday and gave the City a salute of 17 guns. The *Maria* is completely equipped, mounts 16 guns, most of them 9 pounders, and carries men in proportion. [*Commercial Advertiser*, New York, July 12, 1798.]

MARIA MATILDA, Schooner. *Tons:* 107; *Guns:* 8; *Men:* 20. *Commander:* Geo. William Morse. *Registry Port:* Philadelphia, Pa. *Owner:* Lewis De Noailles. Built at Baltimore, Md., in 1797.

Wilmington, September 2, 1798. On Sunday arrived the armed schooner *Maria Matilda*, Captain Morse, from the Havanna, who informs that on the 18th ultimo, the embargo that had existed there for 68 days was taken off, and that three French privateers put to sea the same day, one of them of 12 guns and 120 men — On the 19th sailed the American fleet of 67 sail for different ports of the United States, under convoy of the following vessels, viz: Ship *Fanny*, Walman, 16 6's & 4's, of Salem; Ship *Eliza*, of 16 9-pounders, of Charleston; Brig *George*, 10 4's & 6's, of New York.

Two privateers remained at the Havanna when the fleet sailed, and upwards to 70 American vessels. A convoy from the government of the United States had been anxiously looked for and expected at the Havanna — The armed vessels received 13,000 dollars from the fleet for their protection. The Americans in the Havanna had been much menaced and insulted by the French privateers, but on the arrival of the Letters of Marque *America* and *Belvidere*, from Philadelphia, (both of whom gave and received salutes) a very visable alteration in their conduct was observable. [*Claypoole's American Daily Advertiser*, Philadelphia, Wednesday, September 5. 1798.]

MARS, Brig. *Tons:* 142; *Guns:* 5; *Men:* 14. *Commander:* Joseph Ome.

Issued a Clearance on November 14, 1798, at Salem and Beverly, for Cadiz & Malaga.

[TDA. Custom House Records.]

MARTHA, Ship. *Tons:* 340; *Guns:* 9; *Men:* 25. *Commander:* John Prince, Jr.

Issued a Clearance on November 26, 1798, at Salem and Beverly, for Cadiz and Gibraltar.

[TDA. Custom House Records.]

MARTIN, Schooner. *Guns: 8; Men:* 7. *Commander:* Nath. Williams. *Registry Port:* Gloucester, Mass.

While en route to Cadiz with a cargo of beef, pork, rice and butter, was captured on 26 April 1798, by a French privateer and conducted into St. Lucar.

[American State Papers, Vol. 2, p 448.]

MARTIN, Ship. *Tons:* 265; *Guns:* 12, 9-pounders. *Commander:* Nathaniel Cobling [or Cooley].

American Ship *Martin*, Nat. Cobling, Master, with 12 nine pounders and small arms equivalent, 265 tons — ready to receive cargo soon. [The *Norfolk Herald*, Norfolk, October 20, 1798.]

MARY, Brig. *Tons:* 165; *Guns:* 6; *Men:* 12. *Commander:* William Auld. *Registry Port:* Baltimore, Md. (Dec. 19, 1798). *Owner:* Gabriel Wood. Built at Mount Holly, N. J., in 1789.

Issued a Sea Letter at Baltimore, Md., on December 19, 1798, bound for Martinique, with a cargo of flour, bread, rice, corn, pork, lard and wine.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

MARY, Brig. *Tons:* 127; *Guns:* 2; *Men:* 8. *Commander:* David Geinmill [or Gemmill]. *Registry Port:* Baltimore, Md. (Feb. 10, 1798). *Owner:* James Biays. Built in Matthews County, Md., in 1795.

Issued a Sea Letter at Baltimore, Md., on October 1, 1798, bound for St. Johns, with a cargo of flour, meal, rice, and corn.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

MARY, Brig. *Tons:* 120. *Commander:* Samuel Hall. *Registry Port:* Boston, Mass. (May 11, 1798). *Owner:* William Parsons. Built at Newberryport in 1794.

Mentions armed Brig *Mary*, Capt. Hall, 60 days from Gottenburg. [*Salem Gazette*, Salem, Mass., October 9, 1798.]

MARY, Schooner. *Tons:* 71; *Guns:* 2; *Men:* 7. *Commander:* Edward Bodin. *Registry Port:* Baltimore, Md. (Sept. 1, 1798). *Owners:* Hugh Thompson & others. Built in Dorchester County, Md., in 1797.

Issued a Sea Letter at Baltimore, Md., on September 1, 1798, bound for Surinam with a cargo of flour, tobacco, candles, oil, brandy, soap, clarret and dry goods.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

MARY, Ship. *Tons:* 178. *Commander:* Benjamin Cushing. *Registry Port:* Boston, Mass. (Jany. 27, 1798). *Owner:* Joseph Hurd. Built at Bristol, in 1793.

On December 28, 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

MARY, Ship. *Commander:* ——— Hunter.

New York, 3rd October [1798] Ship *Mary*, Hunter, to sail for Charleston from Greenock, 25th July [1798], well armed and well manned. [*Claypoole's American Daily Advertiser*, Philadelphia, October 6, 1798.]

MARY, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from Poole to Mediterranean, 1798.

[LC., Privy Council Register, Vol. 45, p. 232; P. R. O., London.]

MARY, Snow. *Commander:* ——— Holland, Jr. *Registry Port:* Boston, Mass.

On December 27, 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

MARY ANN, Brig. *Commander:* ——— ———.

Norfolk, December 6, [1798] Yesterday arrived the American brig *Elizabeth, from Malaga, via Gibraltar, 53 days.* Sailed from Malaga in company with 15 Sail of Armed American vessels, among whom were the brig *Retaliation* and *Atalante* bound to Boston; and the brigs *Commerce* and *Mary Ann*, bound to New York. [The *Connecticut Journal*, New Haven, Conn., December 20, 1798.]

MARYLAND, Ship. *Tons:* 380; *Guns:* 18; *Men:* 50. *Commander:* A. Cain *Registry Port:* Baltimore, Md. *Owner:* J. Barry.

Issued a Sea Letter at Baltimore, Md., on November 8, 1798, bound for Havanna with a cargo of pepper, almonds, raisins, apples & dry goods.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

MATILDA, Sloop. *Commander:* ——— Harriett.

Extract from the log book of the Sloop *Matilda*, Capt. Harriett, 21 days from Barbadoes: "Wednesday, December 19th, [1798] in sight of Cape Henry Light-house, at sun rise, discovered a schooner standing athwart our fore-foot, she fired a gun and hoisted American colors, we immediately hoisted English colors, and returned a gun to leeward; we then hailed and requested her to come under our lee, as the captain wished to speak her; but she stood off upon a wind; we then fired a gun a-head, and shortly after another a-stern, to bring her too; when she unexpectedly brought her whole battery to bear upon us, and gave a broad side, which we returned, and tacked and stood from her, not wishing to engage, at the same time firing another gun to leeward as a signal of friendship. The schooner tacked and stood after us, and gave us another broadside, which we returned. Shortly after spoke her, and was told her name was the *Resolution*, from Barbadoes to Alexandria, but could not learn the Captain's name." The Schooner called the *Resolution* in the above account, is the schooner *Welcome Return*, Capt. Guthrie, belonging to Col. Hooe of this town. [The *Massachusetts Mercury*, Boston, Mass., January 8, 1799.]

MAXIMILIAN, Schooner. *Tons:* 104. *Commander:* Henry White. *Registry Port:* Philadelphia, Pa. *Owner:* David Maffet. Built at Pleasant Point, Va., in 1797.

Arrived at New Castle, the armed schooner *Maximilian*, White, 21 days from La Guira. On the 21st August, [1798] in Latitude 29° N., the *Maximilian* was chased for 8 hours by 2 ships and a brig, but out-sailed them. [*Claypoole's American Daily Advertiser*, Philadelphia, Monday, September 3, 1798.]

Captain White of the Letter of Marque Schooner *Maximillian*, arrived on Saturday from La Guira, that he left there on the 13th of November [1798] and that the Brig *Cruger*, Shillabar, of and for Salem, and schooner *Experiment*, of and for New York, came out in company, and as the neighbourhood of La Guira was much infested by French privateers Captain White undertook to convoy them out of danger, and saw them safe to the Monda passage, where he left them on the 20th of November all well. [*Claypoole's American Daily Advertiser*, Philadelphia, Tuesday, December 11, 1798.]

MECHANIC, Ship. *Tons:* 186; *Guns:* 8; *Men:* 16. *Commander:* Alexander Hillman. *Registry Port:* Baltimore, Md. (Nov. 17, 1798). *Owners:* Smith & Biays. Built on Nanticoke River, Md., in 1798.

Issued a Sea Letter at Baltimore, Md., on November 19, 1798, bound for Surinam, with a cargo of beef, pork, fish, flour, wine, gin and lard.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

MELPOMENE, Ship. *Tons:* 278; *Guns:* 18. *Commander:* W^m^ Majestrie. *Registry Port:* Philadelphia, Pa. (?):

Arrived Saturday morning at the Fort, the Ship *Melpomene*, Capt. Majestrie, of 18 guns. [*General Aurora Advertiser*, Philadelphia, June 19, 1798.]

MERCHANT, Ship. *Commander:* ——— ———.

The *Merchant* from hence to London, made her passage in 22 days — will sail on her return, about the last of September, [1798] armed. [The *Massachusetts Mercury*, Boston, Mass., October 19, 1798.]

MERCURY, Ship. *Tons:* 123. *Commander:* Moses Pearson. *Registry Port:* Boston, Mass. *Owner:* John Coffin Jones. Built at Pittston in 1785.

On July 21, 1798, special commission as a private armed vessel sent to John Gavino, U. S. Consul, Gibraltar, by Secretary of State Timothy Pickering, to be delivered to this vessel. See Pickering's letter of July 21, 1798, to John Gavino.

[SDA. Inst. to Min., Vol. 4, 1797-1798.]

MERCURY, Ship. *Guns:* 18, 6 and 4 pounders; 6 swivels. *Commander:* Robert Roberts.

Allowed to arm in a British port for her defence, 2 June 1798. Bound from London for Baltimore, via Hull.

[LC., Privy Council Register, Vol. 44, p. 6; P. R. O., London.]

MERCURY, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London to Philadelphia, 1798.

[LC., Privy Council Register, Vol. 45, p. 626; P. R. O., London.]

MILES STANDISH, Schooner. *Tons:* 90. *Commander:* Nathaniel Carver, Jr. *Registry Port:* Plymouth, Mass. (May 7, 1796). *Owner:* N. C. Davis. Built at Plymouth, Mass., in 1795.

On December 18, 1798, issued a special commission as a private armed vessel, by Collector of Customs, at Plymouth, Mass.

[TDA. Custom House Records.]

MINERVA, Ship. *Tons:* 278. *Commander:* Nathaniel Goodwin. *Registry Port:* Boston, Mass. (Dec. 11, 1798). *Owner:* John Codman. Built at Boston, Mass., in 1793.

On December 11, 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

MINERVA, Ship. *Tons:* 202; *Guns:* 16; *Men:* 28. *Commander:* Edward West. *Registry Port:* Salem, Mass. *Owner:* Nathaniel West.

Issued a Clearance on November 16, 1798, at Salem and Beverly, for Cadiz.

[TDA. Custom House Records.]

MINERVA, Sloop. *Commander:* ——— Tyler. *Registry Port:* New York, N. Y.

Baltimore, May 10, [1798]. In Latitude 30° N., Longitude 70°10′ W., fell in with the ship *Commerce*, of Kennebeck, Capt. Hubbard, and Sloop *Minerva*, Capt. Tyler, of New York, both from Savannah, bound to Jamaica, out six days, both armed and keeping company. [*Commercial Advertiser*, N. Y., May 14, 1798.]

MOLLY, Ship. *Tons:* 340; *Guns:* 18. *Commander:* ——— Hodges. *Registry Port:* Philadelphia, Pa. *Owners:* Nicklin & Griffith.

Wednesday, July 18th [1798] — Brig *Delight*, for Rhode Island, sailed four days before, in company with the *Molly*, Hodges, for Philadelphia, of 18 guns; the *Peggy*, for New York, and an armed ship for Halifax. [The *Massachusetts Mercury*, Boston, Mass., July 20, 1798.]

For Liverpool. The Armed Ship *Molly*. Burthen 340 tons, a stout well found vessel; she is now ready to receive cargo . . . apply to Nicklin & Griffith. [*Claypoole's American Daily Advertiser*, Philadelphia, December 14, 1798.]

MONTEZUMA, Ship. *Tons:* 347. *Commander:* ——— ———. *Registry Port:* Baltimore, Md. *Owner:* Wm. Taylor (?).

Sold by the owner to the U. S. Government on 26 June 1798, and fitted out as a vessel of the U. S. Navy, as the U. S. S. *Montezuma*.

[GAO, No 2,334.]

MOUNT VERNON, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London for Baltimore, 1798.

[LC., Privy Council Register, Vol. 44, p. 600; P. R. O., London.]

NADIR, Ship. *Guns:* (Pierced for 20). *Commander:* ——— ———.

Friday, December 14th [1798] — A ship called the *Nadir*, pierced for 20 guns, was launched at Philadelphia on the 8th instant. [The *Massachusetts Mercury*, Boston, Mass., December 18, 1798.]

NANCY, Brig. *Tons:* 143; *Guns:* 4; *Men:* 12. *Commander:* Thomas Barker. *Registry Port:* Salem, Mass.

Issued a Clearance on December 17, 1798, at Salem and Beverly, for Spain.

[TDA. Custom House Records.]

NANCY, Brig. *Tons:* 161. *Commander:* Peter Taylor; Jas. Dryburgh, *Mate. Registry Port:* New York, N. Y. *Owner:* Thos. Buchanan. Built at Norwalk, Conn., in 1797.

Extract of a letter from Shelburne, N. S., dated August 1st, [1798]: "This has come to anchor the brig *Nancy*, Capt. Taylor, of New York, belonging to Messrs. Thomas Buchanan and Co. from that City bound to Madeira; which was captured in sight of that Island by a French privateer mounting 20 guns; and was retaken by the Master and two boys, from seven French Sans Culottes (the prize master and two men) Four of whom it was found necessary to throw overboard in the effort to recapture the vessel. Latitude 30° 30′ N., Longitude 69° W., fell in with the *Nymph*, armed brig of New York, convoying 14 Americans, each ship received on board some of our unfortunate Countrymen." [The *Massachusetts Mercury*, Boston, Mass., August 24, 1798.]

On November — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

NANCY, Brig. *Tons:* 157; *Guns:* 4; *Men:* 14. *Commander:* Thomas Williams. *Registry Port:* Salem, Mass.

Issued a Clearance on October 17, 1798, at Salem and Beverly, for Gibraltar.

[TDA. Custom House Records.]

NANCY, Ship. *Tons:* 297. *Commander:* David Deas. *Registry Port:* New York, N. Y. (Dec. 10, 1798). *Owners:* Hay Stevenson & others. Built at New York in 1787.

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

NANCY, Ship. *Tons:* 330; *Guns:* 10, 6-pounders; *Men:* 27. *Commander:* Melzar Joy. *Registry Port:* Boston, Mass. *Owners:* Nath. Fellows, Sam'l Brown and Melzar Joy. Built at Haverhill, Mass., in 1796.

Issued a special commission as a private armed vessel on August 8, 1798, by Secretary of State Timothy Pickering. See Pickering's letter of August 9, 1798, to Nath'l Fellows, Boston, Mass.

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

NANCY, Ship. *Commander:* ——— Orne. *Registry Port:* Portsmouth, N. H.

Portsmouth, November 3rd [1798] Arrived here yesterday, the private armed ship *Nancy*, of Portsmouth, Capt. Orne, from London via Boston. The town was saluted as she came up. [The *Massachusetts Mercury*, Boston, Mass., November 6, 1798.]

NANCY, Ship. *Commander:* ——— ———.

We congratulate our fellow citizens on the safe arrival (yesterday and today) of the following vessels, being part of the convoy from England. — (list of ships) — Parted the southern vessels off the Capes of Virginia; and off the Delaware the armed Ship *Nancy*, *Clothier* and *Manchester* for Philadelphia. [*Commercial Advertiser*, New York, May 28, 1798.]

NANCY, Ship. *Tons:* 299; *Guns:* 14. *Commander:* ——— ———.

For Sale — Ship *Nancy*, 299 tons, mounting 14 cannon, completely coppered. [*Commercial Advertiser*, New York, November 15, 1798.]

NANCY, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London to Charleston, 1798.

[LC., Privy Council Register, Vol. 45, p. 572; P. R. O., London.]

NEPTUNE, Brig. *Tons:* 160; *Guns:* 2; *Men:* 10. *Commander:* Hezekiah Flint. *Registry Port:* Salem, Mass. *Owners:* Joseph Peabody and others —

Issued a Clearance on September 10, 1798, at Salem and Beverly, for Copenhagen.

[TDA. Custom House Records.]

NEPTUNE, Schooner. *Guns:* 12, carriage and 6, swivels. *Commander:* Abel Willis. *Registry Port:* Alexandria, Va. *Owner:* Robert Hooe.

Alexandria, 23 October [1798] Sailed for Barbadoes Schooner *Neptune*, Capt. Willis, 12 carriage guns and 6 swivels, & Schooner *Welcome Return*, Capt. Guthrie, 6 carriage guns and 12 swivels, both fitted out at Alexandria by R. T. Hooe, Esq. [The *New Hampshire Gazette*, Portsmouth, N. H., November 7, 1798.]

NEPTUNE, Ship. *Guns:* 16. *Commander:* ——— ———.

The Sloop *Elizabeth*, for this port [New York] left Jeremie, in company with the *Elsa*, under convoy of the Ship *Neptune*, of 16 guns, bound to Philadelphia. [*Commercial Advertiser*, New York, August 11, 1798.]

NEW JERSEY, Ship. *Tons:* 401; *Guns:* 10; *Men:* 30. *Commander:* George Clay. *Registry Port:* Philadelphia, Pa.

Captured by French Privateer *La Bourdaine* (Capt. John Pellot) of St. Domingo, on 13 February 1798, while en route Canton to Philadelphia, in Latitude 23°30′ N., Longitude 62° W., and carried into St. John, P. R.

[Court of Claims Archives.]

NIMBLE, Schooner. *Tons:* 55. *Commander:* James Daniel. Wm Marrener. *Registry Port:* New York, N. Y. (July and Nov. 1798). *Owners:* Mathew Daniel, James Daniel, Joseph Stulitz, and Philip Mark. Built at New York in 1796.

On July — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y. (Daniel.)

On November — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y. (Marrener.)

[TDA. Custom House Records.]

NORTHERN LIBERTY, Ship [?]. *Commander:* ——— Askough.

Thursday, August 30th [1798] The *Northern Liberty*, Askough, from New York for Canton, was spoke May 15th Latitude 35°41′ N., Longitude 48°53′ [or 58′] W.; the day before had beat off a French privateer with one broadside. [The *Massachusetts Mercury*, Boston, Mass. August 31st, 1798.]

NYMPH, Brig. *Commander:* ——— Palmer. *Registry Port:* New York, N. Y.

Alexandria, August 18th [1798] Sailed in company with 20 American vessels under convoy of the armed Brig *Nymph*, Capt. Palmer, of New York. [*Commercial Advertiser*, New York, August 24, 1798.]

NYMPH, Brig. *Tons:* 177; *Guns:* 14 4-pounders, 2 6-pounders. *Men:* 44. *Commander:* Charles Hardy; *Registry Port:* Philadelphia; *Owner:* Louis Crouisillat.

Sailed from Philadelphia on 8 December 1798 for LaGuira, having been armed for her protection before sailing.

[Court of Claims Archives.]

OCEAN, Ship. *Tons:* 500. *Commander:* ——— Morris.

Ship *Ocean*, Morris, (500 tons) arrived from East Indies and saluted the town, has a rich cargo. [*Commercial Advertiser*, New York, December 22, 1798.]

OLIVE BRANCH, Bark. *Tons:* 158; *Guns:* 4; *Men:* 10. *Commander:* Joseph J. Knap.

Issued a Clearance on September 12, 1798, at Salem and Beverly, for Copenhagen.

[TDA. Custom House Records.]

ORANGE, Brig. *Commander:* Freeman Mayberry. *Registry Port:* Newport, R. I. *Owner:* Freeman Mayberry, of Newport, R. I.

On December 5, 1798, issued a special commission as a private armed vessel, by Collector of Customs at Newport, R. I.

On 5 December 1798, issued a Clearance at Newport, R. I. for Africa.

[TDA. Custom House Records.]

ORLANDO, Brig. *Tons:* 128. *Commander:* ——— Henderson. *Registry Port:* Boston, Mass. *Owner:* Fred'k W^m^ Geyer.

Tuesday, November 13^th^ [1798] — Arrived armed brig *Orlando*, Henderson, St. Petersburg, 53 days from Elsineur. Passengers, etc. Capt. Henderson sailed from St. Petersburg with nine armed American vessels (being all in port) under Commodore Thorndike, in the *Sally*, of Beverly. [The *Massachusetts Mercury*, Boston, Mass., November 16, 1798.]

On December 6, 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

OSMORE, (———). *Commander:* ——— ———. *Registry Port:* Salem, Mass.

Arrived Boston 13^th^ November [1798], Armed Brig *Orlando*, Henderson, 30 days from St. Petersburg — Sailed thence with 9 armed American vessels under Commodore Thorndike in *Sally* of Beverly — and *Reliance*, Webber, of Boston; *Enterprise*, *Osmore*, and *Sukey*, of Salem. [*Commercial Advertiser*, New York, November 20, 1798.]

OTSEGO, Ship. *Tons:* 202; *Guns:* 10. *Commander:* Gad Peck. *Registry Port:* New York, N. Y. (Dec. 1, 1798). *Owner:* Benj. F. Haskin. Built at New York in 1794.

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

PACIFIC, Ship. *Commander:* Solomon Ingraham.

An armed ship called the *Pacific*, Capt. Ingraham, has sailed from Connecticut, [Norwich, May 10, 1798] for Calcutta. The first enterprize of the kind from that State. [*The Massachusetts Mercury*, Boston, Mass., May 15, 1798.]

PACIFIC, Ship. *Guns:* 14; *Men:* 15. *Commander:* ——— Kennedy.

Extract from letter dated Lisbon, Portugal, 3 January 1799, from W^m^ Smith, U. S. Minister to Portugal, presumably to Secretary of State Timothy Pickering: "Yesterday I rec'd a letter from Capt. Kennedy of the Ship *Pacific*, bound from London to Charleston, dated at Vigo informing me of his being captured by a french privateer. He sail'd with the Convoy but was separated * * * The *Pacific* had 14 Guns & only 15 Men, & her Muster-roll is not signed by a Magistrate."

[Mass. HS. Pickering Papers, Vol. 24.]

PACIFIC, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London to Philadelphia, 1798.

[LC., Privy Council Register, Vol. 45, p. 571; P. R. O., London.]

PACKET, Ship. *Tons:* 287; *Guns:* 20, 6-pounders. *Commander:* John Trott. *Registry Port:* Boston, Mass. (June 4, 1797). *Owners:* Andrew Leach & Geo. Watson, of Boston. Built at Newbury, in 1797.

Tuesday, October 16^th^ [1798] Reached this port, after a passage of only twenty-two days from land to land, the ship *Packet*, Capt. Trott, from Liverpool. She mounts 20 six-pounders. [The *Massachusetts Mercury*, Boston, Mass., October 19, 1798.]

PADDY, Brig. *Guns:* 8; *Men:* 15. *Commander:* Peter Caruth. James Kennedy, *Supercargo. Registry Port:* Charleston, S. C.

Following quoted from American Consul M. Young's letter to State Department, dated at Madrid, October 1, 1799: "Of the brig *Paddy* (Sugars, segars, and Campeachy wood) Peter Caruth, Master, of Charleston; eight guns and fifteen men: the whole owned by Thomas Tunno and John Price, and consigned to James Kennedy, Supercargo; seized at Cadiz, in October 1798 as the property of His Catholic Majesty."

[American State Papers, Vol. 2, p. 445.]

PALLAS, Brig. *Guns:* 14. *Commander:* ——— Collins.

"The American Ship *Hannah*, Capt. Morland, and the American Brig *Pallas*, Capt. Collins, the former with 18 Guns and the latter with 14, the first for Boston, the second for Charleston — — — " [From Elias Vander Horst's letter of 11 October 1798, at Bristol, England, to Rufus King, London.]

[SDA. Bristol, Vol. 1, 1791–1799.]

PALMYRA, Ship. *Tons:* 227; *Guns:* 10, 3-pounders and 4, 18-pound carronades; *Men:* 20. *Commander:* Cornelius Towle; Ewdard Mark, *1st Mate;* Charles L. Hyatt, *2nd Mate. Registry Port:* Providence, R. I. *Owners:* Jno. I. Clark & Wm F. Megee, Providence, R. I.

Issued a special commission, on October 12, 1798, by Collector of Customs, Providence, R. I., as shown on Abstract of Commissions issued, dated Custom House, Providence, R. I., 18 January 1799, signed by Jeremiah Olney, Collector.

[R. I. Historical Society.]

PATRIOT, Schooner. *Tons:* 47; *Guns:* 2. *Commander:* T. Manning. *Registry Port:* Baltimore, Md. *Owner:* William Patterson.

Issued a Sea Letter at Baltimore, Md., on August 31, 1798, bound for Curacoa, with a cargo of flour and dry goods.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

PATTY, Brig. *Guns:* 4. *Commander:* George Ropes. *Registry Port:* Salem Mass.

Among list of American prizes that have been carried into St. Martins: Brig *Patty*, Ropes, of Salem, with 4 guns, bound to Carthagena. [*Commercial Advertiser*, New York, May 10, 1798.]

PENELOPE, ———. *Guns:* 14. *Commander:* William Flagg.

Portsmouth, December 8th [1798] In Latitude 39° 40′ N., Longitude 68° 30′ W., spoke the United States brig *Pickering*, (in company with the *Herald*, and the *Penelope* of 14 guns, Capt. Wm Flagg). Had under convoy a brig from Halifax with guns on board for the fort at Charleston, S. C. [The *Massachusetts Mercury*, Boston, Mass., December 14, 1798.]

PENNSYLVANIA, Ship [?]. *Commander* ——— ———.

Allowed to arm in a British port for her defence. Bound from Hull to Philadelphia, 1798.

[LC., Privy Council Register, Vol. 45, p. 277; P. R. O., London.]

PEREGRINE, Brig. *Tons:* 165; *Guns:* (pierced for 16). *Commander:* ——— ———. *Owners:* Jones & Clarke.

Saturday [December 8, 1798] was launched, for Messrs. Jones and Clarke, the Brig *Peregrine*, coppered bottom, pierced for 16 guns, clear of stern chacers, 165 tons burthen, built by Messrs Crispin and Ashton, of the Northen Liberties, and drafted by the former. For beauty and symmetry of proportion, judges of Ship Building agree that this vessel is equal to any heretofore built in the vicinity of the city, although the draft of her was made by a person not more advanced in years than the age of nineteen: We trust the progressing state of Naval architecture in the Union, will continue to receive new lustre from the established abilities of those ship wrights [*Claypoole's American Daily Advertiser*, Philadelphia, Saturday, December 8, 1798.]

PERSEVERANCE, Ship. *Tons:* 245. *Commander:* Richard Wheatland. *Registry Port:* Salem, Mass. *Owners:* Simon Forrester and others, of Salem. Built at Haverhill in 1794.

On December 7, 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, Boston, Mass.

Beat off French Privateer in Old Bahama Straits, 31 December 1798. *Salem Gazette*, 5 March 1799.]

[TDA. Custom House Records.]

PERSEVERANCE, Ship. *Tons:* 320; *Guns:* 16. *Commander:* James [David] Williamson. *Registry Port:* Philadelphia, Pa. (Dec. 27, 1798). *Owners:* Thos. Willing and others. Built at Philadelphia, Pa., in 1791.

For Sale: The Ship *Perseverance*, James Williamson, master, just arrived from San Domingo, built in Philadelphia of live oaks and cedar, copper sheathed in London, burthen 320 tons, mounting 16 guns, and may be prepared for sea in a few days. Apply to: Thos. & Jno. Ketland. [*Claypoole's American Daily Advertiser*, Philadelphia, Wednesday, November 14, 1798.]

NOTE.—The Proof of Ownership Certificate, dated Philadelphia, Dec. 27, 1798, gives the name of the master as David Williamson.

[TDA. Custom House Records.]

PETAPSCO, Ship. *Tons:* 230; *Guns:* 10; *Men:* 20. *Commander:* J. H. Hill. *Registry Port:* Baltimore, Md. *Owners:* S. Smith & Buchanan Co.

Issued a Sea Letter at Baltimore, Md., on November 5, 1798, bound for London, with a cargo of coffee, sugar and cotton.

[Col. Baltimore, Md. Record of Sea Letters 1798.]

PHENIX, Snow. *Tons:* 150; *Guns:* 6; *Men:* 14. *Commander:* Isaac Smith.

Issued a Clearance on December 18, 1798, at Salem and Beverly, for Spain.

[TDA. Custom House Records.]

PHILADELPHIA, Ship. *Guns:* 12, 4 and 6 pounders. *Commander:* ——— Bliss

Ship *Philadelphia*, Capt. Bliss — "armed with 12, 4 & 6 pounders, with men, etc. proportionate —" (See Elias Vander Horst's letter of 17th August 1798, written at Bristol, England.)

[SDA. Bristol, Vol. 1, 1791–1799.]

PIGOU, Ship. *Tons:* 362; *Guns:* 6 and 4 pounders. *Commander:* John Green. *Registry Port:* Philadelphia, Pa. *Owner:* Mordecai Lewis. Built at Philadelphia, Pa., in 1792.

Newport, August 11, [1798] Latitude 40°50′ N., Longitude 70°20′ W., spoke the ship *Pigou*, from Liverpool, bound to New York, who bro't too the brig *Delight*, by firing a gun and informed him he was on a cruise. [*Commercial Advertiser*, New York, August 20, 1798.]

PILGRIM, Ship. *Guns:* 20. *Commander:* ——— ———.

Extract from letter, dated Rio Demerary, 23 December 1798, from Thomas Atwood to Davis & Hedge, Jr.: "I shall sail on the 24 or 25 without fail under the Convoy of the Ship *Pilgrim* mounting 20 guns and four other Ships — mounting from 14 to 18 guns — — —."

[Baker library, Harvard University.]

PLANTER, Brig. *Tons:* 226. *Commander:* Archibald Maxwell. *Registry Port:* Philadelphia, Pa. (Dec. 27, 1798). *Owners:* Richard H. Wilcocks, and others. Built at Philadelphia, Pa., in 1793.

The Proof of Ownership Certificate, dated Philadelphia, March 9, 1798, contains the following notation: "Surrendered to insert Guns, 27 Dec. 1798."

[TDA. Custom House Records.]

PLANTER, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from Bristol to Virginia, 1798.

[LC, Privy Council Register, Vol. 45, p. 99; P. R. O., London.]

PLATO, Schooner. *Tons:* 93; *Guns:* 4; *Men:* 11. *Commander:* Pliny Hamilton. *Registry Port:* Baltimore, Md. (Nov. 17, 1798). *Owner:* Thomas Tenant. Built in Talbot County, Md., in 1798.

Issued a Sea Letter at Baltimore, Md., on November 17, 1798, bound for Vera Cruz with a cargo of wine, cheese, butter and dry goods.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

POLLY, Brig. *Guns:* 6, 4-pound guns, swivels. *Commander:* W^m^ Backhouse. *Registry Port:* Philadelphia.

For Kingston and Savanna La Mar: The Armed Brig *Polly*, W^m^ Backhouse, Master, for freight or passage to the Captain on board at Lynch and Staughton's Wharf or W^m^ and George R. A. Ricketts, No. 51 Front Street. [*Commercial Advertiser*, New York, May 31, 1798.]

POLLY, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London for Baltimore, 1798.

[LC., Privy Council Register, Vol. 44, p. 300; P. R. O., London.]

POLLY, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from Liverpool to New York, 1798.

[LC., Privy Council Register, Vol. 45, p. 171; P. R. O., London.]

PORCUPINE, Brig. *Guns:* 6. *Commander:* ——— Brooks.

Arrived Brig *Porcupine*, Capt. Brooks, armed with 6 guns, in 13 days from St. Kitts. Capt. Brooks convoyed the following vessels, etc. [*Commercial Advertiser*, New York, June 19, 1798.]

PORTLAND, Ship. *Commander:* ——— Peel. *Registry Port:* Boston, Mass.

On November 30, 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

PORT MARY, Ship. *Tons:* 249. *Commander:* Stephen H. Morrell. *Registry Port:* New York, N. Y. (Nov. 23, 1798). *Owners:* Gracie & Lennox, of New York. Built at Flatbush, N. Y., in 1793.

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

PRINCESS ROYAL, Packet. *Commander:* ——— Skinner.

Boston, Tuesday, August 7th, 1798. The *Princess Royal*, Packet, Capt. Skinner, sailed from Falmouth, June 12th, [1798] with the May and June mails for Halifax. She had 19 passengers. June 22d, [1798] off Western Islands, was attacked by a privateer of 12 guns after an engagement 2 1/4 hours she sheered off. Having received much damage in her masts, sails and rigging. A number of bodies of Frenchmen were thrown overboard. The Packet received considerable damage in her sails and rigging but lost no men. [The *Massachusetts Mercury*, Boston, Mass., August 7, 1798]

The *Princess Royal*, Packet, anchored in the river this morning. Capt. Skinner was not wounded in the engagement with the privateer as reported. He is in good health. [*Commercial Advertiser*, New York, August 14, 1798.]

PROVIDENCE, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from Plymouth to London, 1798.

[LC., Privy Council Register, Vol. 45, p. 418; P. R. O., London.]

PRUDENCE, Ship. *Guns:* 4; *Men:* 12. *Commander:* ——— ———. *Registry Port:* Philadelphia, Pa.

Issued a Sea Letter at Baltimore, Md., on December 4, 1798, bound for Lisbon, with a cargo of Indian corn, bees wax and staves.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

PRUDENT, Brig. *Tons:* 161; *Guns:* 10; *Men:* 20. *Commander:* Lewis Brantz. *Registry Port:* Baltimore, Md. (Nov. 23, 1798). *Owners:* Adrian Valck & Christian Mayer. Built at Baltimore, Md., in 1798.

Issued a Sea Letter at Baltimore, Md., on November 23, 1798, bound for Cadiz and Leghorn, with a cargo of sugar and cocoa.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

QUEBEC, Sloop. *Commander:* Leonard Chester.

New London, 24 September [1798]. Arrived armed sloop *Quebec*, Leonard Chester, from Windward Island, 18 days from Turks Island, left at St. Thomas August 27, [1798] 15 sail of French privateers. [*Claypoole's American Daily Advertiser*, Philadelphia, September 29, 1798.]

RACHEL, Schooner. *Tons:* 91; *Guns:* 2; *Men:* 6. *Commander:* James Lang. *Registry Port:* Baltimore, Md.

Issued a Sea Letter at Baltimore, Md., on August 25, 1798, bound for Cape Nicholas Mole, with a cargo of flour.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

RAINBOW, Brig. *Tons:* 160; *Guns:* 10; *Men:* 20. *Commander:* Barnabas Cobb. *Registry Port:* Boston, Mass. (Dec. 11, 1797). *Owners:* Cornelius Durant, & Cornelius D. Battelle. Built at Freeport in 1792.

In our last we mentioned a report, that the Havanna fleet was convoyed by Spanish armed ships: we find however that the Convoy was entirely American and consisted of the Ship *Fanny*, Wellman, of Salem, 16 guns, 60 men; the Ship *Eagle*, Morrison, of Charleston, 16 guns and 75 men; Brig *Fanny*, Orman, 14 guns and 40 men; Brig *Rainbow*, 10 guns and 20 men. There were 13 Spanish Ships of War lying at the Havanna but none of them came as convoy. [The *Salem Gazette*, Salem, Mass., September 14, 1798.]

RAMBLER, Schooner. *Tons:* 131. *Commander:* W^m^ Harrison. *Registry Port:* New York, N. Y. (Dec. 15, 1798). *Owners:* G. Barnwall, J. N. Lawrence, & Jno. Dayton. Built in Connecticut in 1798.

On ——— 1798, owners executed bond for issuing a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

RAMBLER, Ship. *Guns:* 10; *Men:* 35. *Commander:* ——— Delany. *Registry Port:* Charleston, S. C.

Yesterday [Sunday, August 12, 1798] arrived in the Road, the Ship *Rambler*, Delany: snow *Rebecca*, Thomas; and schooner *Polly*, of Philadelphia; all from Martinico, 22 days passage. These vessels sailed from Martinico under a British convoy. Five days ago, in Latitude 26° N., they fell in with a French privateer schooner, of 6 or 8 guns, which sheered off, on the *Rambler's* making preparations to engage her. The *Rambler* mounts 10 guns, and has 35 men. [*City Gazette and Daily Advertiser*, Charleston, S. C., Monday, 13th August, 1798.]

RANGER, Brig. *Guns:* 16. *Commander:* ——— ———.

"— — — *Ranger*, which vessel is not only armed with 16 Guns, but is a remarkably swift sailer." (From Elias Vander Horst's letter of 20th August 1798, at Bristol, England, to Rufus King, London.)

[SDA. Bristol, Vol. 1, 1791–1799.]

RANGING POLLY, Schooner. *Commander:* ——— Smith.

Arrived the Schooner *Ranging Polly*, Capt. Smith, 18 days from Martinique. Sailed in company with the Brig *Porcupine*, Brooks for New York. On Saturday morning last, on the edge of soundings, saw an armed schooner which bore down on him, and fired two guns at him, but finding Capt. Smith prepared to give him a warm reception, the privateer hauled her wind and stood off. [*Commercial Advertiser*, New York, June 27, 1798.]

READY [MONEY?], Brig. *Commander:* ——— ———. *Registry Port:* Baltimore, Md.

Baltimore, July 3, [1798] Arrived yesterday brig *Dispatch*, Henshaw, 13 days from Havanna. Left Brig *Ready Mo*[*n*]*ey* [3rd letter missing] of Baltimore, detained by Government on account of having Guns on board. [*General Aurora Advertiser*, Philadelphia, July 6, 1798.]

REBECCA, Brig. *Tons:* 129. *Commander:* Alexander Smith. *Registry Port:* New York, N. Y. (Feb. 2, 1797). *Owner:* James Scott. Built in New London, Conn. in 1796.

On October — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

REBECCA, Brig. *Commander:* ——— ———.

The armed ship *Barbary*, Clark, for Boston, sailed from Hamburgh, October 30, [1798]. The brig *Rebecca*, 18 days from New York, arrived at Curracoa, and saluted the Commodore, who returned it. [The *Massachusetts Mercury*, Boston, Mass., December 28, 1798.]

REBECCA, Ship. *Guns:* 16. *Commander:* ——— Corran.

Philadelphia, May 16, [1798] Arrived *Rebecca*, Corran, of 16 guns, Virginia. Yesterday arrived here the Ship *Belvidere*, of New York, Capt. Reynolds, 46 days from London, who sailed with the fleet, but parted company on the 5th day. She is armed with 12 six-pounders and on entering the port fired a federal salute. [*Commercial Advertiser*, New York, May 16, 1798.]

REBECCA, Ship. *Tons:* 231; *Guns:* 2 6-pounders; *Men:* 18. *Commander:* Benjamin Thayer; Richard Brown, *1st Mate;* John Benthall, *2nd Mate*. *Registry Port:* Providence, R. I. *Owner:* Stephen Dexter, Providence, R. I.

Issued a special commission, on December 15, 1798, by Collector of Customs, Providence, R. I., as shown on Abstract of Commissions issued, dated Custom House, Providence, R. I., 18 January 1799, signed by Jeremiah Olney, Collector.

[R. I. Historical Society.]

REBECCA, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London to America, 1798.

[LC., Privy Council Register, Vol. 45, p. 369; P. R. O., London.]

REBECCA, (———). *Commander:* ——— ———.

The *Rebecca*, from Charleston, for Goree, has been captured by the English; her naval stores and gunpowder taken out, and landed, and the vessel liberated. [The *New Hampshire Gazette*, Portsmouth, N. H., May 8, 1798.]

NOTE.—No definite record that this vessel was armed.

RECOVERY, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London to Charleston, 1798.

[LC., Privy Council Register, Vol. 45, p. 283; P. R. O., London.]

REINDEER, Ship. *Guns:* 1 (19 wooden Guns). *Commander:* ——— Motley.

Boston, Tuesday, September 18th, 1798. Capt. Motley, late of the ship *Reindeer*, arrived at Portland, on Friday last from Guadaloupe. Capt. Motley's ship made a show of 20 guns, 19 of which were of wood — she was bound to Martinique; and when nearly in sight of the Island, was fallen in with by a French privateer. On drawing near, the arch pirate called out, that he knew it was an American vessel, and that, if a single gun was fired, he would murder every person on board. Capt. Motley answered that his wanting guns was the only reason for not using them. The *Reindeer* was conducted into Guadaloupe, and instantly condemned. Hughes said, if *Le Croyable* was condemned he would imprison every American in his island. A Boston Schooner bound into Guadaloupe was taken while entering. She had cleared from America June 30th [1798]. The French knew of the non-intercourse bill, and therefore said she was not bound to Guadaloupe, indicating that no American would evade the Law in such way. [The *Massachusetts Mercury*, Boston, Mass., Sept. 18, 1798.]

RELIANCE, Ship. *Commander:* ——— Webber. *Registry Port:* Boston, Mass.

Arrived Boston 13th November [1798], Armed Brig *Orlando*, Henderson, 30 days from St. Petersburg — Sailed thence with 9 armed American vessels under Commodore Thorndike in *Sally* of Beverly — and *Reliance*, Webber, of Boston; *Enterprise*, *Osmore*, and *Sukey*, of Salem. [*Commercial Advertiser*, New York, November 20, 1798.]

REPUBLICAN, Ship. *Tons:* 292; *Guns:* 2; *Men:* 14. *Commander:* James Simpson. *Registry Port:* Baltimore, Md. (June 5, 1798). *Owners:* Lloyd Buchanan & Co., & Henry Courtenay. Built at Baltimore, Md., in 1790.

Issued a Sea Letter at Baltimore, Md., on November 29, 1798, bound for Falmouth, with a cargo of tobacco, sugar, and coffee.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

Captured by French Privateer *Spartiate* (Capt. Pinson, 20 guns) on 23 December 1798, while en route Baltimore to Falmouth, England, in Latitude 44°16′ N., Longitude 37°5′ W., and carried into Corunna, Spain.

[SDA.]

RESOLUTION, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from Gosport, 1798.

[LC., Privy Council Register, Vol. 44, p. 273; P. R. O., London.]

RETALIATION, Brig. *Guns:* 14; *Men:* 40. *Commander:* ——— Knap. *Registry Port:* Boston, Mass.

Saturday, December 8th — Ship *Maria*, Parker, and brig *Retaliation*, Knap, of 14 guns and 40 men, belonging to Boston, from Gibraltar, anchored in Milford Road December 2, [1798]. [The *Massachusetts Mercury*, Boston, Mass., December 11, 1798.]

RICHARD, Schooner. *Tons:* 54; *Guns:* 2. *Commander:* R. Easton. *Registry Port:* Baltimore, Md. (Sept. 23, 1797). *Owner:* Gittings Smith. Built in Northumberland County, Md., in 1797.

Issued a Sea Letter at Baltimore, Md., on August 29, 1798, bound for Surinam, with a cargo of provisions and dry goods.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

RILSON, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London for Virginia, 1798.

[LC., Privy Council Register, Vol. 44, p. 170; P. R. O., London.]

ROBA & BETSEY, Ship. *Guns:* 16, 6 and 9 pounders; *Men:* 30. *Commander:* ——— Vimmo.

"American ship *Roba and Betsey*, Capt. Vimmo, — mounting 16, 6 & 9 pounders, with 30 Men" — (See Elias Vander Horst's letter of 7th August 1798, written at Bristol, England, no addressee.)

[SDA. Bristol, Vol. 1, 1791–1799.]

ROBERTSON, Brig. *Guns:* 12. *Commander:* George Wakefield. *Registry Port:* Norfolk, Va. *Owners:* Randolph & Armstead, of Norfolk, Va.

"The American armed Brig *Robertson*, George Wakefield, Master, will sail for Havanna." [The *Norfolk Herald*, Norfolk, December 1, 1798.]

ROEBUCK, Ship. *Guns:* 24. *Commander:* ——— Burrows.

May 8th, [1798] Extract of a letter from Yarmouth, May 7th: "The *Roebuck* of 24 guns, Capt. Burrows, has captured a privateer fitted out by and the individual property of Victor Hughes." [The *Connecticut Journal*, New Haven, Conn., July 18, 1798.]

ROSE, Brig. *Tons:* 163. *Commander:* John Meany. *Registry Port:* Philadelphia, Pa. (Dec. 7, 1798). *Owners:* Thos. Fitzsimons, & John Meany. Built at Portsmouth, Va., in 1794.

The Proof of Ownership Certificate, dated Philadelphia, Dec. 7, 1798, contains the following notation: "Surrendered July 19, 1799, to insert more Guns".

[TDA. Custom House Records.]

RUBY, Ship. *Guns:* 12. *Commander:* James Messroon, and ——— Stafford.

For Sale — Ship *Ruby*, James Messroon, pierced for 16 guns, carries 12 "double-fortified fours". [*City Gazette & Daily Advertiser*, Charleston, S. C., November 2, 1798.]

For Liverpool, armed ship *Ruby*, Capt. Stafford. [*City Gazette & Daily Advertiser*, Charleston, S. C., November 20, 1798.]

RUSSELL, Ship. *Tons:* 317. *Commander:* William Wood. *Registry Port:* Newport, R. I.

For Sale. — The Ship *Russell*, 316 tons, together with her cannon, blunderbusses, small arms * * * having all her guns, sails, rigging and stores as she came from Canton. [*Newport Mercury*, Newport, R. I., December 18 1798.]

SALLY, Bark. *Tons:* 181; *Guns:* 8; *Men:* 14. *Commander:* Moses Endicott; Charles Wilson, *1st Mate;* Jonathan Robbins, *2nd Mate. Registry Port:* Salem Mass. *Owners:* Thos. Saunders, Joseph Peabody & others.

The *Sally*, Endicott, of 8 guns, for Salem, with a number of other Americans, sailed from Havanna, November 7, 1798, under an American Convoy, leaving four French privateers there, who dared not come out. [The *Salem Gazette*, Salem, Mass., December 18, 1798.]

SALLY, Ship. *Guns:* 12; *Men:* 50; *Commander:* ——— Boswell.

Friday, 8th. Sailed, Commodore Clark's Squadron, for the West Indies, consisting of the following vessels, viz: Ship *Hope*, E. Clark, 16 guns; Ship *Sally*, Boswell, 12 guns; Brig *Juno*, Stocking; Brig *Susannah*, Hull; Brig *James*, Miller; Brig *Esquebo*, Cook; Brig *Thomas*, Pratt; Schooner *Lark*, Gilbert; Schooner *Jenny and Hannah*, Billings; Schooner *Favorite*, Denison; Schooner *Dauphin*, Goodwin; Sloop *Defiance*, Capt. unknown; Sloop *Negociator*, Chester. [The *Connecticut Journal*, New Haven, Conn., June 13, 1798.]

SALLY, Ship. *Commander:* ——— Campbell.

Wednesday, Sept. 5th, [1798] — Arrived Ship *Sally*, Campbell, Liverpool, 47 days. Sailed in company with armed ships *Elizabeth*, for Savannah; and *Sally*, for New York, parted August 26th [1798] Latitude 44° N., Longitude 67° W. [The *Massachusetts Mercury*, Boston, Mass., Sept. 7, 1798.]

SALLY, Ship. *Commander:* ——— Morgan. *Registry Port:* New York, N. Y. [?]

Extract from U. S. Consul James Maury's letter of July 9, 1798, Liverpool, to Rufus King, U. S. Minister, London: "The packet * * * for Mr. Pickering with one for Mr. Morris in the armed Ship *Sally*, Morgan, for New York tomorrow."

[SDA. Liverpool, Vol. 1, CL., 1790-1800.]

NOTE.—Also see Ship *Sally* (Campbell).

SALLY, Ship. *Tons:* 203; *Guns:* 2; *Men:* 15. *Commander:* Nicholas Thorndike. *Registry Port:* Beverly Mass.

Issued a Clearance on June 23, 1798, at Salem and Beverly, for Copenhagen.

[TDA. Custom House Records.]

The Ship *Sally*, Capt. Nicholas Thorndike, arrived at Beverly, on Wednesday last from Copenhagen, bringing as part of her Cargo 80 pieces of Cannon, 200 Muskets with Bayonets, 200 pair of Pistols, and a quantity of powder. [The *Salem Gazette*, Salem, Mass., November 9, 1798.]

SALLY, Ship. *Guns:* 14. *Commander:* ——— ———. *Registry Port:* Norwich.

A Convoy sailed from Cape Nichola Mole, about September 9th, [1798] consisting of about 30 Sail of American vessels, chiefly for the Southern States, under the protection of the Ships *Hope*, of 12 guns, and *Sally*, of 14, both belonging to Norwich. [The *Salem Gazette*, Salem, Mass., October 9, 1798.]

SALLY RUFFIN, Schooner. *Tons:* 83. *Commander:* Benjamin Franklin. *Registry Port:* New York, N. Y. (Nov. 24, 1798). *Owners:* Stephen Tillinghast & Libbus Loomis. Built in North Carolina in 1798.

On November — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

SAMPSON, Ship. *Tons:* 341. *Commander:* John Rooke. *Registry Port:* New York, N. Y. *Owners:* Peter Kimble & others. Built at Philadelphia in 1788.

Yesterday arrived the ships *Sampson*, Rooke, from Canton, and the *Factor*, Kemp, from London. On passing the Fort, they each fired a salute, one of 12 and the other 13 guns. [*Commercial Advertiser*, New York, May 14, 1798.]

SARAH, Ship. *Tons:* 230; *Guns:* 10, 4-pounders. *Commander:* Thomas Hopkins. *Registry Port:* Boston, Mass. (Oct. 24, 1798). *Owners:* Gorham & Eben Parsons. Built at Newburyport in 1790.

Marine Intelligence [Boston] Thursday, June 7, [1798] Arrived Ship *Sarah*, Hopkins, an armed vessel, from Algiers. In coming to anchor she fired a salute. The crew of the *Crescent*, frigate, came passengers in the above vessel. Off Madeira, was chased by a French privateer. He shortened sail; but the privateer kept up a constant fire. When she came up with Capt. Hopkins, he was ordered to hoist out his boat and come on board with his papers; which he refused; but offered them for inspection if the privateer's boat was sent along side. Upon which the pirate poured a broad side into the ship, which injured the rigging but did no other damage. Captain Hopkins returned this civility with a full discharge of his guns, which put the buccanier to flight. The Algerines were highly pleased with the frigate. The seamen which were sent out with the *Crescent*, have returned seasonably; and it is not doubted they have the spirit to continue in their Country's service, to support its honor, interest and independence. [The *New Hampshire Gazette*, Portsmouth, June 12, 1798.]

SARATOGA, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London to Charleston, 1798.

[LC., Privy Council Register, Vol. 44, p. 38; P. R. O., London.]

SHARK, Schooner. *Commander:* ——— Beal. *Registry Port:* Boston, Mass.

On September 27, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

SISTERS, Schooner. *Tons:* 79; *Guns:* 2; *Men:* 7. *Commander:* Richard Johns. *Registry Port:* Baltimore, Md. (Sept. 9, 1797). *Owner:* Sam'l Walker. Built in Matthews County, Va., in 1797.

Issued a Sea Letter at Baltimore, Md. on September 22, 1798, bound for Jeremie with a cargo of wine, candles, soap, beef and pork.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

SISTERS, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from Liverpool to Smyrna, 1798.

[LC., Privy Council Register, Vol. 45, p. 291; P. R. O., London.]

SMALLWOOD, Ship. *Tons:* 287; *Guns:* 16. *Commander:* ——— Johnston. *Registry Port:* Alexandria, Va. (May 11, 1798). Built in Maryland in 1784.

[TDA.]

Ship *Smallwood*, Capt. Johnston, of Alexandria, was to sail from Barbadoes in a few days to convoy American vessels home. [*Times and Alexandria Advertiser*, Alexandria, September 15, 1798.]

SOPHIA, Ship. *Tons:* 258; *Guns:* 10. *Commander:* John Smith. *Registry Port:* Baltimore, Md. (Dec. 11, 1798). *Owners:* J. Smith, Jr., & J. Biays. Built at Philadelphia in 1790.

Issued a Sea Letter at Baltimore, Md., on December 11, 1798, bound for Hamburg, with a cargo of sugar, coffee & tobacco.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

SOUTH CAROLINA, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London to Charleston, 1798.

[LC., Privy Council Register, Vol. 45, p. 266; P. R. O., London.]

SPREN, Schooner. *Guns:* 2. *Commander:* J. Arnold. *Registry Port:* Baltimore, Md.

Issued a Sea Letter at Baltimore, Md., on August 27, 1798, bound for Havanna, with a cargo of Flour.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

SPY, Ship. *Commander:* ——— ———.

Newcastle, October 5. Arrived from Havanna Ship *Spy*, well armed. [*Commercial Advertiser*, New York, October 11, 1798.]

STAG, Ship. *Commander:* ——— Dalton. *Registry Port:* Norfolk, Va.

From late Jamaica Papers — Kingston, June 2, [1798] The vessels which arrived from America, on Sunday, came under convoy of the Armed Ship *Stag*. The schooner from Philadelphia joined them in the Turks Island passage. [*Commercial Advertiser*, New York, July 24, 1798.]

Cleared: The Ship *Stag*, Dalton, of and for Norfolk, from Jamaica, is sent into Port Cavallo, and libelled on suspicion of being British property, having armed in Jamaica. [*Commercial Advertiser*, New York, August 1, 1798.]

STAR, Ship. *Tons:* 263; *Guns:* 10. *Commander:* Joseph Woodman. *Registry Port:* Philadelphia, Pa. (March 23, 1798). *Owner:* Daniel W^m^ Coxe. Built at Philadelphia in 1794.

For New Orleans — The Ship *Star;* a staunch good vessel, mounting 10 guns, and will be well manned and fitted for defence; For freight or passage apply to Daniel W. Coxe. [*Claypoole's American Daily Advertiser*, Philadelphia, Wednesday, December 5, 1798.]

STOCKPORT, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from Liverpool to Pennsylvania, 1798.

[LC., Privy Council Register, Vol. 45, p. 315; P. R. O., London.]

ST. TAMANY, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from Liverpool to Virginia, 1798.

[LC., Privy Council Register, Vol. 45, p. 274; P. R. O., London.]

SUKEY, Brig. *Tons:* 102; *Guns:* 1; *Men:* 9. *Commander:* William Patterson. *Registry Port:* Salem, Mass.

Issued a Clearance on July 9, 1798, at Salem and Beverly for Copenhagen.

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York. N. Y.

[TDA. Custom House Records.]

SUPERB, Ship. *Commander:* ——— ———.

The Armed Ships *Connecticut* and *Superb* with several other outward bound vessels lay at the Brown on Sunday and it is expected got to sea on Monday last. [*Claypoole's American Daily Advertiser*, Philadelphia, Wednesday, August 15, 1798.]

SUPERB, Ship. *Tons:* 282. *Commander:* George Fernald. *Registry Port:* Boston, Mass. (Oct. 11, 1798). *Owner:* Ebenezer Oliver. Built at Kittery in 1793.

On October 12, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

SWALLOW, Schooner. *Tons:* 120; *Guns* (pierced for 14). *Commander:* ——— Leffingwell.

For Sale: The Schooner *Swallow*, Capt. Leffingwell, burthen 120 tons. A new vessel built in Virginia on the pilot boat construction, and pierced for 14 guns; sails remarkably fast — If not disposed of in a few days, will then take freight for Norfolk. Apply on board at the Coffee House Slip, or to Patrick & Todd, No. 36 William Street. [*Commercial Advertiser*, New York, August 27, 1798.]

SWANWICK, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from Liverpool to Pennsylvania, 1798.

[LC., Privy Council Register, Vol. 45, p. 620; P. R. O., London.]

SWIFT, Schooner. *Tons:* 100. *Commander:* John Tremells. *Registry Port:* New York, N. Y., (Dec. 18, 1798). *Owners:* Jno. H. Lawrence & Jon'a. Dayton. Built in Connecticut in 1798.

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

SYLPH, Brig. *Commander:* ——— ———.

London, March, [1798] The vessels of the convoy taken, 11 in number, are on their passage home under convoy of the *Sylph* Brig. [*General Aurora Advertiser*, Philadelphia, May 15, 1798.]

SYMPATHY, Ship. *Tons:* 190; *Guns* (pierced for 20). *Commander:* ——— ———.

For Sale: The fast sailing new ship *Sympathy*, Virginia built, and calculated to carry guns, having 8 ports on a side, besides the bow ports and two ports for stern chasers; having a spar deck which gives a greater safety to the crew in time of action. This vessel is built out of the very best materials, and every attention has been paid to make her strong, and her frame has been put up in the manner of the frigate *United States*, timbers being iron bolted together before they were raised; her burthern 190 tons. John Bigar, South Front Street, No 208.

N. B. If the above ship is not sold, she will be chartered or freighted to St. Thomas. [*Claypoole's American Daily Advertiser*, Philadelphia, Thursday, July 26, 1798.]

TARTAR, Brig. *Tons:* 140; *Guns* (pierced for 18). *Commander:* Ralph Pigot *Registry Port:* New York, N. Y.

Cleared from Philadelphia for Norfolk on August 13, 1798.

[TDA. Custom House Records.]

TEASER, Schooner. *Guns:* 8; *Men:* 80. *Commander:* Charles O'Brien.

Charleston, 7 September, [1798] Schooner *Teaser*, Charles O'Brien, 8 guns, 80 men, captured French Privateer of 12 guns and 120 men and took her into St. Kitts, 25 July, [1798]. [The *New Hampshire Gazette*, Portsmouth, Oct. 9, 1798.]

THETIS, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London to Petersburgh, 1798.

[LC., Privy Council Register, Vol. 45, p. 397; P. R. O., London.]

THOMAS RUSSELL, Ship. *Tons:* 253; *Guns:* 10; *Men:* 25. *Commander:* Bernard Magee. *Registry Port:* Boston, Mass. (June 20, 1798). *Owner:* Thos. H. Perkins. Built at Charlestown, in 1796.

Following extract from Letter Book of T. H. Perkins, 12 June 1798, to Willing & Francis, Philadelphia: Procure a Letter of Marque for "the ship *Thomas Russell*, Bernard Magee, Master, . . . to mount 12 4-pounders and 6 swivels; 25 to 30 ment."

[Massachusetts Historical Society.]

(Salem, Friday, June 22, 1798) The Ship *Ulysses*, Capt. Josiah Orne, of this port for Batavia and the *Thomas Russell*, of Boston, for Canton, sailed from hence on Tuesday, each having 10 guns and 25 men. [The *Salem Gazette*, Salem, Mass., June 29, 1798.]

TRIAL, Ship. *Tons:* 235. *Commander:* Bourn Thomas. *Registry Port:* Philadelphia, Pa. *Owner:* J. M. Pintard.

Captured by French Privateer *Escamoteur* (Capt. Dronaux) on 6 May 1798, while en route Madeira to Cape Verde Islands, in Latitude 30°40′ N., Longitude 19°50′ W., and carried into Canary Islands. Condemnation document states that Ship was armed, but does not specify the number of guns that she carried.

[Court of Claims Archives.]

TRIMMER, Schooner. *Tons:* 60. *Commander:* James Daniel. *Registry Port:* New York, N. Y. (Dec. 1, 1798). *Owners:* Geo. Wattles, Jno. Blagge, & James Daniel. Built at New York in 1798.

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

TRIO, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from Liverpool to America, 1798.

[LC., Privy Council Register, Vol. 45, p. 565; P. R. O., London.]

TRITON, Galliot. *Commander:* William Osborne. *Registry Port:* Savannah, Ga.

Savannah, June 1st, [1798], Capt. William Osborne, late Commander of the Galliot *Triton* from this port bound to Martinico, who beat off one French privateer, and was afterwards captured by another, after an obstinate resistance (as mentioned in our paper of the 14th ult.) has died of his wounds at St. Martins. [*Commercial Advertiser*, New York, June 23, 1798.]

Extract — from Savannah. "The *Triton*, Osborne, from Savannah, to Martinique, an American vessel, is taken by a French privateer, and the crew have been put to death under singular circumstances. The *Triton*, a well armed merchant vessel was met by a French privateer, which, wishing to seize her, was beat off after a smart action. A second French privateer in company with the other, afterwards attacked the *Triton* in her retreat, and was beat off also. The first privateer again came up with the *Triton*, when, after another smart action, the *Triton* was boarded, and in a scuffle about striking the colors of the American Ship, her Captain shot at the French Commander, in consequence of which the whole crew of the *Triton* were put to death." [The *Oracle of the Day*, Portsmouth, N. H., September 1, 1798.]

TRIUMPH, Ship. *Commander:* ——— ———.

Allowed to arm in a British port for her defence, 1798.

[LC., Privy Council Register, Vol. 44, p. 279; P. R. O., London.]

TRYAL, Brig. *Tons:* 167; *Guns:* 4; *Men:* 11. *Commander:* Thomas Talbut; Richard Gamble, *Supercargo*. *Registry Port:* Philadelphia, Pa. *Owner:* James Baxter, of Philadelphia. Built at Woolwich, Mass., in 1791.

Entered Bayonne, France, thinking it Bilbao, on 27 Sept. 1798, while en route Philadelphia to Bilbao, Spain. Was sunk by authorities (French) at Bayonne.

[Court of Claims Archives.]

TWO FRIENDS, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London to Charleston, 1798.

[LC., Privy Council Register, Vol. 45, p. 89; P. R. O., London.]

TYARA, Ship. *Commander:* Edwin George.

Baltimore, October 16, [1798] Captain Hindrickson in Latitude 31° N., Longitude 68° W., September 16, [1798] spoke armed ship *Tyara*, Capt. Edwin George, with 2 brigs under convoy 9 days out from Philadelphia for Antigua. [*Claypoole's American Daily Advertiser*, Philadelphia, October 19, 1798.]

ULYSSES, Ship. *Tons:* 163. *Commander:* David Lamb. *Registry Port:* Boston, Mass. (Aug. 18, 1798). *Owners:* Joshua Loring, Benj. Goddard, Robt. Williams, Henry Bass, Barzilla Holmes, all of Boston. Built at Amesbury, Mass., in 1794.

On August 18, 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

ULYSSES, Ship. *Tons:* 340; *Guns:* 10; *Men:* 25. *Commander:* Josiah Orne. *Registry Port:* Salem, Mass. *Owner:* William Gray, Jr.

Issued a Clearance on June 25, 1798, at Salem and Beverly, for Batavia.

[TDA. Custom House Records.]

Salem. The Ship *Ulysses*, Capt. Josiah Orne, of this port for Batavia and the *Thomas Russell*, of Boston, for Canton, sailed from hence on Tuesday, each having 10 guns and 25 men. [The *Salem Gazette*, Salem, Mass., June 29, 1798.]

UNION, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from Liverpool for Baltimore, 1798.

[LC., Privy Council Register, Vol. 44, p. 568; P. R. O., London.]

VENELIA, Ship. *Tons:* 226. *Commander:* William Paine. *Registry Port:* New York, N. Y. (July 6, 1797). *Owner,* Joseph Covachick. Built at New York in 1795.

On August — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

VENUS, Ship. *Tons:* 246. *Commander:* Joseph Spague. *Registry Port:* Boston Mass. (May 31, 1798). *Owner:* John C. Howard. Built at Pittston in 1795

Friday, October 19th [1798] Arrived Ship *Venus,* Capt. Spague, from Liverpool, 25 days from Land's End. She is well armed. [The *Massachusetts Mercury,* Boston, Mass., October 23, 1798.]

VIGILENT, Ship. *Tons:* 223; *Guns:* 8; *Men:* 21. *Commander:* Thomas Boyle. *Registry Port:* Baltimore, Md. (Nov. 20, 1798). *Owner:* J. Carrere. Built in Somerset County, Md., in 1798.

Issued a Sea Letter at Baltimore, Md. on November 20, 1798, bound for Vera Cruse with a cargo of Brandy, wine, butter, and dry goods.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

VIRGINIA, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from Liverpool for Maryland, 1798.

[LC., Privy Council Register, Vol. 44, p. 149; P. R. O., London.]

VIRGINIA, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from Leith for America, 1798.

[LC., Privy Council Register, Vol. 45, p. 85; P. R. O., London.]

VULTURE, Brig. *Tons:* 82; *Guns:* 2; *Men:* 8. *Commander:* John Berry. *Registry Port:* Salem, Mass.

Captured by French Privateer *Furet* (Capt. Licornu, 4 guns, 40 men) of Nantes, on 18 December 1798, while en route Salem to Trinidad, in Latitude 23°12′ N., Longitude 53°30′ W., and carried into St. Domingo.

[Court of Claims Archives.]

WARREN, Ship. *Tons:* 326; *Guns:* 16. *Commander:* John Fawn. *Registry Port:* New York, N. Y. (Nov. 13, 1797). *Owner:* Archibald Gracie. Built at Bristol, R. I., in 1795.

Baltimore, 3rd December [1798] Ship *Clothier,* Capt. Gardiner, of Philadelphia, 16 guns, 80 men, sailed from Liverpool in company with ship *Triumph,* — left at Liverpool American ships: Ship *Warren,* Capt. Fawn of New York, 16 guns; Armed ship *Caledonia,* Capt. Milibre, 20 guns. [*Commercial Advertiser,* New York, December 6, 1798.]

WASHINGTON, Ship. *Commander:* ——— Cunningham. *Registry Port:* Boston, Mass. *Owner:* John Coffin Jones.

On July 21, 1798, special commission as a private armed vessel sent to John Gavino, U. S. Consul, Gibraltar, by Secretary of State Timothy Pickering, to be delivered to this vessel. (See Pickering's letter of July 21, 1798 to John Gavino.)

[SDA. Inst. to Min., Vol. 4, 1797-1798.]

WASHINGTON, Ship. *Tons:* 221; *Guns* (Pierced for 20). *Commander:* Jacob Packwood. *Registry Port:* New York, N. Y. *Owners:* Francis Saltus & Sons Co. Built at Catskill, N. Y., in 1798.

New York, October 13, [1798] This day came down the North river, from Catskill, to be fitted for sea with all expedition, the beautiful new Ship *Washington,* pierced for 20 guns and owned by Messrs. Saltus & Sons Co. of this city; We understand she is to be purchased by the government, and hope she will prove an able protector of our Commerce. [*Newport Mercury,* Newport, R. I., November 20, 1798.]

WELCOME RETURN, Schooner. *Guns:* 6 carriage & 12 swivels. *Commander:* ——— Guthrie. *Registry Port:* Alexandria, Va. *Owner:* R. T. Hooe, Esq.

Alexandria, 23 October [1798] Sailed for Barbadoes Schooner *Neptune*, Capt. Willis, 12 carriage guns and 6 swivels; & Schooner *Welcome Return*, Capt. Gutherie, 6 carriage guns and 12 swivels, both fitted out at Alexandria by R. T. Hooe, Esq. [The *New Hampshire Gazette*, Portsmouth, November 7, 1798.]

Alexandria, January 1st, [1799] Arrived on Sunday the armed schooner *Neptune*, Capt. Willis, Tortola; also the armed schooner *Welcome Return*, Capt. Guthrie, Tortola. On Wednesday, December 19th, [1798] the schooner *Welcome Return*, at daylight, discovered a sail, which she took to be a pilot-boat, and accordingly fired a gun for a pilot. At 7:00 A. M. found the sail to be an armed sloop under English Colors which bore down upon her, and hailed her, to which she answered. She then hailed the sloop and was answered that she was the *Matilda* on a cruize and was ordered to back her topsail, come under their lee and send her boat on board, with her papers, or she would have a broadside immediately. The Captain replied that she was an American armed vessel, bound in, and that he would do no such thing; when the sloop gave her three guns and stood after her; The *Welcome Return* not altering her course, standing in for land. The sloop then gave her a broadside. The *Welcome Return* immediately returned the compliment so hot, that after seven or eight broadsides, the British sloop hauled down her colors, and fired a gun to leeward which was returned by the schooner. With this the captain of the *Welcome Return* wore ship and run along side, and called the Captain of the sloop to an account for his conduct; for which he endeavoured to excuse himself. He said his name was George Mitchell, of the sloop *Matilda* from St. Vincents. [The *Connecticut Journal*, New Haven, Conn., January 17, 1799.]

WILLIAM, Ship. *Commander:* Charles Kennedy. *Registry Port:* Newburyport, Mass. *Owners:* Moses Brown.

On December 4, 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, Newburyport, Mass.

[TDA. Custom House Records.]

WILLIAM, Ship. *Tons:* 182; *Guns:* 6; *Men:* 17. *Commander:* William Mugford.

Issued a Clearance on November 2, 1798, at Salem and Beverly, for Cadiz.

[TDA. Custom House Records.]

WILLIAM, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London to Baltimore, 1798.

[LC., Privy Council Register, Vol. 45, p. 324; P. R. O., London.]

WILLIAM PENN, Ship. *Tons:* 356. *Commander:* Samuel Nolans. *Registry Port:* Philadelphia, Pa. (Dec. 6, 1798). *Owners:* Jesse, Robert & William Waln. Built at Philadelphia in 1791.

The Proof of Ownership Certificate, dated Philadelphia, Dec. 6, 1798, contains the following notation: "Surrendered Nov. 30, 1799 to insert 2 more Guns".

[TDA. Custom House Records.]

WILLIAMSON, Brig. *Guns:* 12; *Men:* 30. *Commander:* ——— Auldboy.

Norfolk, May 15, [1798] Loss of the Brig *Williamson*, Captain Auldboy. The following account of the loss of the above armed Brig, we have from the Captain who arrived in town on Sunday night: That he sailed from Hampton Roads on Friday about 2 oclock in the afternoon with some vessels under convoy for the Mole — At six P. M. the light house bearing W. distance about four leagues, wind N.E. by N. steering E.S.E., with a fresh breeze under close reefed topsails, sounded the pumps, found 18 inches of water; at half after six found the leak to increase notwithstanding both the pumps were kept constantly going, and a number of buckets bailing out the steerage; threw all the water-casks and a number of other articles overboard: at half after eight she had upwards of three feet water in her hold and the pumps choked with p——— [word illegible], fired a gun as a signal of distress for the Schooner *Hope*, Captain Baldry, who immediately came up with the

Brig for the purpose of assisting us if she should sink: then we wore and in company with the Schooner stood in for the Capes, steering N.W. and N.W. half N. On sounding at 12 oclock found we were in three fathom water, put up helm and wore, when the brig immediately struck on the north shoals of Currituck, and bilged, both masts being cut away and the water running over her; the Schooner at the same time run ashore within a quarter of a mile of the brig. At daylight Captain Auldboy and his Gunner, got to shore in the small boat, where they procured sufficient assistance to save the lives of the remainder of the crew, who were lashed for hours in the shrouds. One boy died on his reaching the shore.

The above Brig had just undergone a thorough repair, carried 8 guns and 4 swivels and 30 men. The Schooner is expected, will be got off without injury. [*General Aurora Advertiser*, Philadelphia, May 23, 1798.]

WILLIAM AND MARY, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from Liverpool for Virginia, 1798.

[LC., Privy Council Register, Vol. 44, p. 634; P. R. O., London ]

WINTHROP & MARY, Ship. *Tons:* 104. *Commander:* Henry Jackson. *Registry Port:* Gloucester, Mass. (Aug. 16, 1798). *Owners:* Fitz W$^{m}$ & Ignatius Sargent, & Joseph Foster, Jr.

On August 16, 1798, issued a special commission as a private armed vessel, by Collector of Customs, at Gloucester, Mass.

[TDA. Custom House Records.]

WINYAW, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London for Madeira, 1798.

[LC., Privy Council Register, Vol. 44, p. 279; P. R. O., London.]

YEATMAN, Schooner. *Tons:* 90. *Commander:* Roger Crane. *Registry Port:* Philadelphia, Pa. (June 20, 1798). *Owner:* James Yard. Built at Matthews County, Va., in 1796.

The Proof of Ownership Certificate, dated Philadelphia, Nov. 7, 1797, contains the following notation: "Surrendered the 20th June, 1798, to insert Guns".

[TDA. Custom House Records.]

ZENOBIA, Ship. *Tons:* 295. *Commander:* Sam'l Godfrey. *Registry Port:* New York, N. Y. *Owner:* Henry Kermit. Built at Swansey, Mass., in 1794.

Letter from Ship *America* at Havanna, on 2$^{d}$ October [1798] states, "Fell in with armed Ship *Zenobia*, from Jamaica for Providence". [*Claypoole's American Daily Advertiser*, Philadelphia, October 27, 1798.]

[1 January 1799]

**To Captain Samuel Barron, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

DEAR SIR, The Signals from the Navy Office are very imperfect indeed. I shall be obliged to adopt a Sett of my own, when our little Squadron gets together, mean Time we must do as well with the above as possible. I shall however for the present, make Use of Lights and Guns, instead of Guns only for Night Signals, in the following manner to Viz[t]

for N[o] 1 one Light
2 two ditto
3 three ditto
4 four ditto
5 five ditto
6 six ditto
7 seven ditto
8 eight ditto
9 nine ditto
10 one Gun
11 one Gun, one Light
12 one Gun, and two Lights, & so on
and for 20 two Guns
21 two Guns, and one Light
and for 30 three Guns —
31 three Guns, and one Light, & so on
and for 40 four Guns —
41 four Guns, and one Lights
42 ditto, and ____ two ditto
43 ditto, and ____ three ditto
44 ditto, and ____ four ditto
45 ditto, and ____ five ditto
46 ditto, and ____ six ditto
47 ditto, and ____ seven ditto

as there is no other Vessel of the Squadron together, you will not wait for the Signal to exercise Guns &c. but do it as often as possible. I exercise my Marines twice a Day, and the Cannon as often as the Weather, and other Circumstances will admit. Your's &c.

U. S. Ship *Constellation*
1[st] January 1799—
Capt[n] Barron
Brig [*Richmond*] Norfolk

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

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[1 January 1799]

**To Acting Sailing Master Joseph Ingraham, from Lieutenant Edward Preble, U. S. Navy**

To M[r] JOSEPH INGRAHAM, hereby appointed Sailing Master of the United States Brig *Pickering*

By Virtue of the Power and Authority to me given, I do hereby Constitute and appoint you Sailing Master of the U States Brig *Pickering;* Willing and requiring you forthwith to go on Board and take upon you the charge and command of Sailing Master in her accordingly; Strictly charging and commanding all the Officers and Company belonging to the Said Brig Subordinate to you, to behave themselves, Jointly and Severally in their respective employment with all due respect and Obedience unto you their said Sailing Master

— And you likewise to Observe and execute as well the general printed Instructions, as what Orders and Directions you shall from Time to Time receive from me, or any other your superior Officers for the United States Service; hereof nor you, nor any of you may fail as you will answer the contrary at your Peril; and for so doing this Shall be your Warrant,

Given Under My hand & Seal in Boston this Thirty first Day of January 1799, in the Twenty Third Year of the Independence of the U States of America,

By Order of the Secretary of the Navy

EDWARD PREBLE

[LC, EPP, Vol. 1, 1680–1799.]

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**To Thomas Martin, Collector of Customs, Portsmouth, N. H., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 1st January 1799.*

THOMAS MARTIN Esquire
*Portsmouth New Hampshire —*

SIR I am honored with your favor of the 22d instant — & have also received a Letter from Captain Adams, — from which it appears that the *Adams* [the *Scammel*] is to be of no use to the Public, until she undergoes alterations in her Masts and indeed the Captain strongly advises that she be converted into a Brig. —

I beg that you will be so good as to call on Colo Hackett — and other experienced Men — have the Vessel examined — and as quickly as possible, have such changes made, as will make the Vessel fit for service. — and without delay. — If she will do as a Schooner, the expence of making her a Brig, ought to be avoided. — I hope every thing can be put in order, to have the Vessel ready to be of some service, by a Cruise to the West Indies, in three weeks from the time you receive this —

Don't delay any thing for want of orders, but have the best done, that can be done — The Vessel had better be sunk than remain a useless expense — I will send Iron in time if possible — and will attend to your suggestion about the Gentleman named in your Letter. —

I am &c.

[NOTE.—See letter to Mr. Martin from Secretary of the Navy, dated 2 January 1799.]

[NDA. GLB, No. 1. 1798–1799.]

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**To William Nichols, Marshal of Pennsylvania, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department January 1st 1799*

Wm NICHOLS Esquire *Marshal*

SIR The most distressing complaints are made on behalf of the prisoners at Burlington — they are represented to be literally naked, I was in hopes you would have prevented Complaints of this kind, Pray have the Cloathing purchased for them sent without delay

I have the Honor &C.

[NDA. GLB, Vol. 1.]

**To Joshua Sands, Collector of Customs, New York, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department January 1st 1799 —*

JOSHUA SANDS Esq[r]
*Collector New York*

SIR The Cutter *General Greene* Cap[t] Price now in the Bay of Delaware is about to Join the *Governor Jay* Cap[t] Leonard at your port, and may have arrived there, and from thence is to proceed to the West Indies — Cap[t] Price will want a supply of powder say 8 barrels of Cannon and 2 of Musket powder, which you will please to furnish, with any other articles he may stand in need of — the Situation of the Navigation prevented being Supplied from hence

I have the Honor &[c]

There is public powder at New York perhaps you may be able to obtain that. —

[NDA. GLB, Vol. 1.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Tuesday, 1 January 1799**

Moderate and light Breezes with smooth Water, all these twenty four Hours, with pleasant Weather for the Season of the Year; passed several Vessels standing in for the Land. Had all Hands to Quarters, and cleaned below, a Number of our People with violent Colds; send Night Signals on Board the *Richmond*, those received from the Navy Office being very imperfect.

Latitude observed 35°.50′ N[o]
Longitude Account 73 .49 W.

[HS of Pa. NDA photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 1 January 1799**

Fresh Breezes & Cloudy Ship under double reef'd Top Sails Split the Fore & Main Top sails & bent new Ones.

@ 4 Saw 2 Strange Sails to the Southw[d] & Eastw[d]

@ ½ past Set the Topsails close reef'd

At 8 More Moderate At 2 A.M. the Wind came to the Northw[d]

At 7 A. M. Up foresail & brot her too @ ½ past 8 filld & made Sail to the Southw[d] Ends with Fresh Breezes & Cloudy.

[Latitude In 37.42]

[NDA.]

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

[PHILADELPHIA]
*Navy Department January 2[d] 1799*

Cap[t] LEONARD
*New York*

SIR The *Governor Jay* under your Command, being well provisioned, and watered sufficiently to last you to the place of destination, and having at least 40 rounds of ammunition; I have it in Command from the President, to order that without delay, you proceed in

Company with the *Gen. Green*, Cap$^{t}$ Price — taking under convoy the Ship *America*, with provision for our Vessels of War, to the Havanna — and cruise between the Matanzes, and the Morea, until you fall in with Cap$^{t}$ Decatur, of the Sloop of War *Delaware*, under whose orders you will then place yourself Vessel and Crew. —

You have heretofore received your Authority to capture French armed Vessels, — Armed Cruising Vessels, without commissions are Pirates, and from Vessels of this description our Commerce receives a great deal of Injury. — You consider your Authority to extend to the Capture or destruction of these Vessels also; and in addition to your former Instructions, it is the positive Command of the President, that on no pretence whatever, you permit the public Vessel of War under your Command, to be detained or searched; nor any of the Officers or Men belonging to her, to be taken from her, by the Ships or Vessels of any Foreign Nation, so long as you are in a capacity to repel such outrage on the honor of the American Flag.

If Force should be exerted to compel your submission, you are to resist that force to the utmost of your power; & when overpowered, you are to strike your Flag, and thus yeild your Vessel, as well as your Men — but never your Men without your Vessel. —

You will remember however, and it is strictly enjoined by the President, that your demeanour be respectful, & friendly to the Vessels and people of all Nations, in amity with the United States, and that you avoid as carefully the commission of, as the Submission to Insult or Injury. Herewith you will receive the private Signals to be used by our Vessels of War — and those to be used between American and British Vessels —

Wishing you great Success

I am &$^{c}$

N. B. Inclosed are Commissions for John Squire as Y$^{r}$ 1$^{st}$ Mate, John Wade 3$^{d}$ Mate, Adolph Lent Surgeon's Mate.

[NDA. OSW, Vol. 1.]

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**To Thomas Martin, Collector of Customs, Portsmouth, N. H., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 2$^{nd}$ January 1799.*

THOMAS MARTIN Esquire
*Portsmouth N H—*

SIR Since my Letter of yesterday, I have made such inquiry, as to be intirely satisfied that the *Scammel* ought not to be made into a Brig— If she is already tender she will be more so by increasing the weight at top. Please therefore suffer no other alteration than a proper reduction of the Masts and sails — These small Vessels are more expensive than useful — they decrease our means, without increasing our strength — all unnecessary expense should therefore be carefully avoided. Presuming that the necessary alterations can be quickly made, I shall quickly send Cap$^{t}$ Adams his Instructions for the Island — and shall also send a Commission for the Gentleman you recommend — to be used if Adams's health should not permit him to go. —

I have the honor &$^{c}$

[NDA. GLB, Vol. 1.]

**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Wednesday, 2 January 1799**

The first Part a fresh Breeze and a head Sea. Spoke his Britannick Majesty's Sloop of War, *Weazle* of 16 Guns on a Cruize, the latter light Winds. Spoke the Ship *Industry* of Norfolk from Liverpool bound to Norfolk.

Took the Wedges out of the Partners of the Masts on Gun Deck (and coated the Masts) in Order to try whether it would make any Difference in the Sailing of the Ship.

Latitude observed 35° .17′N$^{o}$
Longitude Account 72 .19 W.

[HS of Pa. NDA photostat.]

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**Extract of log of U. S. Frigate *Constitution*, Captain Samuel Nicholson, Wednesday, 2 January 1799**

Moderate breezes and Cloudy Running to the Southw$^{d}$ under double reefd Topsails and Foresail.

Sailmakers employd Repairing a Main Topsail and the Watch employd cleansing ship. at 3 Swayd up Top Gallantmasts

At 7 Up Mainsail and furld d$^{o}$

At 9 Fresh breezes and cloudy

At 11 Tackd to the Eastward and double reefd the topsails

At ½ past 11 handed the Main Top M$^{t}$ Staysail

AM. at 7 let out close reef of the Topsails at 9 reefd the Main Course and Set it At 10 Musterd the Ships company and Read the Articles of War, the State of the Weather would not allow it to be done before

Employd stowing the Anchors and cleansing between decks

At 11 Set the Jib. Carpenters employd in their different stations.

Took charge as officers M$^{r}$ Jarvis as third Lieutenant M$^{r}$ Torrey as Acting Lieutenant M$^{r}$ Thayer as Lieutenant of Marines and M$^{r}$ Moore as Gunner

At Noon Moderate breezes and cloudy with Small Showers
[Latitude Observed 36°. 19′ North]

[NHS Col, NYHS.]

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**Presumably to Secretary Pickering from William Smith, U. S. Minister to Lisbon, Portugal**

(Private) LISBON, *Jan$^{y}$ 3. 1799.*

DEAR SIR Yesterday I rec$^{d}$ a letter from Cap$^{t}$ Kennedy of the Ship *Pacific*, bound from London to Charleston, dated at Vigo informing me of his being captur'd by a french privateer. He sail'd with the Convoy but was seperated. On board was M$^{r}$ Tazewell, (M$^{r}$ Gerry's Secretary) whom I daily expect here. The Captain of the Privateer says the Vessel will be condemned because she had guns, otherwise she wo$^{d}$ be released as neutral, but this is only a pretext; they wish to deter our Merchants from arming. The *Pacific* had 14 Guns & only 15 Men, & her Muster-roll is not signed by a Magistrate.

The Cap$^{t}$ wrote for my advice & opinion whether he would be condemned; he might as well have asked me when the affairs of France will be finally settled. —

* * * * * * *

M$^{r}$ Tazewell writes me from Vigo that the Passengers in the *Pacific* were very ill treated by the Officers of the french privateer & that notwithst$^{g}$ his french passport, he was plundered by them.

M$^{r}$ Bulkeley informs me that the *Pigou* was captur'd six days after she left the Delaware by two French Frigates the *Pigou* had on board 150,000 Doll$^{rs}$ which the frigates took on board & have brought to *L'Orient*, from whence the acco$^{t}$ is arrived here; the *Pigou* had not arrived; Keeping this money will be an act of open hostility.

With Sincere regard, I am

D$^{r}$ Sir,

Your most ob$^{t}$

W$^{m}$ SMITH.

[Mass. HS. Pickering Papers, Vo. 24.]

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**To Captain Stephen Decatur (Senior), U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]

*Navy Department 3$^{d}$ Jan$^{y}$ 1799.* —

Captain STEPHEN DECATUR

*Havanna* —

SIR I have caused to be shipped in the Ship *America* under convoy of the Cutters *Governor Jay* and *General Greene*, 20,000 lbs Ship Bread 50 lb$^{s}$ Beef, and as much Pork, addressed to the American Consul [Daniel Hawley] at the Havanna, for the use of the Vessels under your Command, and have written him to furnish any supplies you may stand in need of — but I hope you will not want much, as every thing will be very dear at the Havanna — The *General Greene* and *Governor Jay* will be under your Command — I have no doubt you will make them useful — I inclose additional Instructions which the President has ordered to be given in consequence of a late transaction in the neighborhood of the Havanna — Campbell I hope will also quickly join you in the *Eagle* Cutter. —

I saw Cap$^{t}$ M$^{c}$Knight yesterday — Your friends & family are well. —

I have the honor &$^{c}$

[NDA. OSW, Vol. 1.]

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**To Daniel Hawley, U. S. Consul, Havana, Cuba, from Secretary of the Navy**

[PHILADELPHIA]

*Navy Department 3$^{d}$ January 1799*

DAN$^{l}$ HAWLEY Esq$^{rs}$

*Havana*

SIR I have directed 20,000 $^{lbs}$ bread, & 100 barrels of beef & pork, to be shipped to your Address from New York, in the Ship *America*.

This provision is entended for the Use of the public Vessels of War, of the United States, which may want Supplies at the Havanna.

Cap$^{t}$ Decatur in the Ship *Delaware*, will have two or three Vessels under his Command, and will give directions as to the delivery of the provisions. I have the Honor to request that you will be pleased to have it Stowed — & inform Cap$^{tn}$ Decatur in whose care you place it, or if Cap$^{t}$ Decatur should not be in the vicinity of the Havana the Commanding Officer of the American Vessels on that Station —

For any Expence attending this business your Draft on me as Secretary of the Navy will be paid at sight, as well as for any other necessary Supplies furnished our Public Vessels, but it is not expected they will require much, if any, & for any thing furnished them, it will be proper to take duplicate receipts from the Captain, one to be transmitted with the Draft — I have the Honor to be & C$^{a}$

[NDA. GLB, Vol. 1.]

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**To James & Ebenezer Watson, Navy Agents, New York, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 3$^{d}$ January 1799.* —

Mess$^{rs}$ JAMES & E. WATSON

GENTLEMEN I Send to day the orders for Leonard and Price to proceed to the Havanna, & to convoy the Ship *America.* — Please address the Meal and Bread, shiped in the *America* to Daniel Hawley Esquire, or the person Acting as American Consul at the Havanna, and inclose to him one Bill of lading, and send another to me. —

I have the honor &$^{ca}$

[NDA. GLB, Vol. 1.]

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

[PHILADELPHIA]
*Navy Department January 3$^{d}$ 1799*

W Crafts Esq$^{r}$
*Charleston So Carolina*

SIR I had the honor to write you on the 31$^{st}$ Ultimo in reply to your late letters, and have since received yours of 18$^{th}$ Ultimo — A Remittance Shall immediately be forwarded to you, and in future I shall endeavour to prevent your being exposed to any Advance —

On the Subject of Rations you will no doubt have them supplied on the lowest terms in your power —

The Crews of our Vessels are too extravagant in this respect, and have been indulged in the Article of West India, rum, but they have not been allowed bread of the quality called pilot bread — It has been usual to supply them with the best kind of brown Ship bread, with which they hitherto have been & ought to be satisfied. —

I thank you for the information respecting the harbor of Beaufort

I have the Honor &C.

[NDA. GLB, Vol. 1.]

[3 January 1799]

**Extract of a letter from Stephen Higginson, Navy Agent, Boston, Mass.**

"The Cast Iron Hearths will not answer — both those sent by Mr Watson for the *Portsmouth* and *Merrimack* are useless — the latter gave way long ago, and a new one was made at Newbury, and I am just now advised that the former has also split so as to be useless — The Bailers and the Hearths were both with what are called fire Cracks, which by use have so much opened as to become incapable of use."

[NDA. GLB, Vol. 1.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Thursday, 3 January 1799**

Variable Winds, and mild Weather for the Season with smooth Water. Regulated our Sail according to the Situation of the Convoy; Nothing remarkable, and no strange Vessels in Sight.

Latitude observed 34°.44′ N°
Longitude Account 70 .57 W.

[HS of Pa. NDA photostat.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 3 January 1799**

At 1 PM weigh'd our anchors & made sail in company with 2 Ships, the Wind at N N W, at 2 PM discharg'd our pilot — At 4 PM Boston light house bore W b S dist. 4 leagues from which I take my Departure it being in Latt 42′ 25° N & Long$^{de}$ 70′ 50° West from the Meridian of London —

Middle part moderate breezes & Cloudy with Snow
Latter part light winds and Snowy Weather
No observation.
[Latitude by D. R. 42.32 N, Longitude 68′56° W]

[HS of Old Newbury, Mass., NDA photostat.]

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**Extract from the journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 3 January 1799**

Sent boats to the shore lay off and on S$^{t}$ Pierre Martinico
Saluted Admiral Harvey 13 guns which was answered, same N° Came to anchor, saluted the Fort at Fort Royal, which was also answered with the same N°

[NA.]

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[4 January 1799]

**Articles of Agreement between Secretary of the Navy and Henry Foxall & Company, Proprietors of the Eagle Foundery**

Articles of Agreement made this fourth day of January One thousand seven hundred & Ninety Nine, Between Benjamin Stoddert, Secretary of the Navy of the United States, for and on behalf of the

said States of the one part, and Henry Foxall & C$^{o}$ proprietors of the Eagle Foundery, of the other part — as follows. —

First.—The said Henry Foxall & C$^{o}$ engage to deliver, for the use of the Navy Department of the United States, at the boreing Mill on Schuylkill, a quantity of Iron Cannon to the amount, (calculating at the price herein after mentioned) of Twenty three thousand Dollars, of such calibre, and agreeably to such models as may from time to time be determined on by the Secretary of the Navy.

Second.—The said Cannon are to be cast in the solid and bored truly, so as that the diameter of the bore, shall correspond exactly, to each given Calibre, to be perfectly straight, and in the center of the piece from the Muzzle to the Breech. —

Third.—That from and after the first day of February next the said Henry Foxall & C$^{o}$ shall deliver upon an average four complete Guns weekly. —

Fourth.—That the said Cannon shall be proved at the expense of the United States, agreeably to such rules and regulations as have been customary in proving Guns for the United States, and under the directions of such persons, as may be appointed by the Secretary of the Navy or his successors, who shall attend thereto whenever required by the said Henry Foxall & C$^{o}$, but should any of the Guns burst in proving, the said Foxall & C$^{o}$ are to pay the expence of powder. —

Fifth.—That the said Cannon shall weigh about two Hundred pounds weight for every pounds weight of the Ball which the same shall be intended to carry. —

Sixth.—That the Secretary of the Navy shall allow, and cause to be paid to the said Henry Foxall & C$^{o}$, for every ton weight of Cannon, so cast and delivered, the sum of One Hundred and forty six Dollars and two thirds. —

Seventh.—That the said Secretary of the Navy in addition to two thousand Dollars already advanced, shall cause to be paid to the said Henry Foxall & C$^{o}$ Six thousand Dollars upon the signing and delivery of the present Contract, and as soon as Cannon are delivered to that amount, shall advance a further sum of Eight thousand Dollars, and when Cannon shall be delivered to the amount of the sum last mentioned, shall pay for all Cannon as the same may be delivered, until the whole number contemplated by this Contract shall be completed. —

Eighth.—In case any disagreement should arise with respect to the fulfilment of any part of this Contract, two persons shall be chosen by each party, and should they disagree, they shall chuse a fifth person, and the decision of these five shall be final. —

In Witness whereof the parties hereto have interchangeably set their hands and seals, the day and Year above said. —

HENRY FOXALL & C$^{o}$
BEN STODDERT.

Sealed and delivered in the presence of
C. W. GOLDSBOROUGH
GARRETT COTTRINGER

I the subscriber do hereby engage to guarantee the fulfilment of the within Contract, on the part of the within named Henry Foxall & C$^{o}$ —

THO$^{s}$ FITZ SIMONS —

[NDA. Contracts, Vol. 1.]

**From Secretary Timothy Pickering to the Secretary of the Navy**

PHILADELPHIA, *Jan*$^{y}$ *4. 1799.*

SIR, M$^{r}$ Foxall called on me this morning about his cannon contract; when I wrote, on his paper of proposals, what occurred at the moment. Justice to him requires that I should add — That he was the first person who produced, in the U.States, cannon of an unexceptionable quality, in the *casting & boring* — the first that made perfect machinery for the latter important operation: that the other founders, Lane & Godfrey (or Salter) and lately Col$^{o}$ S. Hughes, have constructed, or are constructing similar machinery, by means of workmen *previously instructed by M$^{r}$ Foxall* — enticed away by means well understood among Iron-Masters: that M$^{r}$ Foxall is the only founder on whom we could depend for further improvements, and particularly for casting that very useful gun called the *Carronade*: & that it was certainly contemplated to allow him a price superior to that agreed to be given to Lane and Godfrey (now Lane & Salter).

Upon the whole, since the U.States are bound to take of M$^{r}$ Foxall guns to the amount of fifty thousand dollars, if those of sizes above twelve pounders are wanted, I think he has an equitable claim to have them substituted at the same price agreed to be allowed him for smaller guns. The U.States are really greatly indebted to him for the improvements he has introduced amongst us.

I am very respectfully yours,

(Written in pencil) TIM$^{y}$ PICKERING

The SECRETARY OF THE NAVY.

P. S. I suspect that M$^{r}$ Foxall would agree to cast the larger guns at £55. p. ton, without regard to the rise of iron. The £56.5. — given to Lane & Salter for small guns is £6.5. — more than (they) were entitled to.

[NDA. 0–1859, BG–Cannon manufacture, testing, etc.]

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**To Lieutenant Edward Preble, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 4*$^{th}$ *January 1799.* —

Lieutenant EDW$^{d}$ PREBBLE

SIR You will herafter consider yourself as Lieutenant Commandant — of the Cutter *Pickering*, — and govern yourself accordingly. —

It is possible that you may have to recruit some men. In this event, you will immediately proceed to act upon my Instructions of this date, enclosed for your government. —

You will have the assistance of the Collector, if his Assistance is requisite in fitting your Vessel for Sea — and I hope no exertion of yours will be wanting in effecting this object —

I am &c —

[NDA. OSW, Vol. 1.]

**To Lieutenant Edward Preble, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 4th January 1799*

Lieut ED^d PREBBLE
*Boston.*

SIR The Crew of the Cutter *Pickering*, may consist of Seventy Men and Boys, if you judge so many necessary — of this number, you may recruit not exceeding Thirty five able Seamen — the residue to be ordinary Seamen, Landsmen and Boys. —

It being our best Policy to create Seamen; you may find it to your advantage to lessen this proportion of able Seamen, and to increase the proportion of ordinary Seamen & Boys. —

I conceive too that our Vessels have hitherto been too much crowded with Men; and it &^c &^c

see page 246. — of which this Letter is a copy —

I am &c

[Note: Page 246 contains Circular Letter to the Commanders of the Revenue Cutters, dated October 10th, 1798 regarding recruiting crews.]

[NDA. OSW, Vol. 1.]

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**To Lieutenant Edward Preble, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 4th January 1799*

Lieut ED^d PREBBLE
*Boston. —*

SIR You will receive two other Letters from me of this date. The Revenue Cutters will I expect be quickly put on the Navy Establishment; & when this takes place, they will be supplied by the Navy Agents — but until it does take place, they must be supplied as heretofore by the Collectors. —

The Collector at Boston therefore, and not M^r Higginson must be considered the Agent for the *Pickering* at present. —

By your Recruiting Instructions you are not to exceed 70 Men — If Men should be wanted, and Marines will answer to fill up the number, in that case apply to M^r Higginson, who will furnish them. — They are Recruited to serve on board our Vessels, — and must be so employed, when Landsmen are wanted. —

I hope the greatest exertions will be used, to get both the *Pickering* and the *Herald* ready for Sea. —

I have the honor &^c

[NDA. OSW, Vol 1.]

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**To Lieutenant William V. Hutchings, U. S. Navy, (referred to also as W^m H. Hutchins), from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department* 4th January 1799. —

Lieut W^m V. HUTCHINGS [referred to also as W^m H. HUTCHINS]

SIR Upon receiving this, you will take charge of the *Herald* — and hereafter consider yourself as Lieutenant Commandant of the Same. —

The Crew of the *Herald,* may as heretofore, consist of 46 able Seamen, 21 ordinary Seamen and 10 Boys, — exclusive of Officers and Marines. — You may possibly have to recruit some few of each description. In this event, you will consider yourself at liberty, should you suppose it for the good of the service, to recruit within the limitation of able Seamen — and so encrease the number of ordinary Seamen and Boys, — as to make the whole number of each description, to amount to as many as the limitations admit; — but you must not exceed 46 Able Seamen; and your able Seamen, ordinary seamen and Boys, collectively must not exceed Seventy seven. — Able seamen you will allow 17 dollars p[r] month — Ordinary seamen and Boys, from 5 to 14 Dollars according to merit — all to be entered to serve one year. —

You must recruit none but sound and healthy Men — No Negroes or Mulattoes are to be admitted; — and as far as you can judge you will exclude all of a suspicious character. — You may if necessary advance your Recruits, two months Pay; but in this case you will take care to obtain sufficient Security to resort to in the event of desertion — 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 and Pay of each person on board must be entered — To avoid Confusion, this business must be executed with the utmost accuracy. — The form of a Bond to be signed by the sureties for the Seamen &c you will also receive; and particular care must be taken, that the Persons signing as such sureties, should be of good and respectable characters before they are accepted. —

Stephen Higginson Esquire will supply the monies necessary for the purposes of Recruiting — and you must advance to the recruiting Officers, who must settle their Accounts with you — They will be allowed, besides their Pay and Rations, Two Dollars for each recruit in full for every expence of attesting, Ribbon, Punch &c — In short, every expence, but that of provisioning the Men inlisted at a distant Port — and in such case the unavoidable expense for their conveyance to the Ship. But they must observe the utmost oconomy; for extravagant charges for those expenditures will not be allowed, without a proper Voucher to support it. —

I am &c &°

[NDA. OSW, Vol. 1.]

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**To Purser Charles Wadsworth, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 4th January 1799*

CHARLES WADSWORTH Esq[r]
Purser to the Frigate *United States.* —

SIR The Ship *Portsmouth* Cap[t] M°Neill now at Portsmouth, will shortly sail to join Cap[t] Barry — so will the *Herald & Pickering* at Boston. — You should take your passage in the first of these Vessels, which may sail to join your Ship. —

I am &°

[NDA. OSW, Vol. 1.]

**To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department January 4th 1799*

S. HIGGINSON Esqr
*Boston*

SIR The *Pickering* being on the Revenue Cutter Establishment, must as heretofore be supplied by the Collector, — to whom I have written, — & besides supplying her for a Voyage to the West Indies, I have requested him to advance Capt Chapman, to pay the Crew to the last of Decr — The *Herald* you may pay up to the same time. —

I expect the Cutters will be soon added to the Navy Establishment. —

I have written Lt Hutchings to take command of the *Herald*. — Lt Preeble to the *Pickering* — I am strongly perswaded the *Herald* would be a better Vessel and more formidable with 16 Guns. — & fewer Men, pray regulate this matter, according to the judgment of Capt Sever.

There are marines at Springfield — probably those ordered from Springfield for portsmouth may be at Boston — pray cause as many of the men wanted by both vessels, as can be supplied by Marines, be so supplied — besides saving expence, many good purposes are answered by making as much use as possible of Landsmen on board of our Ships. —

As soon as I hear that those Vessels have arrived at Boston, I shall send their orders for Sailing, trusting that they will be ready,

I enclose an order for the Marines. —

I have the Honor &C.

[NDA. GLB, Vol. 1.]

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**To Benjamin Lincoln, Collector of Customs, Boston, Mass., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department, January 4th 1799*

BENJ LINCOLN Esqr
*Collector*

SIR I have the honor to request, that you will be pleased to advance money to Capt Chapman to pay the Crew of the Cutter, *Pickering*, up to the end of last Month — and that you will give all necessary aid to Lt Preable, who will now take the Command of this Vessel, in fitting her out with as much provisions, as she will conveniently stow & ammunition if that should be wanted for a Cruise to the West Indies. —

I have the Honor &c

[NDA. GLB, Vol. 1.]

**To Captain Nicholas Johnson, Navy Agent, Newburyport, Mass., from Charles Coley, Pilot**

CHARLESTOWN
*January the 4th 1799*

Mr NICKLESS JOHNSON Esqr

You being Agent for the Ship *Marramack* I now inform you that She Saled the 2. Day of this present month at one a Clook and the Capt was Very Well Satesfied that the Ship Would proove good I Do Supose you Would Be glad to Have My Bill that you Might Satle your Books and I Should Be Very glad to Have My Mony as Soon as posable, if that you Could Send a order for any one to pay me or Land When you Shall be in Boston that I might be thare I Should Be very glad from your Humble Sarvent The pilett of the Ship — Charles Coley.

[HS of Old Newbury, Original.]

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**To Amaziah Jocelin, Navy Agent, Wilmington, N. C., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 4th January 1799*

Mr AMAZIAH JOCELIN
*Wilmington No. Carolina*

SIR I am honored with the Receipt of your letters of the 8th of November and 19th Ultimo, and regret exceedingly, the dreadful Calamity to which the Town of Wilmington has been exposed. — I shall immediately order 50 Muskets and as many Boarding Pikes to be sent to you, and am glad that the other Articles for the Gallies which have been destroyed by the Fire can be replaced on the Spot. — Mr Winder the Accountant of the Navy Department, will send you the forms for rendering your accounts, to which you will please to attend. — I thought he had already done it, but find it has been omitted — It may be proper to pay the Wages of the Officers & Crews of the Gallies up to the 1st Instant, and in order to enable you to do this and to provide for the other expenditures you mention, a Remittence Shall be immediately sent to you of 2800 Dollars — I have the Honor &c

[NDA. GLB, Vol. 1.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Friday, 4 January 1799**

Moderate Breezes, and smooth Water, all the Fleet in Sight.

At 7 AM passed a Merchant Ship, standing to the Eastward, which showed English Colours. At 9 ditto saw a Sail to the Southward of us, but it soon came on hazy, and we lost Sight of her. All the Fleet in Sight.

Latitude Account 33°.37′ N°
Longitude Account 69.37 W.

[HS of Pa. NDA photostat.]

**Extract from journal of James Pity, U. S. Frigate *Constitution*, 4 January 1799**

Moderate Breezes & Cloudy Cleard out the Cable Tiers A 8 P.M. Up M. Sail & furld him & Set the M. Stay Sail At 10 fresh Breezes & Cloudy Shortend Sail

Middle part Moderate

At 6 A.M. Made more Sail At 7 A.M. Saw a Strange sail @ ½ past 7 fired a Gun for her to bear up to us Up Courses & bro't her too Prov'd the Amer[n] Sch[r] *Ceres* from Boston bound to Surrinam At 11 AM fill'd & Made Sail

[Latitude observed 34°10[m] N°]

[NDA.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 4 January 1799**

[Fort Royal, Martinique.] Dined on board the *Prince of Wales* — Weighed, got under way for Prince Ruperts —

[NA.]

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

[PHILADELPHIA]
*Navy Department 5th January 1799*

Cap[t] Tho[s] TRUXTUN
Frigate *Constellation*

SIR You will no doubt be apprised through other sources, that two French Frigates of considerable strength, arrived at Guadaloupe about the last of Nov. and there being one at that place before, your situation, if they remain at Guadaloupe will be very hazardous. They can always run down upon you in a few hours. —

Under such circumstances & if the French Frigates should not be completely blocked up by the British in Guadaloupe, or by Barry & Nicholson, it will be best for you with your whole force, to join Barry at Dominica. — You will add to his Strength, and to the security of all our Vessels —

I have the Honor &c

[NDA. OSW, Vol. 1.]

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**To Sir Hyde Parker, Royal Navy, Commander in Chief &c, Jamaica from Captain Thomas Tingey, U. S. Navy**

UNITED STATES SHIP OF WAR *Ganges*
*off Cape Francois 5th Jan[y] 1799.*

SIR The Polite attention, and friendly treatment I have experienc'd from Ed. T. Smith Esq[r] on falling in with His Brittanic Majesty's Ship *Hanibal* of your Squadron — And receiving communication from Capt[n] Smith of your particular orders, for the observance of similar treatment by all the Commanders of the Ships of your fleet, which may fall in with those of the United States.

I feel it incumbent on me Sir, to offer you my highest acknowledgements, and to assure you, I shall embrace the earliest opportunity for transmitting account thereof to the Minister of the Navy — for

the information of the President of the United States, who will most certainly receive it with due estimation. I can only add Sir that it will be highly gratifying to me (during the short period of my stay in these seas) if opportunity shall present to reciprocate, by due attention, to any of His Britanic Majestys Ships or vessels their officers or crews — or to any of those of his trading subjects

I have the honor to be
Sir
&c. &c. &c.

T. T. [THOMAS TINGEY]

His Excellency
Sir HYDE PARKER K^nt
*Commander in Chief &c. &c.*
Jamaica

[NDA. Tingey LB, 1798–1800.]

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**To Captain Daniel McNeill, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department January 5th 1799.* —

Cap^t DANIEL M^cNIELL
*Portsmouth* —

SIR Your Letter of the 26th Ult^o is received, and I am pleased to find that you have engaged so nearly your full compliment of Men —

The Commissions for your Officers so far as they have been named to me shall be sent on in a few days, and the rest must act under your Appointment, which shall be confirmed, but you must not incur delay on this account, — The Schooner *Scammel* must sail in company with you, and Cap^t Adams will act under your Orders. — I shall send your Cruising Instructions with the Commissions, & hope you will be ready by the time they get to hand. —

I am Sir &c —

[NDA. OSW, Vol. 1.]

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**To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 5th January 1799.*

S. HIGGINSON Esq^r
*Boston*

SIR I find by a letter recommending an officer, from Cap^t Nicholson, that he remained at Boston the 25 Dec, — I am mortified that he had not Sailed before that day. It is of the utmost importance that he should not loiter his time away in port. — If it is possible, that he should be at Boston when this letter arrives be pleased to send it to him — and if he remains two days after the receipt of it, — The president will expect that a better reason than can at present be conceived, will be given for the delay, — and I must beg, if he should not be gone that you will inform me whether this long delay is attributable to his own neglect or not —

I have the Honor &C.

[NDA. GLB, Vol. 1.]

**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Saturday, 5 January 1799**

Fresh Breezes, and hazy Weather, all the Fleet in Sight.
Regulated our Canvass according to the Sailing of the Convoy.
Nothing very remarkable.
Latitude observed 31°.30′N°
Longitude Account 67.57 W.

[HS of Pa. NDA photostat.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 5 January 1799**

First Part pleasant Weather.
At 5 PM sent up F T G Y^d^ & set the sail
At 8 D° fresh breezes & a large sea from N W took in T G Sails & took in 2 reefs in the topsails — carry'd away the fore Chain Iron on the Starb^d^ side — Middle part fresh breezes & a large sea, made much water
Latter part more moderate —
At 10 AM Shook out one reef out of the Topsails & set F & M T G Sails
Ends Cloudy with fresh breezes
No Obs^s^
[Latitude D. R. 38, 28, Longitude 64′43° W]

[HS of Old Newbury, Mass. NDA photostat.]

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[6 January 1799]

**To Lieutenant William Bainbridge, U. S. Navy, from General Desfourneaux, Commander in Chief of Island of Guadeloupe**

TRANSLATION,

OF A LETTER FROM DESFOURNEAUX "TO LIEUT. BAINBRIDGE, COMMANDING THE ARMED SCHOONER OF THE UNITED STATES, THE *Revenge* [*Retaliation*]."

SIR, I have given an account to the President of the United States of the observations contained in your letter of the 6th of January, 1799. I have told him that you have been forced by me to resume your command, rendering you responsible for the consequences which might result from your refusal. I have acquainted him that I have reduced your crew to forty men, and that I have required that you take your rout for the United States in concert with the *Roman* and *James*, flags of truce, carrying citizens of your nation hitherto considered as prisoners.

The season does not permit me to fix positively upon a particular port of America for your destination: if that of Philadelphia be free of ice, it will undoubtedly command your preference, I am persuaded,

that your conduct in these circumstances will be that of a man of honour, and that you will not lose sight of the manner in which I have conducted myself towards you.

Receive my adieus, the prayers sincere which I offer, that your passage may be happy, and the assurance of the desire I have to see amicably terminated the differences of your nation with Gaudaloupe.

DESFOURNEAUX.

[LC, "Coliseum & Museum & Savannah Advertiser", March 15, 1799.]

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[6 January 1799]

**To General Desfourneaux, Commander-in-Chief of Island of Guadeloupe, from Lieutenant William Bainbridge, U. S. Navy**

BASSETERRE, GUADALOUPE, *January 6th, 1799.*

SIR, After what you told me yesterday, relative to the United States schooner *Retaliation*, you seem disposed to return her to my command, with the commission and power I received from my government. I take the liberty of laying before you some reflections I have made since, which proceed from my duty as an officer of the United States, and from the gratitude I owe to your politeness.

In being established in the command of this vessel I cannot dispense with obeying the orders I received from my government; if you will be pleased to observe them, you will see they order me to seize all French vessels; in not doing it I expose myself to the punishment a court martial may see proper to inflict, and fail in my duty as an officer.

On the other part, can I permit myself after the treatment I have received from you, in going out of your harbour, and especially after giving you my parole of honor not to do it; it would be contrary to honor and humanity. My situation, General, you will judge yourself is very delicate.

The way to conciliate is to send her as a flag of truce, and putting on board a French officer, who will have the command of her, I will lend every assistance in navigating her, I trust you will not receive this refusal of mine against my wishes of seeing the affairs between America and France amicably settled. No man wishes more to see it than I do; but my duty as an officer will make me act conformable to that character.

I am, General,
Your most obedient servant,

WM. BAINBRIDGE.

GENERAL DESFOURNEUX,
particular agent of the
Executive Directory of Guadaloupe,

[LC, "Coliseum & Museum & Savannah Advertiser" March 15, 1799.]

[6 January 1799]

**To John Hollingsworth, Merchant of Philadelphia, from Toussaint Louverture, General in Chief of the Army of St. Domingo**

[Translation]

Document N° 1.

Liberty Equality

CAPE FRANCOIS THE 17th OF NIVOSE IN THE SEVENTH YEAR OF THE FRENCH REPUBLICK ONE AND INDIVISIBLE, JANUARY 6th 1799.

TOUSSAINT LOUVERTURE *General in chief of the Army in S^t Domingo,* Citizen JOHN HOLLINGSWORTH, of Philadelphia, Merchant; citizen

I did not wait till this day to feel the necessity there is for the Island of S^t Domingo to form again bonds of friendship and good understanding with the United States, such as that friendship and good understanding so happily existed between the two countries whose mutual prosperity required they should never have been destroyed. This opinion of mine I have sufficiently evinced by sending to the Federal Government persons in whom I put my confidence and whose mission was to restore that good harmony that prevailed before. Neither your Government nor your fellow citizens ought to question the sincerity of my proposals, they need only recall to their minds that ever since American Merchants have resorted to the ports of this Island whereof the produce is so valuable to them, I never ceased to grant them protection, and that I did always make it a point to have that justice done them, which they claimed from me, whenever I had it in my power so to do. I call Americans themselves to witness it, who had recourse to my authority. Should then Your Government trust my promises which I never made in vain, it will listen to those I have sent and answer the mutual expectation of the two Nations to whose welfare Governments are bound always to make all sacrifices. Then will the wishes contained in your Letter, citizen, and which evince your true patroitism, be fulfilled, so will my own wishes be: because by restoring commerce to my country, I do both contribute to its prosperity and secure the happiness of my fellow citizens; on their part, Your Government will attain the same end, an end which cannot less excite its ardent sollicitude than it does mine.

With a design to make you easy about what is the object of your hopes and fears, I do again promise you, upon my word which was always a good one, and which I always held sacred, that such Americans vessels fitted for S^t Domingo as shall enter our Ports, shall be heartily welcome, favoured and protected, that no restraint shall be put upon their trade and finally that when they come among us they shall find that they are among a friendly and brotherly people.

I do also guarantee the execution of what may have been agreed upon, between the persons I have sent and the Government of the United States; and I do assure you that it shall never be on my part that both the respective rights of the two Nations and the agreement resulting from the negociation I have commenced, shall be violated.

The trusty person whom you invite me to send over, in order to negociate about those momentous concerns, is citizen Bunel who has by this time reached America. I cannot better recommend him to

you, than by requesting you to aid his mission with the whole of your credit with your countrymen, as well as with every good advice you may think requisite to accelerate the happy attainment of what we both desire for the mutual prosperity of our country, by thus doing, You will become entitled to my sincere gratitude. Be assured that I will always preserve the pleasing recollection of the step which your love for your country has induced you to take with me: it was the best title you could get to my esteem which you possess without reserve.

I greet You in the name of Universal Liberty.

[Conn. H. S. Mss No. 14.]

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**To John Hollingsworth, Merchant of Philadelphia, from Henry Cristophe, General of Brigade and Commander in Chief for District of the Cape**

[Translation]

Document N$^{o}$ 3.

Liberty. Equality.

CAPE NIVOSE 30$^{th}$ IN THE SEVENTH YEAR OF THE FRENCH REPUBLICK ONE AND INDIVISIBLE.

HENRY CRISTOPHE *General of Brigade and Commander in chief for the District of the Cape;*

To citizen HOLLINGSWORTH of Philadelphia Merchant;
citizen

I am directed by the General in chief, Toussaint Louverture, to mention to you the receipt of the papers and Letters which you sent to him. citizen Chalecross whom you had instructed with them, and who has delivered them himself to him met with a kind reception from him. The offers you caused to be made, have been gratefully accepted of. You may safely consign such provisions as shall be asked from you; they shall be paid for with the most scrupulous punctuality without Your's experiencing the least delay. I join in with the General in chief, and do personally promise You to do any thing in my power in order to the full and entire accomplishing of such transactions and agreements as may be gone into with your mercantile house. You are to apply unto citizen Granier, a Merchant of this place whom I commend to You as a consignee; he will take upon himself the selling of such articles as you may please to consign unto him and he will send You in return colonial Produce or else as you may direct him. He is a Merchant fully deserving of your confidence and with whom You will be happy to have done business. He is in a situation, should Your's make you desire it, to make you advances to the amount of one hundred and perhaps two hundred thousand weight of Sugar. He will act in concert with citizen Chalecross, now at this place and whom You put Your confidence in all Your transactions both with the Administration and with others. Greeting and Fraternity.

(signed) HEN$^{Y}$ CRISTOPHE.

I, Joseph E. G. M. de LaGrange, Interpreter of foreign Languages for the Commonwealth of Pennsylvania, residing in the City of Philadelphia, by lawful Authority duly commissioned and Sworn, do hereby certify that the foregoing Pages contain a true and faithful Translation, to the best of my skill and ability, of Three [*] Original Documents written in the French Language and produced unto me for that purpose.

In Testimony whereof I have hereunto set my Hand and affixed my accustomed Seal at Philadelphia this Twentieth day of February in the year of our Lord One thousand Seven hundred and Ninety Nine.

J.LaGrange.

[*Note.—Document No. 2 has been omitted.]
[Conn. HS. Mss. No. 14.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Sunday, 6 January 1799**

Fresh Breezes, and squally uncertain Weather with Rain, and a Swell from the Eastward, the Vessels under Convoy causing much Trouble to keep them together; owing intirely to the Inattention of the Masters: Regulated our Canvass to the Indifferent Sailing of the *Thetis*.

Latitude observed 30°.30′ N°.
Longitude Account 67 . 9 W.

[HS of Pa. NDA Photostat.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 6 January 1799**

Arrived in Prince Ruperts —

[NA.]

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[7 January 1799]

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

Basse Terre, Gaudaloupe,
*7th January, 1799.*

I wrote to you on the 3d instant, informing you that Gen. Desfourneaux, who had superceded Victor Hugues in the command of this island, meant to return the schooner to the United States; the terms on which she was first offered, and the conditions on which I would accept of the command.

On the 5th, had a conference with him when to my great supprise he told me he meant to give me up the authority I had received to command the schooner, from my government; which was the President's instructions and your letter.

By so doing, he delivers me a command to seize all French vessels, as an officer being bound to follow orders, I must have gone again a cruising; on the other side, considering myself a prisoner, (although he will not acknowledge me as such) how can I draw the sword until

I am exchanged? Finding myself in this delicate situation, I conceived myself bound by honor to state my objections to Mr. Desfourneaux, for refusing the command of the *Retaliation*, which I did by letter, a copy of which is here inclosed[*]; after the delivery of it, I had an interview with him; he treated me very cavalierly, conceived I had no right to make those objections, and threatened imprisonment for my noncompliance; I told him he had me in his power, and could treat me as he pleased, but no fears of punishment would make me act contrary to the character of an officer.

I found he was determinated to return her, told him I was sorry he compelled me to leave his port with these orders; that I should certainly obey them, and take all his vessels I could.

His answer was if I did he would put every American to the sword; finally he told me, as he was master here, he would compel me by force to leave this place as commander of that vessel. To superior power I am obliged to yield; considering myself a prisoner, I shall haste to my country to get an exchange, when I shall be ready for a second cruize, which I hope will prove more fortunate than my first. He sends two vessels with me as cartels, with the American citizens, who have met with very bad prisoners fate in this island. My government no doubt can see into his intentions for returning the schooner. It is with them alone to receive her. Driven by force, I shall make a speedy return to my country, and trust that the government will conceive the regard and respect I bear my country was the sole motive for my present conduct.

Your obedient servant,

WM. BAINBRIDGE.

BENJAMIN STODDERT, Esq.

*Secretary of the Navy.*

[*See Bainbridge's letter of January 6th, 1799 to General Desfourneaux.]

[LC, "Coliseum & Museum & Savannah Advertiser" March 15, 1799.]

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**To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 7th January 1799.*

S. HIGGINSON Esq[r] *Boston*

SIR I am honored with your letter of the 29th mentioning the arrival of the *Herald*, and the *Pickering* — which I am very glad to hear.— I have no letter from Nicholson, I suppose I shall receive them by next post, when I will take up the subjects you mention in your letter.

Cap[t] Sever is to Command the Frigate at Portsmouth — Cap[t] Chapman, the Ship at Boston. I hope Cap[t] Sever will have all the acc[t] of the *Herald*, settled as they should be. He seems to be a man of regularity, & will be a valuable man to our Navy. The *Pickering*, is not yet properly within my department. —

The principal part of our force will be employed under Barry, from the Island of Dominica. — Some of the Vessels will quickly want provisions, & it may be proper to keep them a good while, in the Island.

Be so good therefore to Charter a Vessel, or room in a Vessel for 72,000 lbs. of bread, 155 Barrels of beef, 155 Barrels of Pork, 88 C^wt^ of Fish — & 120 bushels of beans or peas, to Sail under Convoy of the *Herald* & *Pickering*, or the *Portsmouth* M^c^Neill — I will inform you in time, to whom it is to be addressed. — The Beef and Pork can be Supplied from the purchase you have made.

If bread cannot be obtained please to Ship of that article, what you conveniently can — but let me know quickly what you can Ship, that I may make arrangments to send it from New York —

I have the Honor &C.

[NDA. GLB, Vol. 1.]

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[7 January 1799]

**Extract of a letter to Secretary of the Navy from Captain Stephen Decatur (senior), U. S. Navy**

"On Board the Sloop of War, *Delaware*,
*January 7, 1799.*

Sir, "I hasten to inform you that we arrived safe with the convoy under our care, which was increased on the passage by the junction of eight, making in the whole 15, all of which we saw safe into the Havannah on the 30th of December; — after which we hauled our wind in pursuit of a French privateer which we had seen the day before; and on the first day of January off Matanzes, we spied three sail running down before the wind, two of which were French privateers in pursuit of an American schooner from New York, and would have overtaken her, had we not spoke the schooner, when the privateers hauled their wind; it being so light, however, we could make no hand of them. One laid to windward at long gun-shot, having a brass 24 pounder, and fired 15 times at us; but could not reach us.

On the 5th of January, off the Havannah, Mr. Iznardi, American Consul there, came on board, and informed me that there was an Embargo at the Havannah, and it was likely it would continue for some time. There are near 100 Americans there. He likewise informed me of a French ship that mounted from 26 to 28 guns; two brass eighteen pounders are among the number."

[NYHS "Greenleaf's New York Journal & Patriotic Register", March 16 1799.]

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**To Commissioners of the City of Washington, from Secretary of the Navy**

[Philadelphia]
*Navy Department 7^th^ January 1799*

Commissioners of the City of Washington

Gentlemen I have the honor to request the favor of you to inform me, whether the Ground or 50 Acres of it, said to be for the Marine Hospital, in the City of Washington, can be appropriated to the uses of the Navy. —

I have the honor &^c^

[NDA. GLB, Vol 1.]

**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Monday, 7 January 1799**

Very uncertain Weather the first Part of these Twenty four Hours, and much Rain; the Middle more settled, and the Latter clear. Saw two Sail the one standing to the Westward the Other to the South Eastward. Employed at Sundries, Fleet all in Sight.

Latitude observed 29°.16′ N$^{o}$
Longitude Account 64°.31′ W.

[HS of Pa. NDA photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 7 January 1799**

Fresh breezes & Cloudy @ 1 P. M. found the Fore to bend much to Starb$^{d}$ Upon Examining it found it was Sprung opening ½ an Inch every Lee Roll. Shortend Sail Immediately & Sent down the Fore top Gall$^{t}$ Yard got the Fore Runners & Securd him as Well as possible till he was fish'd which the Carp$^{r}$ & Boatswain went about Immediately. At 7 Moderate Breezes with a Heavy Swell from the Northw$^{d}$ At ½ past 2 Wore to the Eastw$^{d}$

At 4 Moderate & Cloudy @ ½ past 10 hove too close reef'd the Top Sails & down T. G$^{t}$ Yards. Employ'd Secur$^{g}$ Fore Mast & Setting up the bob Stays @ ½ past 10 fill'd and made Sail.

[Latitude 31$^{o}$ 19$^{m}$]

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 7 January 1799**

First part fresh breezes & Cloudy all hands employ'd setting up the rigging. At 2 PM in F & M Topsails at 3 saw a Ship to wind$^{d}$ at 4 bore away to the N W set Topsails & out reefs — got T G Masts on end at 8 took in all three topsails & launch'd T G Masts & reef'd the F sail

Middle part heavy Gales & rain

Latter part D$^{o}$ wind & weather & a rough Sea.

No Obs$^{n}$

[Latitude 37′ 07°, Longitude observed 62′ 02°]

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from Journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 7 January 1799**

[Prince Rupert Bay.] *Montazuma*, arrived also Brig *Norfolk* —

[NA.]

**To President John Adams from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department, 8 January 1799*

JOHN ADAMS Esq^r^
*President of U. S.*

SIR I have the Honor to enclose a copy of the additional Instructions you were pleased to direct to be issued to the Commanders of the Public armed Vessels — in consequence of the outrage committed on the Ship *Baltimore* Cap^t^ Phillips. — In Justice to the general conduct of the Officers of the British Navy, I take the liberty to observe, that in every instance but the one in question, they have behaved towards our public armed Vessels & Officers, not only with politeness & respect, but with Friendship, manifesting on every occasion, a disposition to render them service

I am &^c^

[NDA. Nom. Appts. LB, 1798—1820.]

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**To Captain Hugh G. Campbell, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 8^th^ Jan^r^, 1799 —*

Cap^t^ HUGH G. CAMPBELL

SIR Presuming, that agreeably to my Instructions of the 11^th^ Ultimo, you have provisioned, watered, and in all respects prepared the Brig *Eagle* under your Command for Sailing, I have it in command from the President to order, that without delay you proceed to the Island of Dominica in the West Indies, & cruise in the Vicinity of Prince Ruperts Bay, until you fall in with Cap^t^ Barry of the Frigate *United States*, under whose orders, you will then place, yourself, Vessel, and Crew.

In addition to the usual number of Officers allowed Revenue Cutters you may take a Surgeons Mate, who will be allowed 30 doll^s^ per Month and 2 Rations per day. —

You have heretofore received your authority to Capture French armed Vessels, Armed Cruising Vessels without Commissions, are pirates and from Vessels of this discription, our Commerce receives a great deal of Injury — You will consider your Authority to extend to these Vessel also. —

It is the positive command of the President that on no pretence whatever, you permit the public Vessel of War under your Command to be detained or Searched, nor any of the Officers or Men belonging to her, to be taken from her by the Ships or Vessels of any Foreign Nation, so long as you are [in] a Capacity to repel such outrage on the Honor of the American Flag. —

If force should be exerted to compel your Submission, you are to resist that force to the utmost of your power; and when overpowered by superior force, you are to strike your Flag and thus yeild your Vessel as well as your men, but never your Men without your Vessel. —

You will remember however, and it is strictly enjoined by the President, that your demeanour be respectful and friendly to the Vessels and people of all Nations in amity with the United States — and that you avoid as carefully the Comission of, as the Submission to insult or injury. — let me hear from you the day you Sail

I am Sir with respect &c

[NDA. OSW, Vol. 1.]

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

[PHILADELPHIA]
*Navy Department 8 January 1799.*

Cap$^{t}$ JAMES SEVER
*Boston*

I am this day honored with your letter of 30$^{th}$ Ultimo, and being very much engaged, I have only leasure to say, that your whole conduct on board of the *Herald* has been highly satisfactory to the present — exhibiting an example of steady perseverence in a most Disagreeable Service — and strict attention to orders and to duty. —

It has been always intended that on your return to Boston, the *Herald* should be put under the Command of an inferior Officer — and that you should take charge of the Frigate originally destined for you, at Portsmouth — to which place after paying the necessary attention to your private affairs, you will be pleased to repair, and give so much of your attention as may be found necessary, to the building & equipping of the Frigate, for Sea. —

Cap$^{t}$ Chapman is to take command of the Ship building by the Citizens at Boston. —

I shall shortly address you again — in the mean time I remain with much esteem

Your &c$^{a}$

[NDA. OSW, Vol. 1.]

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**To William Nichols, Marshal of Pennsylvania, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 8$^{th}$ January 1799.*

W$^{m}$ NICHOLS Esq$^{r}$
*Marshal*

SIR It appears from letters from Burlington that the prisoners have rec$^{d}$ coats, pantaloons, 1 Shirt each, and a pair of Woollen Stocking for each Man, —

They want Shoes, and Blankets, pray without delay, direct a pair of Shoes, for each man, and a Blanket for each, — And let me know the Whole Am$^{t}$ of expence paid by you for prisoners — that I may lay the subject before Congress that they may make an appropriation.

I have the Honor &$^{a}$

[NDA. GLB, Vol. 1.]

**To H. R. Saabye, U. S. Consul, Copenhagen, Denmark, from Secretary of State**

DEPARTMENT OF STATE,
*Philadelphia January 8, 1799.*

H. R. SAABYE Esq[r]

SIR, I have this morning had the pleasure to receive your letter of October 10[th] with your semi-annual return of American ships which arrived in your seas between January 1 & June 30, 1798. It gave me great pleasure to find our commerce so considerable and so secure in your parts of Europe. The whole commercial world is indebted to Great Britian for the protection which her navy affords against the licensed piracies of the French Republic —. America too long bore her monstrous aggressions; and immense losses have been the consequence. We are now increasing our infant navy, by which our coasts are already cleared of French cruizers and our Great West India trade enjoying considerable protection. I hope in the current year we shall be able to extend protection to our European commerce, in addition to that which private arming has procured. I am very respectfully Sir, &c.

TIMOTHY PICKERING.

[SDA. Dip. Cor. Inst. to Min. Book 5, 1798–1800.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Tuesday, 8 January 1799**

Fresh Breezes, and squally Weather, made and took in Sail so as to keep the Merchantmen in the Order of sailing as near as possible. Employed all Hands in repairing Rigging, Sails, and Colours, together with cleaning below, and doing various other necessary and indispensable Matters.

Latitude observed 27°.47′N[o]
Longitude Account 62.00 W.

[HS of Pa. NDA photostat.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 8 January 1799**

First part begins with heavy gales Scudding under a goose wing'd reef'd F sail at 4 PM more moderate set close reef'd F T sail & 3 reef'd M T sail & Mizen T Sail close reef'd, a large sea from the N W at 8 PM Shook out reef from the F T sail at 10 out 2[nd] reef of F & M T sails

Middle part more moderate at 4 AM set M Sail

Latter part fresh breezes & squally with rain, at ½ past 8 saw a sail sent up T G Y[ds] set T G Sails, at [word obliterated] came up with her & found her to be a Ship — Clear'd a way & all hands to quarters ready for action

No obs[n]

[Latitude 35′ 16°, Longitude 58′ 59°]

[HS of Old Newbury, Mass. NDA photostat.]

**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate, *United States*, 8 January 1799**

Sailed from Prince Ruperts Ship *General Washington* in C[o]

[NA.]

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

[PHILADELPHIA]
*Navy Department 9 January 1799.*

W[m] CRAFTS ESQUIRE
*Charleston So. Carolina*

SIR In order that the Ship building by the Citizens at Charleston, should be officered in full time, I have the Honor to request, that you will call on the Committee for building that Ship, and get them to send a list of the names of such gentlemen, as they think best qualified for the different appointments, —

The President has in all similar cases paid great respect to the wishes of the Gentlemen who so liberally contribute their mony for the public service — and will not pay less respect to the Gentlemen of Charleston. —

Inclosed you have an account of the Officers required for such a ship — bravery is a qualification, not to be dispensed with. —

I have the Honor &C.

Captain
3 Lieutenants
6 Midshipmen } or if more promising young Gentle[n] should offer, the
1 Purser } number may be encreased to 8 or 10 — I mean Mid-
1 Surgeon } shipmen —
1 Surgeons Mate
1 Boatswain
1 Gunner
1 Sailing Master
1 Sail Maker
1 Carpenter

[NDA. GLB, Vol. 1.]

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[9 January 1799]

**To Barnabas Hegg, Jr., Plymouth, Mass., from Elk[n] Cook**

GENTLEMEN I hear inform you by way of Duxbury Cap[t] Bradford-ford of Our Sailing from S[t] Piers the 9[th] of January in Company with 20 Sail of American Vessells to take Acovoy Appointed by Comodore Berry A[t] Prince hoopers bay in Dominico —

have Inclosed half Set of Exchange for £150 Sterling Drawn by M[r] Cruden on Government London

have Nothing here to wright As I wrote you the Perticulars of the Voyge Markets Are falling fast for Every thing but Salt fish which will fetch 6 & ½ Dollars per Quintal if good

Am your humble Servant

ELK[n] COOK

S[t] Pier 9[th] January 1799
to M[r] BARNABAS HEGG Jun[r]
*Plymouth*

[Baker Library. Harvard U. Boston.]

**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Wednesday, 9 January 1799**

Fresh Breezes, and squally the first and Middle; the latter clear and pleasant. All Hands employed repairing Sails, and at other necessary Duty.

Latitude observed 25°.24′ N°
Longitude Account 60 .45 W.

[HS of Pa. NDA photostat.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 9 January 1799**

First part Cloudy squally W^r & fresh breezes at 3 PM Came along side the Ship & boarded her. She prov'd to be the Ship *Carterett* from Tortola bound to Falmouth — 9 days out — John Treleiddra Master at ½ past 3 PM made sail —

Middle part fresh breezes & hazey weather
Ends with Cloudy Weather & fresh breezes
No Obs^n to depend on
[Latitude 31′ 56° Longitude 57.07]

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 9 January 1799**

Spoke the *Pearl* a British Frigate 36. Guns

[NA.]

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**To Josiah Parker, Chairman of the Committee of the House of Representatives, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department January 10th 1799*

Col° JOSIAH PARKER
*Chairman of the Committee of the*
*House of Representatives*

SIR I have the Honor to enclose estimates of the Military Stores &c for a Ship of 74 Guns, and a Brig of 18 Guns.

The Military Stores for the latter, you will find included in the estimates already given in. —

The *Constellation* first sailed from Hampton Road the 23^d June 1798. The *United States* from Delaware, the 13 July 1798. and the *Constitution* from Boston the 20^th July 1798 —

I have the Honor &c.

[NOTE.—The estimates herein mentioned are printed in "American State Papers, Naval Affairs" Vol. 1, pages 67 and 68.]

[NDA. Con. LB, Vol. 1.]

**To Lieutenant Josias M. Speake, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 10 January 1799* —

Lieu[t] SPEAKE
Commanding Officer of the
Ship *Baltimore* Norfolk

SIR Cap[t] Phillips, in consequence of his conduct, in the transaction with Cap[t] Loring will not be suffered again to take Command of the *Baltimore* — nor of any other Vessel in the service of the United States. Knowing your Spirit, and that you are equal to the command of the *Baltimore* I should be well content that you should have the permanent Command of her — But you are too young a Lieutenant, — and there are a few Older in Commission, who would be injured by such an arangment, yet you are forward enough in appointment, to expect promotion before long. At present you must consider yourself — as Commanding Officer of the *Baltimore*, until other arrangements be made — which probably may not be made, until you arrive in the West Indies. Keep every thing quiet on board of the Ship — and have every thing in order for a cruise — but you will not sail until you hear from me again —

I am Sir your &c

[NDA. OSW, Vol. 1.]

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[10 January 1799]

**Extract of a letter from Captain George Burns of the Letter of Marque schooner *Amazon*, of Charleston, dated Curacao February 6, 1799, concerning encounter with French privateer *Flower of the Sea***

FEB. 6.

"I am very sorry to inform you, on the 10 of Jan. being ten leagues to the eastward of Lageira, I unfortunately fell in with the French privateer, *Flower of the Sea*, of 8 guns and seventy men. They engaged us, and we fought them five glasses; then they hoisted the bloody flag, and the most of my people at this time were wounded, less or more; and finding it impossible to keep them off any longer, was obliged to strike. The privateer had seven men killed and nine wounded in the engagement. They brought us in here, landed the cargo, and stripped the vessel of every thing.

[LC, "Salem Gazette", Vol. 1, April 12, 1799.]

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[10 January 1799]

**Extract from the log book of Captain Casach, concerning engagement between American Sloop *Henry* and Spanish packet *St. Rosalia*, Captain Monors**

"October 31, 1798, left Giboon river, on the coast of Africa. Nothing material happened until the 28th December, when I was chased by a French privateer in lat. 20. N. long. 62. 30. W. On the 9th January, at 2 P. M. being in lat. 22. 10. N. long. 71. 40. W. saw a vessel to the eastward in chase of me, coming up very fast, and at 2 P. M. was within hail, firing at me. I hailed her several times, but got no answer. She being close, I opened a brisk fire upon her, which was kept up for about 40 minutes, when she dropt astern. At

11 P. M. she returned again under my lee. After a close engagement of about three quarters of an hour, beat her off, immediately made sail to the northward, and the next morning saw nothing of her. At 10 A. M. however, I discovered her a second time in my wake, and at 1 P. M. was within gun shot. Finding myself so near, and that I could not escape by sailing, shortened sail; on coming up along side, they gave me a broadside, which was immediately returned; after which I engaged her within half pistol shot for six glasses, and was then obliged to strike, having all my standing and running rigging cut to pieces, and my vessel ungovernable. My antagonist was a Spanish packet, called the *St. Roselia*, Capt. Monors, carrying ten 11 and 12 pounders, and 75 men, from Teneriffe bound to Havanna. I had only six three pounders and two two pounders, and 14 men. After taking possession of my vessel, they run her on shore about seven leagues to leeward of Cape Maize, where all the crew and slaves perished, except 27 of the latter, who swam on shore. Myself and crew were extremely well treated by the Captain and officers of the *St. Roselia*, but after arriving at the Havannah, I was imprisoned among people of every denomination, and extremely ill fed, being only allowed three-sixteenths of a dollar per day, by the Commissary, for my subsistence."

Capt. Casach, late of the sloop *Henry*, his mate, and an apprentice, arrived here yesterday in a cartel from Havannah.

[LC, Phila. "Claypoole's American Daily Advertiser", 19 March 1799.]

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**Extract from Thomas Truxtun's journal, U. S. Frigate *Constellation*, Thursday, 10 January 1799**

Fresh Breezes, and pleasant Weather. The Schooner *Little John* from her Manuvres appeared to wish to quit the Convoy. I however, seeing the supposed Intentions of the Master, gave Directions to the Officer of the Watch to inform him, if he did not make more Sail, and pay Attention to our Motions, I would fire into him. All the Convoy at Noon in Sight. Employed making every necessary Preparation to meet our Enemies, which is probable in these Seas.

Latitude observed 22° .32′ N°
Longitude Account 59 .48 W.

[HS of Pa. NDA photostat.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 10 January 1799**

First part pleasant & fresh breezes
At 5 PM took one reef in the T sails and took in T G sails
Middle part fresh breezes & Cloudy
At 6 AM out reefs & got Mizen T G$^{nt}$ Y$^{d}$ athwart —
At 9 AM saw a sail and gave chase — 11-½ AM came up with & boarded her — the brig *Three Friends*, W$^{m}$ Blanchard Mas$^{tr}$ from Thomastown bound to Barbadoes 11 days out —
Latter part pleasant
[Latitude observed 29.03 N., Longitude 56.18 W.]

[HS of Old Newbury, Mass. NDA photostat.]

**To Rufus King, U. S. Minister to London, from Robert W. Fox, U. S. Consul, Falmouth, England**

FALMOUTH *11 January 1799*

R. W. FOX —
RUFUS KING Esq[r]

ESTEEMED FRIEND I am favord with thy esteemed of the 8[th] & shall write as thee recommends, I am much obliged for what thee informs me respecting the Person on board the American Ship, the Collector says notwithstanding any letter I may have from thee, its necessary the Duke of Portland should grant permission for him to come onshore; — thy letter is in time for the Packet.

The American Ship *Atlantic* Capt[n] Dean from Charleston for London arrived here yesterday on her Passage they fell in with a French Privateer of 14 Guns & an English Brig bound from London for Galway her prize, the Ship *Atlantic* Fired 2 Guns (having about 12 Guns — 13 Men & 3 Boys) at the Privateer on which she made off & on boarding the English Brig they found her in possession of some Armed French Men. — Capt[n] Dean therefrom took possession of the Brig & has brought her into this Port — he intends to write thee himself to day more fully & request thy sentiments hereon, tho' we expect he'l be sailed for London before thy reply is received.

I am very respectfully
Thy assured Friend

ROB W. FOX

LONDON

[SDA. Falmouth, C. L., Vol. 1, 1790–1802.]

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**To James & Ebenezer Watson, Navy Agents, New York, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department January 11, 1799*

Mess[rs] JA[s] & E. WATSON
*New York*

GENTLEMEN, Please have the enclosed letter to Cap[t] Leonard del[d] in time — It is extraordinary that he should conceive that he is not permitted to sail with the provision, without the *General Greene* —

I have the Honor

[NDA. GLB, Vol. 1.]

[Enclosure]

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

[PHILADELPHIA]
*Navy Department 11 January 1799* —

Cap[t] J W LEONARD
of the *Gov. Jay.*

SIR When the Ship *America*, having public provisions, for our Vessels at the Havanna, is ready for Sea; you will proceed with her to the Havanna, without waiting for Cap[t] Price should he not be arrived at New York —

I have the Honor &c

[NDA. OSW, Vol. 1.]

**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Friday, 11 January 1799**

Fresh Breezes, and a Cross Sea running. Employed all Hands in repairing the Rigging and Sails &c. Discovered by my Lunar Observation for the Longitude, that we have had a very strong Current setting to the Westward. This Current has placed us fifty Leagues further to Leeward than the Course steered, and Distance sailed by Log would make our Situation, which proves the Necessity of all Vessels, but our Ships of War in particular having accurate Observations made on Board them for the Longitude as well as the Latitude, there being no Dependance to be placed in the Longitude calculated by any common Reckoning, but I have often made the same Sort of Remarks before on my Assiatic Voyages, and still hope our Government will make some Provision for instructing the Officers in our rising Navy with this invaluable Information.

[Latitude and Longitude not given.]

[HS of Pa. NDA photostat.]

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**To Captain Daniel McNeill, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 12 January 1799*

Cap$^{t}$ DANIEL M$^{c}$NIELL

SIR Presuming that the Ship *Portsmouth* under your Command, will be prepared in all respects for Sailing by the time you receive this, I have it in command from the President, to order that without delay, you proceed to the Island of Dominica in the West Indies and Cruise in the vicinity of Prince Ruperts Bay, until you fall in with Cap$^{t}$ Barry of the Frigate *United States* appointed to command on that Station, who will afterwards direct your operations. —

You have enclosed instructions founded on the Acts of Congress authorizing you to capture French armed Vessels wherever found on the high seas, or elsewhere, and to recapture Vessels captured by the French. — In the execution of these Instructions, you must not forget that we are at war only with French armed Vessels, and the men found on board of them, — The Vessels of other Nations are entitled to & must Receive from us, civility and 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 cannot be too attentive to the Introduction of order, and discipline among your crew; and you should be assiduous in endeavouring to inspire your Officers, and Men, with a high sense of the Honor of the American Flag, which must be maintained at every hazard. And it is the positive command of the President, that on no pretence whatever, you permit the public Vessel of war under your command, to be detained or searched, nor any of the Officers or Men belonging to her to be taken from her, by the Ships or Vessels of any Foreign Nation, so long as you are in a capacity to repel such outrage on the Honor of the American Flag. If force should be exerted to compel your Submission, you are to resist that force to the utmost

of your power, and when overpowered by superior force, you are to strike your Flag, and thus yeild your Vessel as well as your Men, but never your men without your Vessel. —

You will remember, however and it is strictly enjoined by the President, that your Demeanour be respectful, and Friendly to the Vessels and people of all Nations, in amity with the United States, and that you avoid as carefully the commission of as the submission to insult or Injury. —

There is a discription of armed Vessels from which our Commerce has hitherto received a great deal of Injury. I mean, armed cruising Vessels, acting without Commissions. Such Vessels are pirates; and you will consider your authority to extend to the Capture, or destruction of these Vessels also. —

Wishing you an honorable and successful Cruise —

I have the Honor &c

[NDA. OSW, Vol. 1.]

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**To Captain Daniel McNeill, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]

*Navy Department 12 January 1799*

Cap$^{t}$ DANIEL M$^{c}$NEILL

SIR Enclosed you will receive the private Signals to be used by our Vessels of War, and those in use between our Vessels, and those of his Britannick Majesty's — I also enclose your Commissions for

| | |
|---|---|
| Richard S Tibbitts | Lieutenant |
| George R Turner | d$^{o}$ |
| Joshua Geo. Symmes | Surgeon |
| Thomas Hoist | 2$^{nd}$ Lieut. of Marines |

& Warrants for

| | |
|---|---|
| Abijah Will Noble | Purser |
| Jacob Nutter | Gunner |
| Daniel M$^{c}$Neill j$^{r}$ | Midshipman |
| George Boyd | d$^{o}$ |

Your other officers, M$^{r}$ Higginson will assist you in selecting, and they must act, under a temporary appointment from you — which will intitle them to the same emoluments, as if they were regularly appointed and commissioned, you may give them assurances of their being confirmed in such appointments on your return from the present Cruise.

I am &$^{c}$

N. B. I inclose a letter to each of your officers, who have been appointed — It is necessary, they should communicate their acceptance in writing, and take the Oath of alligiance enclosed them, previously to your delivering their Commissions & Warrants.

[NDA. OSW, Vol. 1.]

**To Otway Byrd, Collector of Customs, Norfolk, Va., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 12th January 1799.*

OTWAY BYRD Esquire
*Norfolk —*

SIR I am honored with your Letter of the 1st Instant — but it only reached me this day. —

I am Sorry for the account given by Capt Bright of his Vessel. She was it seems, built here, and by his own direction. I have no doubt she has too many Guns and too many Men — I beg therefore, you would take steps to Ascertain with Captain Bright, the number of Guns she ought to carry, and have her reduced to that number — and also have her men reduced to the proper complement. As to her being an unfit Vessel for the West Indies, she is fitter for that service, than for our Coast, where she must be always useless — The Vessels which injure our commerce most in the West Indies, carry one and two Guns — Vessels carrying four, six or eight Guns, are the most useful kind we can employ — and if Captain Brights Vessel be reduced to 6 or 8 Guns, and 30 or 35 Men, she will be more formidable than in her present situation. —

I have ordered Lieut M°Rea from Alexandria, to repair immediately to Norfolk. — Should there be occasion, that is, if Capt Bright should decline going to the West Indies, M°Rea may take the Command of the Vessel but I presume, Captain Bright will not decline — whoever commands this Vessel, she need not sail, until the *Baltimore* is ready — which will be soon after you receive this. —

I have the honor &c

[NDA. GLB, Vol. 1.]

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**To Lieutenant John McRea, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 12 January 1799*

Lieut J. M°REA
*Alexandria*

SIR Immediately on rec[t] of this, you will please repair to Norfolk — and wait upon Otway Byrd Esq[r] & if the arrangements he should have made render it necessary, you will take the command of the Revenue Cutter, *Virginia* & proceed in Company with the Ship *Baltimore*, to Join Capt Truxtun in the West Indies. —

Should it not be necessary for you to take the Command of the *Virginia*, you will in that case, go on board the Ship *Baltimore*, at Hampton Road, now under the command of Lt Speak, & proceed in her to the West Indies, where you will join Capt Truxtun, and act on board of his Frigate. — He will I presume want a Lieut —

Should you have occasion for three or four Months pay, you may draw on me as Secretary of the Navy. —

I have the Honor &c

[NDA. OSW, Vol. 1.]

**To William Pennock, Navy Agent, Norfolk, Va., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 12th January 1799.* —

WILLIAM PENNOCK Esquire
*Norfolk.* —

SIR I have the honor to request that you will immediately charter in some proper Vessel, room for the provisions at foot — and send the same under convoy of the *Baltimore* Lieut Speake, to the Island of St Kitts —

There must be no time lost in this business — I shall in two or three days send the orders of Lieut Speake, and by that time hope the Vessel will be ready with the provisions — It is to be presumed that you may readily get room in a Vessel bound to the West Indies, but if not, that you can readily hire a small one. —

I am &C.

30,000 Lb. Bread
60 Barrels Pork
60 Ditto Beef

if you can do it readily, you may add 10,000lb more Bread.

[NDA. GLB, Vol. 1.]

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**To Rufus King, U. S. Minister to London, England, from Secretary of State**

[PHILADELPHIA]
*Department of State, 12 January 1799.*

RUFUS KING Esqr
Nº 38.

SIR, The inclosed copy of a protest I received from Messrs Valck & Cº, Merchants of Baltimore, and owners of the Ship *Aurora*. The injury done to that vessel by the Frigate *Latona*, Capt. Southeren, as detailed in the protest, is so outrageous and inhuman, as to dishonor the King's service. It is difficult, seeing the vessels were so near together, to find an excuse for Capt. Southeren's conduct; neither his own safety, nor the fear of her running away, can apologize for pouring a broadside into a ship of such inferior size, and merely an armed merchant man taking the fact to be true, that his men fired without his orders, it implies such a want of order and discipline on board of his vessel, as to prove him little worthy of his office.

I have written to the owners for an authenticated estimate of the damages received, and, if I obtain it in time, shall enclose it. I cannot have a doubt that the British Government will immediately order full compensation to be made for the pecuniary injury. What further attonement is due, by way of public example, may I think in this instance be properly left to them to devise and inflict.

I have the honor to be, Sir, &c.

TIMOTHY PICKERING.

[SDA. Dip. Cor. Inst. to Min. Bk. 5, 1798–1800.]

[Enclosure]

**To Valck & Co., Baltimore, Owners of Ship *Aurora*, to Secretary of State**

[PHILADELPHIA]
*Department of State 11th January 1799*

GENTLEMEN I have received your letter of the 7th enclosing a protest of Capt Spriggs and his officers belonging to your Ship *Aurora*. The latter exhibits a conduct so flagrant on the part of the British Frigate *Latona*, as to merit the attention of both Governments. I feel satisfied that the British Government will be disposed to render immediate, and complete satisfaction, for the injury. I must therefore request you to make out a Statement of the damages duly authenticated and proved, which I shall send to our Minister in Great Britain with such instructions, as are suitable to the nature of the affair.

I am Gentlemen
Respectfully &c.

TIMOTHY PICKERING

Messrs VALCK & COMPY
*Baltimore*

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

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Saturday, 12 January 1799**

By the Lunar Observation for the Longitude to Day I find the Current continues to set Westerly very strong. I accordingly gave the Fleet Warning, and hawlled up more to the Eastward, so as not to pass the Latitude of the Isle of Barbuda in the Night. Saw a strange Sail at 8 AM a long Distance to Leeward. At 10 Ditto made the Island Nevis bearing S.W. and Barbuda E.N.E. the latter about seven Leagues Distance. At Noon Antigua bore S.E. a fine fresh Breeze, but squally at Times. Dispatched the *Richmond*, Capt Barron to convoy the two Schooners, *Little John*, and *President* safe to Saint Thomas's, and to return immediately, and join me at Saint Christophers. Mean Time I determined on seeing the *Thetis* safe to Martinica myself.

[HS of Pa. NDA photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 12 January 1799**

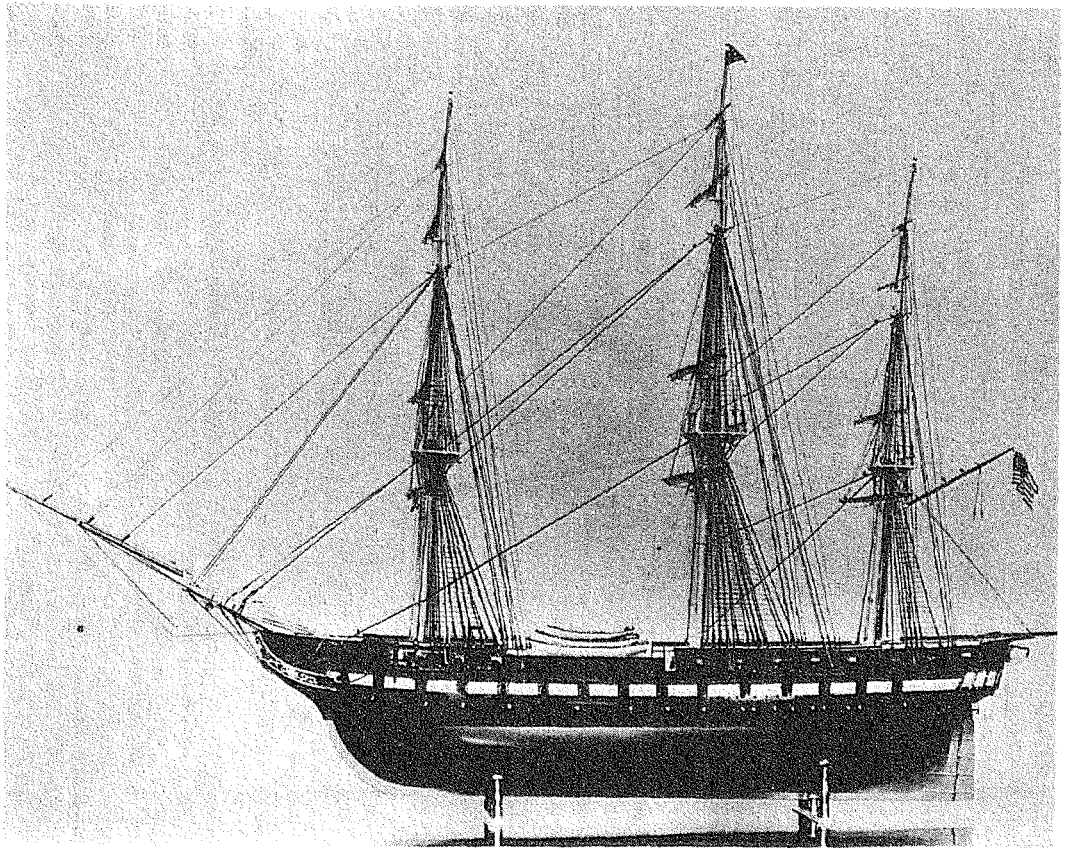
Moderate Breezes & Cloudy Cross'd the Tropic of Cancer perform'd the Usual Ceremonies Viz[t] Black[s] Ducking Shaving &c. which among 400 People produced a Set of Devils equal to any ever Seen. @ 4 Made Sail

At 10 P.M. Squally. Shortend Sail.

cleansed between Decks Took to pieces the Spare gun carriages there being no room for them in the Hold. got all the Spare Sails up & cleard out the Sail room.

[Latitude In 18.10 N[o]]

[NDA.]



U. S. FRIGATE CONSTITUTION.

[13 January 1799]

**Extracts of a Letter from Captain Alexander Murray, U. S. Navy, to Secretary of the Navy**

ON BOARD THE *Montezuma*, JAN. 1, 1799.
*Ten Leagues East of Gaudaloupe.*

We separated from the fleet we had convoyed on the 5th Dec. and made sail to gain our windward station, but we had such variable and blustering winds, that we could only fetch the Sambero passage; we then cruized up leisurely by St. Martins, St. Bartholomews, St. Eustatia, and all that chain of Islands, up to the west side of Gaudaloupe, and saw nothing but a few Danes and Swedes, which we chased and boarded. We then plyed about there and off the north end, and in the very tract we had before seen so many privateers, without seeing any vessel whatever, but one American schooner, by which I wrote to you a few lines, which was, indeed, the first and last opportunity I have had of giving you any intelligence about us, and the *Cayanne* sloop of war, that was in Antigua, when we were there. We run into their bays and searched in every direction for them, but without effect. Not finding it of importance to remain there any longer, we beat up to windward of Antigua, as far as the long. of 59 degrees, and there cruised for ten days; chased and boarded several American vessels, bound to different Islands, likewise had some long chases after two privateers, which we boarded, and turned out to be British from Antigua, none of which had seen any French vessels, or their prizes; then we stood further down to the southward, to the windward of Martinique, off which Island we fell in with admiral Harvey, in the *Prince of Wales* of 98 guns; were recognized by our signals, which, in my former letter, I informed you I had wrote to him about. He gave me a polite invitation to go on board of him, which I did, and met with a very friendly reception. He informed me, he had fully complied with the request I made him, and that he had distributed the signals to all the men of war on the station which I found was the case, having met with several of them that had repeated and answered them, so that we are now as well known by them, and by most of their privateers, as their own ships, which saves me from a great deal of trouble and anxiety.

The admiral offered me every friendly assistance we might stand in need of, and seemed glad that America and Great-Britain stood upon such fair terms, and wondered much at our long forbearance, in the harrassment of our commerce, which I told him proceeded from the lenity of our government, ever inclined to peaceable measures; that our executive had always been firm, but kept the door of conciliation open as long as there was a shadow of hope, in avoiding the last alternative; that I believed we should have been earlier with our energetic measures, but that we had hard materials and obstinate parties, to work upon. He enquired where I had cruized generally; I told him particularly my different routes, which he said were very proper, and agreed with me that he thought few of their cruizers were out, as he had most of his ships watching the motions of the French ships in Basseterre.

Thus, Sir, you may assure the public of the high estimation we stand upon in this quarter of the globe, and whatever cruizers you may send this way may be sure of a polite reception, and that our commerce stands upon a much more favorable situation, than it has hitherto done, at least in these seas, for we have chased and boarded almost every vessel we have seen (and run from none) without meeting a foe.

I verily believe that our few cruizers have given the French here a serious fright, they know the quality of our vessels, and they know our industry. If we have not succeeded in taking them we have answered as good a purpose, that of keeping them in port, which I flatter myself we have contributed in effecting.

After leaving the admiral, we stood to the northward, and cruized off Deseada, for a week, and this day fell in with a Danish ship from Hamburgh, bound to St. Thomas, had run down upon that latitude without seeing any thing but one American. Capt. Williams now informs me that he has sustained a serious injury in his masts, and thinks they cannot be secured, but by going into port. I sent my master and carpenter on board of him, to examine them, and we have determined to secure them as well as possible, so as to enable us to keep out as long as we can. Indeed we have a most blustering time of it here.

I never counted upon so much bad weather, as we have had, upon this station: We have scarcely had two following days good settled weather for near a month, but a constant, succession of hard squalls and rain, frequently blowing so hard, we could scarcely carry a rag of canvass, which has severely tried our vessels and crews; and although our people have been generally able to stand the deck, yet I find many of them much inclined to be on the Doctor's List.

*5th—Off Dominico.*

Capt. Williams being still fearful of his masts; his tops, trussletrees, &c. being in a bad condition, and not able to carry the sail we are often obliged to press in a chase, and the weather still tempestuous in squalls, which, as well as from the absolute need of refreshments that our crews both stand in need of, my crew especially, having been confined on board ever since the 20th Sept. I deem it necessary to give them a few days relaxation in port, to hearten them up; nor have I been out of the ship ever, since I left Annapolis, but for a few hours at Norfolk; we therefore, after having just boarded a government brig of 14 guns, who gave us the same accounts, of meeting with no Frenchmen on the station, determined to avail ourselves of their quiet, to run down for the harbour of Roseau, on the S. W. side of Dominico, for information to direct our future movements, and to enquire for an opportunity of sending this letter.

My boat has just arrived with the agreeable intelligence of the arrival of the *United States* in Prince Ruperts Bay; we therefore set all sail to join her.

*Prince Rupert's Bay, Jan. 10, '99.*

We arrived here on the 6th, where I met with my old Friend Commodore Barry, in the *United States*, and the [*George*] *Washington*, Capt. Fletcher. The next day, they sailed to cruise a few days off Gaudaloupe.

From the conversation I have had with Com. Barry, I am happy to find I have anticipated a part of your instructions to him, viz. setting the signals, laying a train for the exchange of prisoners, and in meeting your plan for a deposit of provisions, in some convenient place, and this place I conceive the most eligible of any in the windward islands. The garrison officers seem delighted with the plan, and shew us every civility, and this day I have finished all my business of wooding and watering, and in putting my ship in complete order for sea, and to-morrow I expect the whole of them to dine on board with me, having passed this day with them, principally with a view of bringing about a friendly and happy communication for those that may come after me. On the 12th I shall leave this, to endeavor to join the two frigates, and cruise a few days 'till Capt. Williams is ready, and hope by that time the provision vessels may arrive, as I shall want a small supply; I then shall take off a large convoy, now collecting here (20 sail now being in port) and shall call off Antigua, Nevis, Montserat, and St. Christophers, and proceed with them to a safe lat. After that, I shall return to cruise among the Southern Islands, for a while, leaving the Commodore on this station, as I am informed he means to cruise here.

After I have tried that station, I presume it will be time for me to look towards America, as I find you have sent ships to where I intended to cruise.

*Off Dominico, January 13.*

P. S. I have strong reasons to believe, that many of our countrymen run off Gaudaloupe and Cayenne, to be taken, they being furnished with a proper countersign; when carried in, they leave their vessels behind, and then set off for America with a tale of having made their escape, and soon go back with another; I fear their art is beyond discovery.

A. MURRAY.

[LC, Conn. "Connecticut Courant", 4 March, 1799.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Sunday, 13 January 1799**

Squally as before with some Rain. At 4 PM spoke an English Schooner from Martinica bound to Antigua, the Master informed me Captain Barry in the *United States* was at Martinica, when he left it, and several other of our Vessels of War at Dominica, that two french Men of War were at Gaudaloupe, and that five English were cruizing in that Quarter.

At 5 PM Saint Johns Antigua bore N.W.B.N. and the S.E. Part of Mount Serrat S.S.W.½ W. and Rock Don Dó (Rodondo) West, nearest Shore four Leagues Distance. Stood on as per Column of Courses for Martinica with the Schooner *Thetis* in Company, which Vessel I have all along had much Trouble with, owing to the Neglect of the Master not making Sail, and attending to Orders.

At 8 AM the Saints bore N.N.E. Distance 6 Leagues, called all Hands to Quarters, two Men of War beating to Windward under the Saints, and as they anchored, I took them to be English. At Noon Port Roseau, Dominica, bore E.N.E. 3 Leagues Distance. Current running strong to the Westward.

[HS of Pa. NDA photostat.]

**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 13 January 1799**

The French fired 9 shot at us 2 over us, the remainder all fell short 7 was sent from a Battery at Deshayes [Deshaies, Guadaloupe] the other two from one further to the South[q]

Arr[ive] in prince Ruperts — found Twenty-three American vessels under convoy of the Ship *Montazuma*, Cap[t] Murry. —

[NA.]

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**To James & Ebenezer Watson, Navy Agents, New York, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department January 14th 1799.* —

Mess[rs] JA[s] & EBEN[r] WATSON
*New York.*

GENTLEMEN, You will perceive by the preceeding Extract of a Letter from M[r] Higginson, the very bad quality of the Cambooses which you forwarded to the Eastward — The Maker of them ought to refund the Cost, and care should be taken when others are ordered that similar defects be prevented. —

Your Letter of the 10th Instant informing of the arrival of the *Fair American* is received. — M[r] Griswould should apply to the Attorney of the United States in your district and pursue the steps that he may recommend. — With regard to any Advances that may be made for the *Fair American*, if you act as Agents for the recaptors as I presume you will, you will of course make the advances that may be necessary and repay yourselves out of the sum that may be allowed for Salvage. — If the Prize Master chuses a different Agent which is not probable, that Agent must make the advances and repay you the sum you have paid M[r] Griswould, — by this means it will be unnecessary to introduce it into your Accounts with the Public —

I am &c &c.

[NDA. GLB, Vol. 1.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Monday, 14 January 1799**

Fresh Breezes, squally, and a very strong Westerly Current as before. Standing on by the Wind towards Martinica, making the most of every Slant. At 10 AM, being off Saint Peirs at the Distance of 4 Leagues, I desired the Master of the *Thetis* to make the best of his Way in to an Anchor, as the Coast was perfectly clear and I at the same Time wished the Lady on Board a happy Sight of her Friends; and immediately after made Sail to the Northward intending to call at S[t] Christophers.

[HS of Pa. NDA photostat.]

**Extract from journal of James Pity, U. S. Frigate *Constitution*, 14 January 1799**

Moderate & Cloudy Exercized the Sails
Made & Shortend Sail as Necessary.
Middle part Fresh Breezes At 6 P. M. Saw a Strange Sail bear S.E.b.S. gave her chace at ½ past 7 gave her a gun. prov'd an English Ship from London bound to Barbadoes & had lost her Convoy
Latter part Steady Breezes
[Latitude 13° 00ᵐ]

[NDA.]

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**To Jacob Sheaffe, Navy Agent, Portsmouth, N. H., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 15 January 1799.* —

JACOB SHEAFE Esquire
*Portsmouth*

SIR I am honored with the receipt of your Letter of the 31 Ultº and for your government in giving directions for the Head of the Frigate, I inclose you Hints suggested by Mr Rush an eminent Carver in this City — also the Copy of a Letter from Mr Joshua Humphreys, Naval Architect, who is of opinion that the foremast may with safety be fixed farther aft. —

The Frigate was originally intended to be called the *Congress*, and this must be her name. — The Carver will observe Mr Rush's observations applicable thereto — The Rope Makers here consider that 25 Yarns to a single strand of 3 Inch Rope is too fine, and are of opinion that 20 will be sufficient to make very excellent Cordage. —

I will reflect on what you mention as to the size of the Guns, and if you can give me any further information to govern me in this respect I will deside, — they can be had here made very handsome & excellent in quality. —

I have the honor &ᶜ

[NDA. GLB, Vol. 1.]

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**Certification of Nathaniel Phillips, Surveyor of the port of Warren and Barrington, R. I., reference the U. S. Ship of War *General Greene***

DISTRICT OF NEWPORT.
*Port of Warren and Barrington, Janʸ 15th 1799.*

I Nathaniel Phillips, surveyor of the port of Warren and Barrington, do certify, that I have surveyed and admeasured a Ship of War, called the *Genl Greene* and find that said vessel is American built, has two decks, three masts, Square stern, with no tuck; has two gallerys and Man head; that she is in length one hundred twenty four feet 3 inches; in breadth thirty-four feet eight inches, and in depth seventeen feet four inches, and that she measures six hundred fifty four tons and sixty two-ninety-fifth parts of a ton.

As witness my hand,

NATHL PHILLIPS, *Surveyor.*

Countersigned in testimony of the truth of the particulars above mentioned, by
[no signature]

[Rhode Island HS.]

**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Tuesday, 15 January 1799**

Pleasant Breezes intermixed with light winds, and clear Weather. At 8 PM the East End of Dominica bore East five Leagues Distance, and at 6 AM the S.E. Point of Gaudaloupe bore East four and half Leagues Distance, and the Town of Bassetere E.N.E. about three Leagues Distance, at same Time saw a Ship of War to Leeward of the Saints; at 8 ditto wore and stood towards her with a very light Air of Wind.

At half past 8 made the private British Signal for this Day, which she answered: I then made a private Signal to speak her, which she also answered; and at 10 ditto they hoisted out a Boat, and sent one of the Lieutenants on Board with Captain Barton's Compliments to know my Commands. I informed the Officer they were merely to hear the News in this Quarter, as I had just arrived on the Station from the United States of America, and to know the Name of his Ship, which he informed was the *Concorde*. He then told me that Victor Hughes was sent to France, a Prisoner, and that the Frigate *Insurgent* and *La Pencee* had sailed with him about the 1st Instant; that one Frigate, and a Corvett only remained, and that they were at present at Bassetere Gaudaloupe ready to sail for Cayen. Captain Barton requested of me Night Signals which I gave him and he sent me in Return his private Signal for Saint Christophers, and a Letter for his Agent there, we then hawlled down our Colours, took Leave, and each stood on his Course.

[HS of Pa. NDA photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 15 January 1799**

Moderate Breezes & Cloudy Call'd all hands to Quarters & Exercized the great Guns & Small Arms. At 6 Shortend Sail At Midnight Wore Ship Up Fore Sail and hove her too with her head to the Northwd. At 3 Wore Ship to the Southwd. At 5 Saw a Sail bear$^{d}$ S. S. E. gave chace found it was the Vessell we Spoke Jany 14. @ ½ past 7 Spoke a Schr fm Phils bound to Trinadada

Later part Clear

[Latitude 13° 15m N°]

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 15 January 1799**

First part light winds & pleasant weather
Took in Steer$^{g}$ sails & T G Sails and sent down T G Yards
Middle part Moderate & hazey
Sent up T G Yds & sett T G sail
Ends pleasant & Moderate breezes

[Latitude observed 15.48 N, Longitude 55.23 W.]

[HS of Old Newbury, Mass. NDA photostat.]

**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 15 January 1799**

[Prince Rupert Bay.] Sail'd in Company with the *Montazuma* & Brig *Norfolk* with twenty three sail under the direction of Cap$^{t}$ Murry. —

[NA.]

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**To Commanders of U. S. Vessels of War from Secretary of the Navy**

[PHILADELPHIA]
*January 16$^{th}$ 1799* —

*Circular*
*Additional Instructions*

It being not less the inclination and the Interest of our country to avoid disputes with all nations, than the fixed determination of the President, never to provoke disputes by taking, or maintaining improper grounds; it is right that you should undertand; that as our laws do not prevent our armed Ships from protecting from French cruisers the Vessels of our Merchants with contraband goods, — so it will not be lawfull for you to prevent Merchants Vessels altho under your Convoy from being searched or detained by the Vessels of any of the powers at War, except the French. —

I have the Honor &$^{c}$

[NOTE.—See Circular Instructions, 29 December 1798.]

[NDA. OSW, Vol. 1.]

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

[PHILADELPHIA]
*Navy Department, 16$^{th}$ January 1799.*

Cap$^{t}$ JOHN BARRY

SIR Enclosed are Letters for Captain Nicholson[*] & Lieu$^{t}$ Hamilton, which you will please to have delivered, — and also take order, that Lieu$^{t}$ Hamilton be received on board the *Constitution* as 3$^{d}$ Lieutenant

I am sorry to observe that Captain Nicholson has excited great clamour against him, by his arbitrary conduct towards some Officers he left behind. — I hope however, he will not justify by his conduct under your Command, the predictions of his Enemies — but that he will conduct himself with prudence and propriety — and pay strict attention to your orders. — Should he act in a different manner, you will know what to do with him — That Ship and all others under your command, must claim your attention, as well as your own Ship. —

I have written to M$^{r}$ Higginson to send under convoy of Captain M$^{c}$Niell, or the *Pickering* a quantity of Provisions p$^{r}$ list enclosed, addressed to Mess$^{rs}$ Frazer Urquhart & C$^{o}$ for the Vessels under your command. — Should any circumstance make it necessary for you to leave your station, with your Fleet, it will be well for you to take the Provisions on board. —

Enclosed you will find additional Instructions to our armed Ships, of the 29th Decemr and 16th January — which please to have distributed among your Fleet to the Commanding Officers. —

It is very much the wish of the President, that you should take some occasion, before your return to shew yourself, with the greatest part of the Fleet at Cape Francois, to Genl Toussaint, who has a great desire to see some Ships of War belonging to America — but it is not intended, that you should sacrifise any important object, to gratify this General; with whom however, if it should fall in your way, it may be well for you to cultivate a good understanding. —

Congress have as yet passed no Act respecting the Navy. — They will probably direct the building of some Ships of the line, and I expect will put the service on a respectable footing. — Write me by all opportunities — and be particular as to the merits of your Lieutenants — as promotions will take place before your return. —

I have heard of the French Frigates at Guadaloupe — You must judge whether Truxton ought to join you, and must act accordingly — If these Frigates should not render it too dangerous, it will be best that our Vessels be dispersed as much as possible, and I should imagine the British force in those Seas would confine the French Frigates in port. — It would however be glorious to the American Navy, if you could devise a plan for capturing them. —

I have the honor to be &c

It is possible that the Regulations of the British Government in their Islands may occasion a difficulty as to landing the provisions at Dominica, in which case it will be necessary to take them at once on board your Fleet, and I have written to Messrs Frazer Urquhart & Co that you would do so in case of need. —

I have the honor &c

72,000 Lbs Bread
155 Barrels Beef
155 Barrels Pork
88 Ct of Fish
120 Bushels Beans or Peas. —

[*Letter to Captain Nicholson instructed him to receive Lieutenant Hamilton on board *Constitution*.]

[NDA. OSW, Vol. 1.]

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**To Lieutenant Robert W. Hamilton, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department, 16th January 1799*

Lieut HAMILTON

SIR It is the wish of the President, that you should be employed on board the Frigate *Constitution*, until her return. — There are two Lieuts on board of that Ship, whose Commissions are older than yours — and as the rank must be from dates of Commission, you can only act as third Lieutenant on board of the *Constitution* — On your Return to the Continent your situation will be made more agreeable —

Please to observe there are no second Lieuts in the Navy, but on board of any particular Ship where there are more than one Lieut they must of course act as 1st & 2d & so on on such Ship. — Your Commission is enclosed.

[NDA. OSW, Vol. 1.]

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

[PHILADELPHIA]
*Navy Department, 16th January 1799*

Cap$^{t}$ THO$^{s}$ TRUXTUN

SIR The President thinking the conduct of Cap$^{t}$ Phillips, in the transaction with the British Ships, at the Havanna, every way improper, has thought fit to dispense with his future Services. — L$^{t}$ Speake therefore Commands' the *Baltimore*, till he joins you when if you think proper, you may put L$^{t}$ Rogers [Rodgers] on Board, as the Commanding Officer; in which case L$^{t}$ Speake must deliver to him, his Instructions. —

I have not named L$^{t}$ Rogers to the President as Captain; because at the same time, that this is done, to prevent Jealousy; I want to bring forward one at least of Barrys Lieutenants. — There will be soon Ships for all who merit them; —

I have desired M$^{r}$ Pennock to send under convoy of the *Baltimore*, the provisions as per list enclosed, for the use of your fleet, — to be addressed to Mess$^{rs}$ Dinniston & M$^{c}$Lauchlan — I am not certain that the meat will be permitted to be landed, — If not I presume you can find room on board for it.

It will be proper to have all the provision taken on board before you leave that station. —

I wrote you some days past respecting the French Frigates at Guadaloupe; I suppose they will be kept close in port by the British. — If however there should be danger, it will be best for you to join Barry; it would be glorious if you could devise a plan for capturing these Frigates. —

The *Virginia* I presume will sail with the *Baltimore*. — Should she be commanded by Cap$^{t}$ Bright in that case L$^{t}$ M$^{c}$Rea will expect to go out in the *Baltimore* — and if you should send Rogers on board the *Baltimore*, it may be convenient for you to take M$^{c}$Rea on board the *Constitution*. [*Constellation*]

General Toussant has a great desire to see some of our Ships of War at Cape Francois — and the President has a desire that he should be gratified — yet it is not wished any great object should be sacrificed to effect this. — Should you see the General, it will be well to cultivate a good understanding with him. —

The Congress as yet have done nothing on the subject of the Navy; They will authorize Ships of the line — whether 12 as I propose or a smaller number, I cannot at present judge.

The enclosed additional Instructions to the commanding Officers of our Ships, you will please to have given to any you may fall in with, without them. —

I hope to hear from you by every opportunity, — with your opinion fully on every point, which may contribute to the advantage of the Navy, as well as proper employment of our Ships. —

I have the Honor to be &$^{c}$

[NDA. OSW, Vol. 1.]

**To Lieutenant Josias M. Speake, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 16th January 1799*

Lieut SPEAK or the
Officer Commanding the Ship *Baltimore*

SIR The Sloop of War, the *Baltimore*, now under your Command, being prepared in all respects for Sailing, I have it in Command from the President to order that without delay, you proceed to the Island of St Christophers, in the West Indies, & cruise in the Vicinity of St Christophers, until you fall in with Capt Truxtun of the Frigate *Constellation*, who will afterwards direct, your operations. —

I inclose you your authority to capture or destroy French armed Vessels wherever found — and to recapture Vessels Captured by the French. — There is a discription of Vessels from which our Commerce has hitherto received much injury; I mean armed Vessels acting without Commissions. Such Vessels are Pirates — and you will consider your authority to extend to the Capture or destruction of these Vessels also. —

You will, however remember, that we are at war only with French armed Vessels, and the people found on board of them, — all other Vessels, and persons, are entitled to and must receive from us civility and friendship; should you even meet with an American Vessel captured by any Foreign Vessel except the French, you cannot lawfully recapture such Vessels.

It must be presumed, that the courts of such Nations will render justice. —

You will be attentive to the introduction of order & discipline among your Crew, — and on all occasions use your utmost endeavours, to inculcate a high sense of the Honor of the American Flag, which must be maintained at every hazard. —

Wishing you an honorable and Successfull Cruise, —

I have the Honor &c

Sent him a copy of the circulars given the 29th Dec 1798 & 16th January 1799 —

[NDA. OSW, Vol. 1.]

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**To Lieutenant Josias M. Speake, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 16th January 1799*

Lieut JOSIAS M SPEAKE

SIR I enclose you Commissions for yourself
Lieut John West do
Thomas Rowlands, Surgeon
Henry Wells— do Mate
Warrants for Solomon Hotchkiss—Sailing Master
Solomon Dickinson—Purser
Peter Clopper—Sail Maker
Horace Smith—Midshipman
Stanton Hazard— Do
John Gault— Do

I have the Honor to be Sir
Your obedt &c &c

[NDA. OSW, Vol. 1.]

[16 January 1799]

**To First Lieutenant B. Clinch, U. S. Marine Corps, from Captain Thomas Truxtun, U. S. Navy**

Lieutenant Clinch will be pleased to wait on the Commanding Officer at Bassetere S$^{t}$ Christophus, and present Commodore Truxtun's Compliments, and inform him; the Fleet now in Sight are a Collection of American Vessels from the different Islands bound Home under Convoy, and that the Fleet will anchor in the Roads, and wait the Arrival of several other Merchantmen, & a Sloop of War from Antigua. Lieutenant Clinch will also inform the Officer commanding, that Commodore Truxtun will salute the Fort with thirteen Guns, provided he will return the United States Ship *Constellation* an equal Number. Lieutenant Clinch will inform the Commanding Officer, that the *Constellation* is to cruize during this Winter, in these Seas, and that Bassatere will be the Rendezvous.

Lieutenant Clinch will perform this Service as speedily as possible and return with an Answer respecting the Return of a Salute.

UNITED STATE'S S. *Constellation*
16$^{th}$ January 1799 —

T. T. [THOMAS TRUXTUN]

[HS of Pa. NDA Photostat Truxtun LB, 1798–9.]

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[16 January 1799]

**To Lieutenant Ambrose Shirley, U. S. Navy, master aboard U. S. Frigate *Constellation*, from Captain Thomas Truxtun, U. S. Navy**

SIR, In Answer to your Note of this Morning, I am compelled to put you right, in your Attempt to vindicate yourself. Had you served on Board any Ship of War, in a Navy that had been established, you would not have any confused Idea, as to the Duty of a Master at this Day. While acting as a Master here, you act as a Warrant Officer, and of Course you act as subordinate to the Orders of a Lieutenant, which is the Case in every Ship of War, with the Officer in your Station. When the Lieutenants are at their respective Posts on the Battery &c. You then execute my Orders, and pass the Word Solus, but when those commissioned Officers are not at their Divisions, but on the Quarter Deck, it is then your Duty to receive Instructions from them, where the same is given by Orders from me without Hesitation, and as an Example to Others, it ought to be done with Cheerfulness.

As a Master you are accountable that all Sails, Rigging, Colours &c. &c. &c. are kept in Repair, that the Stowage of the Hold, be complete, and the Trim of the Ship preserved, Log Book well kept &c. and that due Care be taken of the Provisions and Water, and this is an Abundance of Duty to perform, and will occupy the Time, and Attention of any Man to do it well.

Altho' the Signal Officers are directed to keep in Repair the Colours, it does not take from the Master his Responsibility if due care be not taken of them, and I must confess, that I felt ashamed Yesterday, at the Ensign being hoisted before a foreign national Ship, in the State it was, and of Course my Indignation was aroused.

The Use of the Trumpets have repeatedly directed, it's not being complied with is certainly a great Inattention to my Orders, as well as unprecedented on Board even a little trifling Ship of War.

I could add much more on this Subject, but it is unpleasant, and I trust you have good Sense enough to correct little Errors without making any Addition from me necessary. In Fact you are a Lieutenant in the Navy, and your Rank is preserved to you from the Date of your Commission, but you only act as a Master here at present, Attend to these Observations, and profit by them, and you will do right. I am,

Your Obed$^{t}$ humble Servant

T. T[RUXTUN]

*Wednesday 16$^{th}$ Jan$^{y}$*
—1799—

M$^{r}$ SHIRLEY.

[HS of Pa. NDA Photostat, Truxtun LB, 1798–1799.]

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**To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Dep$^{t}$ 16 Jan$^{y}$ 1799.*

STEPHEN HIGGINSON Esq$^{r}$

SIR The provisions, which by my Letter of 7$^{th}$ Instant, you were directed to procure, you will please to consign to Mess$^{rs}$ Frazer Urquhart & C$^{o}$ of Dominica, to whom I write on the subject

I am &c

[NDA. GLB, Vol. 1.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Wednesday, 16 January 1799**

At 1 PM discovered a Fleet of Vessels to Windward of Gaudaloupe, standing down before the Wind, hawlled to the Northward, and soon after hove about, stood towards them, and made the private Signal for the Day, which was answered, but not distinctly to our View. We soon after however discovered the Fleet to consist of the *United States* Frigate, and the *Montezuma* and *Norfolk* Sloops of War with twenty five Sail of Merchantmen under Convoy (and as we found on Captain Murray's coming on Board) bound to the United States, that they had left Prince Rupert's Bay, Dominica early in the Morning.

The *United States* soon after we discovered the Fleet hawlled her Wind to the S.E. consequently I had not an Opportunity of speaking with Captain Barry, for before we got up with the Fleet, he was out of Sight.

Captain Murray requested me to take Charge of the Fleet, which I agreed to do, and lead a head, untill my Arrival at Saint Christophers' from whence I told him, he must proceed on himself with the Convoy according to his Arrangements made previous to joining me, for as I intended to cruize among the Islands &c. I could go no further with him; I informed him at the same Time, that I had Directions from

the Secretary of the Navy to detain the *Norfolk* and keep her with me, and that I should accordingly order Captain Williams to return and join me as fast as possible, after accompanying the Convoy as far as the Latitude of 25° North.

Made Sail and stood on for Montserat. At 2 AM abreast of that Island at 8 ditto up with Rock Dondo (Rodondo) directed Captain Murray to proceed on with the Van, and anchor in Bassateere Roads, S$^{t}$ Kitts, and direct the Vessels to show their Colours going in, and that I would bring up the Rear, and remain without untill all was at Anchor. Dispatched Lieutenant Clinch with my Compliments to the Commanding Officer at the Fort, and to inform him I would salute the Fort with 13 Guns provided he would return an equal Number, and to inform the Governor &c. that I intended to anchor the Convoy in the Roads of Bassateere for a few Days only, untill the *Norfolk* Sloop of War returned from Antigua with what Vessels may be there bound Home. At Noon abreast the East End of Nevis, the Weather cloudy, and having a dirty appearance. Bent the Cables, and got the Anchors all clear.

[HS of Pa. NDA photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 16 January 1799**

Fine W$^{r}$ at 1 Saw 2 Sail bear$^{g}$ N.W. gave chace @ 4 Discov$^{d}$ one to be a Ship of War. Made the private Signals as American & English which she could not Answer upon which She crowded Sail took in Studding Sails & Hauld our Wind & clear'd Ship for Action @ 7 squally with Rain @ 8 the chace bore N.N.W. 5 or 6 Miles Distance bowsed in the lee guns & down ports Kept Sight of the chace between the Squalls untill ½ past 11 when we lost her @ 20 Minutes past 12 Saw a Sail bear$^{g}$ N.W. Suppos'd to be the Vessell we had been in chace of. bore up and fired 2 guns at her She then wore Round & Made Sail gave her two more Guns wore to the Southw$^{d}$ and Boarded her She prov'd to be the Ship *Spencer* from Shields (England) bound to Barbadoes prize at the time we boarded to the *Insurgente* French Frigate of 36 Guns. Took the Prize Master & Crew out & Sent an Officer & 9 Men to take Charge of her.

[Latitude 34.33 N$^{o}$]

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 16 January 1799**

First part pleasant & light wind & Smooth Sea running down under the three Topsails

Middle part D$^{o}$ wind & weather

Latter part pleasant, went through the manouvres of a Sham Action

[Latitude observed 15.04 N., Longitude 57.15 W.]

[HS of Old Newbury, Mass. NDA photostat.]

[17 January 1799]

**To President John Adams from General Desfourneaux, Commander-in-Chief of the Island of Guadeloupe**

The following Extract of a Letter, with the annexed Address, was received yesterday by a merchant of respectability in this city.

"ST. THOMAS, *17th Jan.*

"I enclose you Gen. Desfourneaux's Address to the President, copied from one handed me by a gentleman, who arrived here yesterday from Guadaloupe, and whose vessel was condemned a week ago, on the same grounds *as usual.*"

To JOHN ADAMS,

*President of the United States of America.*

SIR, Arrived at the post intrusted to me by the Executive Directory. I think proper to inform you of the dispositions of the French Directory, towards the Neutrals and Allies, of which America is a part.

You will find them mentioned in the Decrees of the 13th of Thermidor, (12th Aug.) the copy of which I add to this. The privateers fitted out in the ports of Guadaloupe, shall run against "the enemies of the Republic, but shall pay every regard to Allies and Neuters, who shall not be found in contravention, with the laws respecting them.

The citizens of the United States may come and exchange their produce, for the productions of the Island of Guadaloupe — they will dispose of their property freely — the laws will protect them, and will punish with rigour, whoever will dare to oppose them, or to suspend their effect — I hope that many proofs of the loyalty which will never cease to be the character of my actions, will be sufficient to restore the confidence and connections mutually useful.

I left France the 7th Vendemair last, (28th Sept.) with a division. The 16th of the same month, being in lat. 36, 15, long. 21, 35; the commodore of the division, spoke the American vessel *Aranno*, Capt. Daniel Prior, beloning to Joseph and John Dorr, citizens of the United States, and Merchants in Boston.—The papers, and especially the Role of Equipage, being in order, the vessel proving to be American property, the vessel was cleared. It was also offered the captain, that if he would follow till day light, the vessels of the division, they would give him a spar, to repair his fore-topmast, carried away in a storm. The vessels of the division, shortened sail to let the American keep up, but whether the vessel could not keep away, or the captain thought proper to change his course, we lost sight of him.

The 30th Brumaire (20th Nov.) being to windward and in sight of the Island of Desirade; we perceived 4 vessels of War, sailing for us, being so close that we could plainly distinguish them to hoist English colours, at that instant the order was given to chace them, but immediately they tacked about and stood from us.

The frigate *L'Insurgent* having overtaken the schr. *Retaliation*, commanded by Lieut. Bainbridge, we were convinced the vessels chased were Americans.

The necessity to arrive at our destination, and avoid the pursuit of the English forces, superior to ours, of which we had knowledge, every thing prevented me from taking a true view of our situation with the United States. In consequence, I gave orders for the schooner to follow the Division.

After having spent the first moments to make my powers known, I occupied myself with the affairs of the *Retaliation*, and if circumstances and political reasons had not obliged me to lay an embargo, I should have immediately let her go to the United States. These obstacles do not now exist. I leave the Lieut. Bainbridge at liberty to sail for the United States, giving him charge of the packets for you, and recommending him to make his way with the vessel in which I send back all the American citizens made prisoners before my arrival in this island.

I conclude, Sir, with repeating to you that the citizens of the United States will be considered and treated like Allies, that in every circumstance they will obtain justice, and will be well received.

Receive the assurances of my consideration.

(Signed) DESFOURNEAUX.

[NYHS, "Greenleaf's New York Journal & Patriotic Register", Feb'y 16, 1799.]

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**To Captain Jonathan Chapman, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 17th January 1799*

Capt JONAn CHAPMAN
*Boston.*

SIR I am honored with yours of the 1st Inst It is impossible to gratify your wishes, as to the date of your Commission, it would interfere essentially, with the claims of other Officers. I never understood from Mr Higginson, that it was meant to be understood by you, that your Comn as Capt in the Navy, should take date from the day you were appointed to Command, the Revenue Cutter, — and if I had so understood him, it would not have been in my power to comply with such engagement. —

I have added at foot the names of the Capts, and in the order of their rank, — with which I hope you will be satisfied.— There are as you will observe, but few above you, it is doubtful, whether three of these will continue in the service, — and it will not be long before you will be near the head of the list.

It would occasion me real regret — and I am Sure it would give great pain to the President, if an Officer of your merit should quit the Service. —

I return your Commission in hopes you will be satisfied to retain it, and to take the Command of the Ship building by the Merchants at Boston

I have the Honor &c

| | |
|---|---|
| Barry | |
| Nicholson | |
| Truxtun | Morris |
| Talbot | McNiell |
| Dale | Murry |
| Sever | Tingey |
| Decatur | Chapman |
| Perry | |

The rest are after you except Williams, about whose appointment there are doubts. —

[NDA. OSW, Vol. 1.]

**To Lieutenant Edward Preble, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 17th January 1799*

Lieu[t] Edw[d] PREBBLE

SIR Presuming that the *Pickering* under your command, is now ready for Sailing, I have it in Command from the President, to order that without delay, you proceed to the Island of Dominica in the West Indies, and cruise in the vicinity of Prince Ruperts Bay, until you fall in with Cap[t] Barry of the Frigate *United States*, under whose orders you will place yourself, Vessel, and Crew. —

I enclose you your Authority to capture, or destroy, French armed Vessels, wherever found on the high Seas, or elsewhere, — also to recapture Vessels, captured by the French; There is also a discription of Vessels in the West Indies, from which our Commerce has hitherto received much injury; I mean, armed cruising Vessels, acting without Commissions, you will consider your authority to extend to the capture, or destruction, of these Vessels also. —

In the execution of these Instructions, you must bear in mind, that we are at war only with French armed Vessels, and persons found on board of them.

Being at peace with all other Nations, we should endeavour to cultivate, and preserve it, by practising the duties of Civility, and Friendship; — Should you meet with any American Vessel, captured by the Vessels of any of the powers at war except the French; or should you even see such Vessels in the act of capturing an American Vessel; — you cannot recapture in the one case; — nor can you lawfully interfere to prevent such capture in the other; — It must be presumed that the Courts of such Nation will render justice. —

You will use your utmost endeavours, to introduce and preserve order, and discipline among your Crew; and on all occasions, inculcate the highest sense of the Honor, of the American Flag; — which must be maintained at every hazard. —

I enclose you a copy of the circular instructions, given the 29th Dec 1798 and 16th January 1799. Wishing you honor & success. —

I have the Honor &[c]

Also enclosed his Comm[n] "to take rank from 9th April 1798"

[NDA. OSW, Vol. 1.]

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**To Captain Francis Bright, or officer commanding Revenue Cutter *Virginia*, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 17th January 1799*

Cap[t] FRANCIS BRIGHT
or Officer Commanding
the Cutter *Virginia*.—
Norfolk

SIR Otway Byrd Esq[r] Collector of the port of Norfolk, has no doubt communicated to you the contents of a late letter written to him on the Subject of your Cutter, and I hope she is by this time ready for sea, in which case you will sail in company with the Ship *Baltimore* to join Cap[t] Truxtun whose instructions you will hereafter follow. —

I enclose you late orders issued to the different Commanders, in the Navy of the United States to govern their conduct, to which you cannot pay too pointed an Attention. — Cap$^{t}$ Truxtun is cruising off the Island of S$^{t}$ Kitts. — Should you contrary to my expectations not be ready to sail with the *Baltimore*, you will proceed as soon after as possible to that Island where you cannot fail to meet with him — —

I wish you a Successful Cruise —

Sir Your most &$^{c}$

[NDA. OSW, Vol. 1.]

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**To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 17$^{th}$ January 1799.* —

STEPHEN HIGGINSON Esq$^{r}$ *Boston*

SIR I have no letter from you later than the 3$^{d}$ Janua$^{y}$ — in one of that date you say Cap$^{t}$ Sever will be in town this evening, when the arrangments for the *Herald* must be made, the Commander appointed and other Officers provided; — I wait with impatience, to know these arrangements, — and until I hear from you, I cannot move. If possible such difficulties as to Officers shall be avoided in future. —

If your next letter should not inform me of arrangements as to the Officers being made; — I will get officers appointed, who I know will serve, and who deserve to be appointed. —

It will be agreeable if the *Herald* is changing into a Cutter, as delay must arise for want of Officers; it will be fortunate if she is under the hands of the Carpenter. — The *Pickering* need not wait for the *Herald*, but may sail with M$^{c}$Neill, whose orders go on to day. — but this is not material, each may go alone, and it will afford a better chance of falling in with French Cruisers. — I wish the provisions may go under the convoy of M$^{c}$Neill; — tho if this is not practicable; I suppose either the *Herald* or the *Pickering* will be sufficient.—

The enclosed letter to Mess$^{rs}$ Frazer Urquhart & C$^{o}$ Dominica to whom be pleased to address the Provisions, may go by the Chartered Vessel. — } I have the Honor &C

[NDA. GLB, Vol. 1.]

[Enclosure]

**To Frazer Urquhart & Co., Dominica, from Secretary of the Navy**

NAVY DEPARTMENT
*Philad$^{a}$ 16$^{th}$ January 1799.*

Mess$^{rs}$ FRAZER URQUHART & C$^{o}$
*Dominica* —

GENTLEMEN Under the sanction of the enclosed letter from Mess$^{rs}$ Gabriel Wood & C$^{o}$ I have the Honor to inform you that I have directed Stephen Higginson Esquire of Boston to Ship to your care a quantity of Bread, Beef, Pork, Fish & Beans or Peas, intended for the use of the Fleet, under the Command of Cap$^{t}$ John Barry, now cruising in the vicinity of your Island — you will be pleased to receive these articles, giving Cap$^{t}$ Barry notice of their arrival, which you will have an opportunity of doing as he will occasionly repair to Prince Ruperts

Bay, during his Cruise, — I do not apprehend there will be any difficulty as to the landing of the whole of these Articles, but should any of them be objected to in consequence of your existing Regulations; you will please to inform Cap$^{t}$ Barry thereof, and he will send for them, and take them out of the Vessel, so as to prevent the necessity of any other Arrangement. —

You will please to draw on me as Secretary of the Navy, for any expence attending this object, as well as for your Compensation. —

I have the Honor &C.

[Enclosure herein mentioned was not located.]
NDA. GLB, Vol. 1.]

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**To William Pennock, Navy Agent, Norfolk, Va., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 17$^{th}$ January 1799.* —

WILLIAM PENNOCK Esquire
*Norfolk.* —

SIR I hope the Provisions lately ordered have been procured — You will address them to Mess$^{rs}$ Denniston & M$^{c}$Lauchlan of S$^{t}$ Kitts, for whom I enclose a Letter, which you will be pleased to forward by the Vessel you charter for the above purpose. —

I have the honor to be &$^{c}$

P. S. I hope you have prepared L$^{t}$ Speake in the Ship *Baltimore* for sailing & that he is ready.

[NDA. GLB, Vol. 1.]

[Enclosure]

**To Denniston & McLauchlan, St. Kitts, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 17$^{th}$ January 1799.*

Mess$^{rs}$ DENNISTONS & M$^{c}$LAUCHLAN
*S$^{t}$ Kitts.*

GENTLEMEN In consequence of the inclosed letter from Mess$^{rs}$ Gabriel Wood & C$^{o}$ I have taken the liberty to direct M$^{r}$ William Pennock of Norfolk, to address to your care Sundry Articles of provisions, intended for the supply of the Vessels of War under the Command of Cap$^{t}$ Thomas Truxtun, now cruising in the vicinity of your Island. —

I request that you will be pleased to receive these Articles, and follow Cap$^{t}$ Truxtun directions respecting their delivery, — should the Regulations of your Government forbid their being landed, you will in that case, give Cap$^{t}$ Truxtun notice, in order that he may take them at once, on board his Frigate, so as to render any other arrangement unnecessary. — He will occasionly appear off the Harbour, so that you willhave frequent opportunitys of communicating with him. —

For the amount of the Expence attending this object, as well as for your Compensation, you will be pleased to draw on me as Secretary of the Navy, and your draft shall be duly honored. —

I have the Honor &$^{c}$

[Enclosure mentioned herein was not located.]
[NDA. GLB, Vol. 1.]

**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Thursday, 17 January 1799**

Light Winds, and hazy Weather throughout the whole of these Twenty four Hours. At half past 5 PM having brought up the Rear of the Fleet, which had all come to in the the Roads of Bassateere, Saint Christophers, anchored off the Moorings (and veered out half a Cable) in ten Fathoms Water, being half a Mile from the Shore.

At 7 AM saluted the Fort with 13 Guns, which was returned with an equal Number. Employed repairing the Sails, Rigging &c. &c. &c. getting the Main, and Mizzen Masts more upright, and raking the fore Mast Aft two Inches in the Partners.

Received the Visit of Captain Matson of his Britannick Majesty's Ship *Cyane*, Sir Patrick Blake, and a Number of other Gentlemen from the Island.

[HS of Pa. NDA photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 17 January 1799**

Moderate Breezes & clear Weather at 9 A. M. bro't too and took out of the Ship *Spencer* the Officers & Men we Sent on Board her. Captain Nicholson not thinking himself authorized from the Instructions he has Rec$^{d}$ from the President of the United States to Recapture any English Merchantmen notwithstanding she was captured by an Arm'd Vessell of the French Republick, and the Act of Congress not giving him power to keep her it was tho't prudent by him to release her. Saw a Convoy of 20 Sail Stand$^{g}$ to the Northw$^{d}$

[No observation.]

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 17 January, 1799**

First Part pleasant weather & light breezes

All hands employ'd exercising the Guns and Making and taking in sail

Middle & latter part pleasant Moderate weather

[Latitude observed 15.12 N., Longitude 58.54 W.]

[HS of Old Newbury, Mass. NDA photostat.]

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**Extracts from correspondence between Elbridge Gerry and Secretary of State transmitted to Congress by President Adams.**

5th Congress.] No. 148. [2d Session.

FRANCE.

COMMUNICATED TO CONGRESS, JANUARY 18, 1799.

UNITED STATES, *January 18, 1799.*

*Gentlemen of the Senate*
*and Gentlemen of the House of Representatives:*

The communication relative to our affairs with France, alluded to in my address to both Houses, at the opening of the session, is contained in the sheets which accompany this. A report of the Secretary of State, containing some observations on them, will be sent to Congress on Monday.

JOHN ADAMS.

*Letter from the Secretary of State to Mr. Gerry, dated*

JUNE 25, 1798.

SIR: By the instructions dated the 23d of March, which, agreeably to the President's directions, I addressed to Generals Pinckney and Marshall and yourself, and of which six sets were transmitted, one by a despatch boat sent on purpose, and some of which doubtless reached you during the last month, you will have seen that it was expected that all of you would have left France long before those instructions could arrive, and which were transmitted rather from abundant caution than necessity, seeing no probability or hope existed that you would accomplish the object of your mission. The respect due to yourselves and to your country irresistibly required that you should turn your backs to a Government that treated both with contempt—a contempt not diminished, but aggravated, by the flattering but insidious distinction in your favor, in disparagement of men of such respectable talents, untainted honor, and pure patriotism, as Generals Pinckney and Marshall, and in whom their Government and their country reposed entire confidence; and especially when the real object of that distinction was to enable the French Government, trampling on the authority and dignity of our own, to designate an envoy with whom they would condescend to negotiate. It is, therefore, to be regretted that you did not concur with your colleagues in demanding passports to quit the territories of the French republic some time before they left Paris.

General Marshall has arrived, and delivered to the President your letter of April 16th, with its enclosures; all which were on the 21st instant laid before Congress, accompanied by a message, in which the President declares the negotiation at an end, and that "he will never send another minister to France, without assurances that he will be received, respected, and honored as the representative of a great, free, powerful, and independent nation."

It is presumed that you will consider the instructions of the 23d of March before mentioned as an effectual recall; lest, however, by any possibility, those instructions should not have reached you, and you should still be in France, I am directed by the President to transmit to you this letter, and to inform you that you are to consider it as a positive letter of recall.

I am, respectfully, sir, &c.

TIMOTHY PICKERING.

[Am. State Papers.]

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**Extract from Elbridge Gerry's communications to Secretary of State**

NANTASKET ROAD, *October 1, 1798.*

* * * * * * *

On the 26th of July, I left Paris; and, from the best information which I could obtain relative to the disposition of the Executive Directory, (for I never had any direct communication with them) they were very desirous of a reconciliation between the republics. Every impediment to my departure had been adopted by the French minister; and he would have prevented it, had he succeeded in his plan of an epistolary discussion. His object was, as I conceived, to

gain time for ascertaining whether the United States were then disposed to a treaty; of this he manifested doubts, being persuaded that their resentment was too great to admit of it. He seemed also to apprehend that, in consequence of the incredible exertions, of Great Britain, and the unequivocal evidence she had given of her ability to defend herself, they were inclined to avenge their injuries by an alliance with her; and that, should France come forward with overtures, or the plan of a treaty, she would fail therein, and compromit her honor. I was, nevertheless, of opinion that, should France be just and liberal in her measures, the Government of the United States would still meet her on the ground of accommodation. My judgment was the result of their instructions; for I had never received any other official intelligence since my departure from America; I have, therefore, uniformly inculcated that sentiment.

Having been thus in a situation wherein, amidst a series of events, each has been productive of fresh embarrassments, I have invariably pursued what to me appeared the honor, interest, and welfare, of my country, and been guided by the sense of the Government, as far as I could ascertain it.

If the door is still open to peace, the establishment of it must be a happy event to the United States, as it will exempt them from calamities, which, notwithstanding delusive appearances, will, with short intervals, probably continue, for half a century, to exhaust and depopulate Europe.

But, if the national pulse beats high for war, and the wise and constitutional councils of the United States shall consider it as the only safe and honorable alternative, may that Omnipotent Being, who controls events, protect them; and may they commence the war with ardor, continue it with vigor, and terminate it with glory. That this will be the issue there can be no doubt, whilst the American republic shall choose UNION for her MOTTO; and profiting by the misfortunes of other nations, shall be convinced that *discord will ensure dependence, and concord independence in war and peace.*

I shall, probably, when at leisure, give you some other details of less consequence, and, in the interim.

Remain, sir, with much esteem and respect, your very humble servant.

E. GERRY.

TIMOTHY PICKERING, Esq.
*Secretary of State of the United States.*

[Am. State Papers.]

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**To Robert G. Harper, Chairman of Committee of Ways & Means, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department January 18. 1799*

ROBERT G. HARPER Esquire
*Chairman of the Committee of Ways & Means.* —

SIR The existing Laws allowed the Secretary of the Navy to employ Clerks, at the rate of 500 Dollars per Annum, to absorb, with the contingent expences of the Office to the end of 1798, the sum appropriated, being Dollars 6214.72/100. —

Conceiving that it must have been the intention of Congress that the Clerks in the Navy Office should be on the same footing with those employed in the other Departments, and knowing that a House full of such Clerks, as could be employed at 500 Dollars would be found insufficient for the business of the Office, I have ventured to draw money on account, and to pay the Clerks employed by me, such Salaries as I thought their services entitled them to receive. —

The whole amount of payments for Clerk hire, since the commencement of my Office to the 31st December 1798 is Dollars 2821 28/100 agreeably to the statement enclosed. — This sum stands charged to me on the Books of the Treasury — and by the existing Laws I can only be credited for the time of the service of each Clerk except the principal Clerk, at the rate of 500 Dollars. — I beg the favor of your attention to the subject. You will perceive that the Act of the 30th of April 1798. establishing the Navy Department, has reference to the Act of 3d March 1791 supplemental to the Act establishing the Treasury Department, and not to the temporary Acts of 30th May, 1796, 3d March 1797, and 14th May 1798. —

I have the honor to be with great Respect &c.

| | | | Dollr | |
|---|---|---|---|---|
| Garrett Cottringer | to 31st Decemr | @ | 1200.... | 572. 87 |
| Josiah Fox | to 1st July | | 900.... | 56. 86 |
| Robert Gill Store Keeper | to 31st Decemr | | 1000.... | 516. 48 |
| Jacob F. Tathill | to 1 July | | 700.... | 23. 7 |
| " | to 31 Decr | | 750.... | 375. |
| C. W. Goldsborough | to 1 July | | 700.... | 11. 53 |
| " | to 31 Decr | | 800.... | 400. |
| John Lockwood | to 30 Sepr | | 500.... | 156. 59 |
| " | to 31 Decr | | 600.... | 150. – |
| James Key | to 17 Decr | | 750.... | 347. 90 |
| William Hollingsworth | to 31 Decr | | 600.... | 24. 45 |
| Office Keeper & Messenger | 31 Decr | | 350.... | 186. 53 |
| | | | Dollr | 2821. 28 |

[NDA, Con. LB, Vol. 1.]

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**To Murray & Mumford, New York, from Secretary of the Navy**

[Philadelphia]
*Navy Department 18th Janr 1799*

Messrs Murray & Mumford
*New York.*

Gentlemen I beg pardon for not attending to your letter of the 22d Ultº — in the hurry of my business it escaped me; I am this day honored with yours of the 16th It has been deemed important, to break up if possible, the Cruisers from the West Indies, which infest our trade — and it was two or three months ago determined our whole force should be employed this Winter about the Islands; with this view; — more Vessels are getting ready, and we shall have I presume enough by the Spring, to afford such a force as you suggest for the Mediterranean, — and it is very much the desire of the Govt that our force should be employed to afford, the greatest possible protection to

our trade. — but it may be April or May, before any arrangments can be made beyond the West Indies.

If Congress authorizes more Ships, I will attend to the Gentlemen at Hudson; pray can Ships drawing 18 or 20 feet Water be floated from thence

I have the Honor &c

[NDA, GLB, Vol. 1.]

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**To David Sears, Boston, Mass., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 18th January 1799*

DAVID SEARS Esqr
*Boston*

SIR I am honored with yours of the 9th Inst — Having a very high opinion of Capt Chapman's merit, I was extremely sorry, that I could not comply with his wishes as to the date of his commission. — It could not have been done, without interfering with the rights of others, and without producing resignations of valuable Officers. — To this effect I have written Capt Chapman, and that he was placed as high, as it was practicable to place him, — indeed he is high enough to have well grounded expectations of being the head of the Navy before long. — Several above him will leave the Service. I very sincerely hope, he will be induced to remain in the service — and in that hope, returnd his Commission — and as the loss of a good man to the Navy at this time, when its Character is yet to be established, is a great loss, I hope you Sir will use your influence to satisfy Chapman he ought to remain. —

I have the Honor to be &c

[NDA, GLB, Vol. 1.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Friday, 18 January 1799**

[Basseterre Roads, St. Christopher.] After making all the necessary Arrangements for general Repairs, and for the better trimming of the Ship, I went on Shore, and waited on Governor Thomson Commander in chief of the Charibbee Islands, who received me in the most polite Manner, offering every Service, in his Power to convenience me in my Opperations on this Station, and giving me the most friendly Invitation to dine, and frequently visit him.

I also returned the Visits of all those Gentlemen, who honored me, and made the necessary Arrangements with Mr Clarkson of this Island but formerly of Philadelphia to supply the Ship on the best possible Terms with such Articles, as may be necessary.

Here I find the Produce of the United States generally in Demand, and the Price such as will warrant a good Freight with all the other customary Charges.

[HS of Pa. NDA photostat.]

**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 18 January 1799**

First part pleasant weather & Moderate breezes
All hands employ'd at exercising the guns &c
Middle part pleasant and light winds & smooth Seas
At 10 AM saw the Island of Dominico bearing W b S dist 12 leagues * * * *
Ends pleasant
[Latitude observed 15.17 N., Longitude 60.28 W.]

[HS of Old Newbury, Mass. NDA photostat.]

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[19th January 1799]

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

UNITED STATES SHIP, *Constellation*,
*Bassaterre Roads 17th Jany 1799* —

DEAR SIR, I sailed with the *Constellation* from the Bay of Chesapeake the 31st December in the Evening, with the *Richmond* in Company, three Schooners, and a Brig. Nothing after occurred worth Notice here, untill the 12th when I arrived in Sight of the Island of Antigua, and dispatched Captain Barron to see two of the above Schooners safe to Saint Thomas's, their Place of Destination, and to return as soon after as possible and join me at my Place of Rendezvous (Saint Christophers) and in the Mean Time I proceeded with the other Schooner, having the Lady on Board, that you committed to my Care, to Martinica, and left the Vessel off her Port standing in (and the Coast perfectly clear) on the 14th about 11 o'Clock in the Morning. I shall just observe, that this Vessel has given me a vast Deal of trouble, and, in Fact, if I had not watched her Night and Day, and shortened Sail, so as to make the Ship frequently uneasy, as well as uncomfortable to myself, she would have parted Company, ere we left the Coast of America, I however congratulate the Friends of the young Lady that was on Board, on her being now safe with her friends in Martinica.

As soon as I left the *Thetis*, I proceeded for Saint Christophers, determined to look into Bassaterre, Gaudaloupe, and the next Morning, I fell in with the British Frigate, *Concord*, of 44 Guns, which I spoke, and after some Civilities having passed between Captain Barton, and myself, I run close by Bassatere, within Sight of the Town, and so as to point out the Government House, two of their Frigates having sailed for France, on Board of one of which was Victor Hughes, there remains only the *Volunteer* of 44 Guns, and a Corvette in these Seas, both of which were laying in Bassatere Road, when I passed it; but they have no Disposition to come out, and risk either an Action with the English, or American Frigates in these Seas. Shortly after passing Bassatere, I discovered a Fleet astern, and not knowing what they were, hove about, and repassed Bassatere again, and shortly after discovered the Fleet consisted of the Frigate *United States*, the *Montazuma*, *Norfolk*, and 25 Sail of Mer-

chantmen. Captain Barry stood to Windward, and did not come down. On my speaking Captain Murray, he requested me to take Charge of the Convoy, and proceed with him, as Captain Barry had refused, and I acquiesced with his Request so far, that I would see them into this Port, where we arrived last Evening, but as he, and the *Norfolk* would be sufficient to see them clear of the other Islands, and to the Latitude of 25 North, I should go no further with them, but should order Williams to join me immediately, and without Loss of Time, after reaching the 25° of North Latitude, but I fear this Man is better calculated for a Purser, than a Captain of a Ship of War, as he pays more Attention I understand to pecuniary Matters, than those of a more glorious Nature.

Shortly after proceeding with this Convoy, I dispatched Williams to Antigua to bring down any American Vessels that may be there, agreeable to the Arrangement Captain Murray had made previous to my falling in with him, and I expect Williams here to Morrow, and if so the Fleet shall sail next Day. As soon as I fill up my Water, I mean to proceed immediately on a Cruize about these Islands, untill the *Baltimore*, and other Vessels join me, which I hope will be soon. You may rest assured, that no Opportunity shall pass, that good Fortune may favour me with of doing my utmost for the Honor of our Nation, and the Good of our Commerce. I have found a M$^{r}$ Clarkson, a Merchant from Philadelphia, of respectable connections, married and settled here. I shall consequently direct my Purser, to call on him for his Aid in procuring Supplies, — untill I have Advice of your appointing a public Agent.

The Crew of the *Constellation* is in good Health, and fine Spirits, all meritorously wishing to meet the Enemy on equal Ground, and in Hopes of the kind Indulgence of Heaven to our united Prayers in this of all other the most desireable Object. I have the Honor to Remain

Dear Sir,

Your very Obedient Servant

T. T.[RUXTUN]

P. S. I enclose you Dimensions of the *Constellation's* Masts, and Spars for the Government of the Sail Maker in making a new Suit of Sails, which I request may be of the best, heavy, and most approved European Canvass (say Holland, or best English Pattent) the Ship has not fair play for Want of proper Sails; these Sails ought to be ready by 1$^{st}$ May and made by Jacobs of Baltimore, or Dowers of Philadelphia. We shall also want one new Cable, made of the best Hemp, 19 Inches in Circumference, & 120 Fathoms in Length; 4 Shroud Hawsers, Cable laid, 10½ Inches in Circumference, and each Hawser 120 Fathoms long. Great Care must be taken that the Hemp is well cleaned and all the Tow taken out, otherwise a Gang of Rigging will not stand more than a Year.

T. T.[RUXTUN]

Hon$^{ble}$ BENJAMIN STODDERT
*Secretary of Navy.*

18th January. Yesterday I was entertained by the Governor, and Commander-in-chief of this, and all the Charibbee Islands; every Tender of Service was made, and Joy seemed to be marked in every Countenance present, and the more so, as some evil minded American had industriously reported, that our Government had ordered the Ships of War to avoid going near the English Islands, lest the French should be offended, and our Object was to make Peace with them if possible at all Events. I have assured the Governor, that I was well satisfied, that the President of the United States would never come to an Accommodation with that perfidious Nation, untill full and ample Satisfaction was made for the Insults we had received, and for the Property unlawfully captured from our Merchants, and other Traders, with which Account he was much pleased.

I enclose you a Letter I have just received from the Surgeon General, by which you may judge of the Orders delivered out to every Department here with Respect to us. And I am satisfied we shall find the Station a very pleasant One, Nothing shall be wanting on my Part to heighten the good Opinion of the People in this Quarter of us. A Salute has passed between the *Constellation* and Fort on equal Terms. I also enclose you Copy of a Letter to Captain Matson of his Britannic Majesty's Ship, *Cyane*, For your further Government as to the Conduct I mean to pursue, I am anxiously waiting the Arrival of the Ships destined to join me, and hope I shall soon meet them in the Neighborhood of this Island, and the Store Ship, for Provisions are scarce, and dear throughout the Islands at present.

19th I enclose you Desfourneaux, the french Agents', at Gaudaloupe, Proclamation, which I have just received. We have various Accounts of Bainbridge, but none to be depended on, tho' I should not be surprized, if they were to give him his Vessel from what I have heard, as the present Agent is a man of deep Finess. However, our Country I'm sure, cannot now be duped, by any Conduct of this Agent, whose Character must be well known throughout America.

Yesterday American Brig arrived here which had been taken by a french Privateer just out from Gaudaloupe, and retaken by an English Vessel of that Description.

T. T.[RUXTUN]

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

[Enclosure]

[19 January 1799]

**To Captain Richard Matson, Royal Navy, from Captain Thomas Truxtun, U. S. Navy**

SIR, In Case of meeting at Night, Captain Barton and myself have agreed on the Night Signal at foot. I have his private Signal, and shall display a blue answering Flag, whenever it is made to me.

Should I meet with you at Sea after the Signals of the Day have been exchanged, you will know the *Constellation* by a Dutch Jack, which you may answer by an English Jack at the same Place, in Order that I may know your Vessel.

Any Services that may be in my Power to render you, or the other Ships of his Britannick Majesty in these Seas &c. you will do me a

great Favour by an Intimation of them at any Time; and I have to request you will be pleased to communicate this Tender to Admiral Harvey, and the Commanders of all the King's Ships in the West India Station, whenever you have Oppertunity. In Fact we may be of mutual Service to each Other, and I shall be pleased to unite in any Enterprize against the Common Enemy, that may promise Success or Glory.

I have the honor to be, Sir, with great Respect,
Your very Obedient humble Servant

T. T.[RUXTUN]

UNITED STATES SHIP *Constellation*,
*Bassatere Roads, S^t^ Christophers*
*19th January 1799.*

Captain MATSON
of his Britannick Majesty's Ship *Cyane*.

[HS of Pa. NDA Photostat, Truxtun's LB, 1798–9]

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**To Secretary of State from Gibbs & Channing, Navy Agents, Newport, R. I.**

NEWPORT *Jan^y^ 19 1799* —

SIR We have just received a letter from Henry Hudson master of our Brig *Little Sally*, informing that on his passage from this port to the Havannah, he was captured and carried in to New Providence and obliged as a condition of release to deliver up 13 Casks Nails part of the Cargo laden and to us belonging in said Brig.

Having carefully examined previous to lading of the Vessel, what articles were esteemed contraband of War in the Treaty with Great Britain, we were then, and still are of opinion that Nails of the description we ship'd did not come under the articles of Contraband of War. And observing by the letter of the Captain, that Vessels with other articles, not Contraband of War, (without a very forced construction) were carried in and condemned at New Providence — We have considered it a duty to give you the earliest advice, and shall be obliged with your opinion, if we are right in the construction we put, on Nails being free — If so we shall immediately take steps to prosecute the owners & Masters of the Privateer for restitution and damages — in which we trust we shall have the countinance and support of Government — Considering it of importance that immediate measures should be taken to check the lawless sport of piracy that reappears in New Providence — We are Sir with great
Respect Your ob^t^ Serv^t^

The Nails delivered up are —

| | | | | | |
|---|---|---|---|---|---|
| 5 | Casks | 6^d^ | Cut | nails | for Sugar Boxes. — |
| 7 | do | 12^d^ | do | do | |
| 1 | do | 8^d^ | do | do | |

Hon^e^ TIMOTHY PICKERING Esquire —

[Newport HS, Gibbs & Channing LB, 1799.]

**To Robert G. Harper, Chairman of Committee of Ways & Means, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 19th Jany 1799*

R. G. HARPER Esqr
*Chairman of the Committee of Ways & Means*

SIR I beg leave to submit to the consideration of the Committee of ways and means, a letter from the Accountant of the Navy. —

The Estimate of the expence of Clerk hire in the Office of the Accountant of the Navy, ascertained in the report of the Secretary of the Treasury, was made in the absence of the Accountant. — I take the liberty to observe, that it will be in vain to expect the Public business to be preformed, unless the responsible Officer be allowed to engage a sufficient number of Clerks, and pay such Salaries as will be necessary to procure competent Talents. — Still I hope the Number contemplated by the Accountant, will not be required longer than to get the business of the Office well arranged; and whatever may be the Sum appropriated, no more of it will be used, than absolutely Necessary. —

[NDA. Con. LB, Vol. 1.]

[Enclosure]

**To Secretary of the Navy from William Winder, Accountant of the Navy**

[PHILADELPHIA]
*Navy Department Accountants Office Jan 18 1799*

BENJAMIN STODDERT Esquire
*Secretary of the Navy*

SIR The appropriation proposed for clerks in this office for the year 1799 as stated in the estimate refered to in the Report of the Secretary of the Treasury will not I apprehend be sufficient to procure clerks for performing the several duties of the office.

It must be recollected that the Act of the 16 of July, 1798 not only charges the accountant of this department with the settlement of all accounts relative to the expenditure of money; but also with those relative to the issueing and distributing of Stores. And to perform these several duties I apprehend two distinct systems of Accounts must be adopted with an appropriate set of books and clerks for each system.

The form prescribed by the Comptroller of the Treasury for the money accounts requires the expenditure to be arranged under several general heads, and as it has been judged adviseable to keep the accounts of each vessel distinct, accounts of Expenditure for the number of vessels multipled by the number of general heads must be opened beside several others for the Navy Stores at different ports, for the Marine Corps and for prisoners of War, subjects not contemplated by the Comptroller, so that the whole number of accounts of expenditure that must necessarily be opened will be little short of five hundred and it will be readily conceived dissections so multiplied must occupy much time and attention both of the examining and stateing clerks and of the book keeper.

With respect to the Store accounts little has yet been done. When the office was at Trenton some essays were made towards organizing a system; but since removing the office to Philadelphia the press of

accounts for settlement and a want of experienced clerks have not permitted me to bestow any attention on that business; but I apprehend it must be conducted on principles similar to those adopted by the commissary of Military Stores, and I presume will fully employ one clerk of the most respectable talents and very probably an assistant.

Viewing the business of the office in this light I am lead to suppose that it will require three clerks to examine settle and adjust the accounts for entry, one to select from them the several articles not finally expended in order to their being entered in the store accounts, one to keep the books, one to keep the Store accounts, one copying clerk, and one principal clerk to assist in the general superintendance of the business of the office. And from the rates of compensation in private service and in the other public offices, I should estimate for them as follows, to wit

| | |
|---|---|
| One principal clerk | 1200 |
| One Book keeper | 1000 |
| One Clerk for the Store Accounts | 1200 |
| Four clerks for examining Stateing &c$^{a}$ 750 each | 3000 |
| One Copying Clerk | 500 |
| | 6900 |

It is probable it may not be necessary to allow compensations to the full extent above stated, or to employ so many through the whole of the year; it may nevertheless be adviseable that a power should be some where vested, to employ as many of them as may be found necessary, and to agree to such compensations as will secure capable clerks if such should offer, keeping within the limits assigned

I will also beg leave to call your attention to the past services of the clerks in this office. By the existing laws no clerk in this department is entitled to compensations at a higher rate than 500 dollars per annum, but from the appropriations made it is presumed Congress intended to put them on the same footing as the clerks in the other departments, and before I was apprised of this limitation I had lead two of the clerks employed in this office to expect higher compensations; I therefore declined presenting an account for settlement but obtained an advance from the treasury for 1333$^{a}$ 68″ on account, relying that Congress would make such provision as would authorize me to pay the clerks the compensation I proposed which from the first institution of the office to the 31$^{st}$ of Dec$^{r}$ last amounts to 657.95, and adding thereto the compensation allowed me makes the whole to that period for compensation to me and the clerks in the office 1377.95 as will appear by the enclosed Statement.

I am &c.

W. W. [William Winder]

[NDA, LB Acct, 1798–1800.]

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**To Samuel Humphreys from Secretary of the Navy**

[Philadelphia]
*Navy Department Jan$^{y}$ 19$^{th}$ 1799.*

Samuel Humphreys

Sir During your stay in Georgia you will have an oppertunity and it may be useful if you will examine the Islands and Main with attention, so as to inform yourself of the Spots where live Oak timber

grows in the greatest Quantitys and of the best quality, most contiguous to Navigation; and whether contracts might not be made with suitable Persons for the delivery of certain quantities, and kinds of this timber, and on what terms. —

From your Investigation you will be able to judge whether the best mode of procuring Supplies will be by contract, or whether any mode more eligible may be adopted. — In fine I beg you will make yourself fully acquainted with this Subject, as at your return it may lead to some important arrangments; your expence on this business will be paid by the Public. —

I am &C$^{a}$

[NDA. GLB, Vol. 1.]

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[19 January 1799]

**Slops for U. S. Ship of War *Portsmouth***

Invoice of Slops furnished by Thomas Thompson Esq for the Ship of War *Portsmouth* Daniel M$^{c}$Neil Esq$^{r}$ Commander and delivered to M$^{r}$ Weld Noble Purser of said Ship

| | | |
|---|---|---|
| 61 large Jacketts | $5 – | 305. " |
| 65 under ditto | 1. 75 | 113. 75 |
| 125 pair drawers | . 92 | 115. " |
| 44 Shirts | 1. 34 | 58. 96 |
| 15 ditto | 1. 59 | 23. 85 |
| 113 Frocks | 1. 34 | 151. 42 |
| 10 Blanketts | 2. – | 20. " |
| 5 doz Hatts | 12. – | 60. " |
| 2 duffil great Coats | 6. – | 12. " |
| 125 pair Shoes | 1. 20 | 150. " |
| 2 pair Trousers dtd Marine (*Crescent*) | 1. 75 | 3. 50 |
| 6 Blanketts from Frigate *Crescent* | 2. – | 12. " |
| 11 d$^{o}$ d$^{o}$ | 1. 75 | 19. 25 |
| doll$^{s}$ | | 1044. 73 |

Invoice of Slops furnished by Stephen Higginson Esq$^{r}$ receiv'd by the Sloop *Delight* from Boston and deliver'd to said Purser.

| | | doll$^{s}$ |
|---|---|---|
| 64 outside woolen Jacketts | 21/Curr$^{y}$ | 224. " |
| 60 under d$^{o}$ d$^{o}$ | 8/ | 80. " |
| 58 pair woolen Trowsers | 11/ | 106. 33 |
| 66 pair duck Trowsers | 5/6 | 60. 50 |
| 30 duck Jacketts | 7/9 | 38. 75 |
| 1 doz canvas Frocks | 7/6 | 15. " |
| doll$^{s}$ | | 524. 58 |

Receiv'd the above mentioned articles of Slop Cloathing, amounting to Fifteen hundred, Sixty Nine Dollars, Tairty One Cents, Viz$^{t}$ of Stephen Higginson Esq$^{r}$ Five hundred, Twenty four dollars, Twenty Eight Cents and of Thomas Thompson One thousand, Forty four dollars Seventy Three cents, which I am to acco't for to the Navy Department agreeable to Instructions.

H. Weld Noble *Purser*

Portsmouth *Jan$^{y}$ 19.1799.*

[*On back of account.*]
Portsmouth 28th Janr 1799
Received of Thomas Thompson Esq

| | | | |
|---|---|---|---|
| 24 | Blankets | 11/3 | 45. – |
| 2 | Do | 10/6 | 3. 50 |
| | Truckage | | .25 |
| | | | $48. 75 |

H. WELD NOBLE

[NDA. Area 7, Jan'y 19, 1799.]

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[19–21 January 1799]

**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, 19 January 1799, Saturday, 20 January, Sunday, and 21 January 1799, Monday**

[Basseterre Roads, St. Christopher.] Employed doing the Needful Repairs to the Ship &c. on the 19th, and 20th, landing our spare main top Mast, one spare Main Yard, one spare Mizzen top Mast, one Derrick, and a cross Jack Yard, for the Purpose of having the Ship more clear, and in better Condition for carrying Sail.

I have also hoisted out the Launch, and rigged and placed her in Charge as well as the Spars of Mr Clarkson the temporary Agent as this is to be my Place of Rendezvous in the West Indies.

On the 21st at 8 AM, having given Captain Murray of the United States' Ship *Montezuma* his Orders Yesterday, the Convoy for the different Ports of the United States got Underway, and proceeded on their Voyage convoyed by the United States Brig *Norfolk* also.

I directed Captain Williams of the *Norfolk* to accompany Captain Murray with the Convoy to the Latitude of 25° North, and return to this Island immediately to receive my further Orders. Having received a Petition for Convoy from several Masters of Vessels at Antigua on the 20th and as the *Richmond* had this Morning returned from Saint Thomas's, I immediately dispatched her for Antigua to bring down those Vessels to Saint Christopher's, and to remain there, untill I collect Others from Saint Bartholamew's, Montserrat &c. to make the Convoy more respectable.

Since the Receipt of the above Petition, I have received several Others from St Bartholomew's, and other Islands.

[HS of Pa. NDA photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 19 January 1799**

Calm and cloudy Weather At 2 a Light Breeze fm E.N.E. made Sail to get round the S.E. end of Dominico at 9 Shortend Sail & Steerd N.N.W. by the Island of Dominico at 10 Saw 4 Sail Standg to Northwd Cleard Ship for Action At Midnight calm & Cloudy lost Sight of the Sails @ 2 a Light breeze fm Eastwd Saw Prince Ruperts Bay bearg N.N.E. At 9 Calm Saw 3 Men of War wth American Collrs. Made the private Signal which was answer'd by Como Barry At 10 Capt Nicholson went on bd the *United States* Como Barry.

[Latitude 15° 29m No]

[NDA.]

**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 19 January 1799**

First part light winds & pleasant Weather
At 4 PM the North part of Dominico bore W ½ S dist 6 leagues
At 6 D$^{o}$ the High land of Guadaloupe bore N N W dist. 12 leagues
At 7 the Saints bore N W at Midnight the North Point of Dominico bore W b S dist 3 leagues
At ½ past 1 AM hove too — at 2 AM saw 2 sail to leeward, bore away & made sail for the Island of Dominico at 9 AM hove too & the 1$^{st}$ Lieut$^{t}$ went on shore to the fort at 10 the boat return'd — bore away at 11 tack Ship several times —
[Latitude observed 15.37 N, Longitude 61.19 W.]

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 19 January 1799**

The *Constitution* joined us, Cap$^{t}$ came on board. —

[NA.]

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[20 January 1799]

**To Captain Samuel Barron, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

DEAR SIR, You will get under way, and proceed to Saint John's Antigua, as fast as possible, and bring down what American Vessels may be there to these Roads; from whence I will afford them further Convoy to the Northward. A Number of Masters have written me, that they will be ready to Sail by the 25$^{th}$ but you may wait untill the 27$^{th}$ Instant (next Sunday if they should not be ready). You will in your Way up and down, examine all armed Vessels particularly; for the french Privateers may endeavour to pass as English, having Americans on Board. Should I not be in these Roads on your Return, you will detain the Fleet for my Arrival, as I purpose being off S$^{t}$ Martins to Morrow, or next Day. I am Dear Sir
Your very Obed$^{t}$ humble Servant,

T. T.[RUXTUN]

UNITED STATES SHIP *Constellation*
*Bassatere Roads, S$^{t}$ Christophers*
*20$^{th}$ January 1799.*
Captain BARRON
U. S. Brig, *Richmond.*

[HS of Pa. NPA Photostat, Truxtun's LB, 1798–9.]

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[20 January 1799]

**To The American Masters of Vessels at Antigua from Captain Thomas Truxtun, U. S. Navy**

GENTLEMEN, I have dispatched the Brig *Richmond* Captain Barron to bring you down to these Roads, from whence you shall have further Convoy to the Northward; as it is my Duty, so it will always give

me Pleasure to afford Protection to the Persons and Property of my fellow Citizens.

I am, Gentlemen
Your very Obed$^{t}$ humble Serv$^{t}$

U. S. Ship *Constellation* — — —
*Bassateere Roads S$^{t}$ Christopher's*
*20. January 1799.* —

To
The American Masters of Vessels
at Antigua — — —

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

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[20 January 1799]

**To Captain Thomas Williams, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

Sir, By the Orders from the Secretary of the Navy, which I have shewn you, the *Norfolk*, which you command, is put in Squadron under me, I have therefore to desire, that you accompany Captain Murray with the Convoy as far as the Latitude of 25° N$^{o}$ and then return to these Roads, with all possible Expedition unless you should meet me about S$^{t}$ Martins.

As I have immediate Service, for the *Norfolk*, I request that you go no further than the above Latitude, & that you loose no Time in joining me. M$^{r}$ Clarkson is the temporary Agent for the present, who you will call on for Letters from me on your Return, and who will supply what you are really in Want of.

I am, Sir,
Your most Obed$^{t}$ Servant,

T. T[ruxtun]

U. S. Ship *Constellation*
*Bassateere Roads 20$^{th}$ Jan$^{y}$ 1799*
Captain Thomas Williams
of the U. S. Brig, *Norfolk*.

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

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[20 January 1799]

**To Captain Alexander Murray, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

Dear Sir, I have given Captain Williams his Instructions, to accompany you as far as the Latitude of 25° North, tho' I can badly spare him, having my intended Opperations all arranged, in which his Vessel will be much wanted, I shall be obliged by your discharging him with Directions to join me off S$^{t}$ Martins (or to proceed agreeable to his Instructions received from me) immediately after passing the Tropic, provided you think the Convoy there out of Danger. You may now proceed to Sea, whenever you please, and believe that I am, D$^{r}$ Sir, with great Esteem,
Your very Obedient humble Servant

T. T[ruxtun]

United States Ship *Constellation*
*Bassateere Roads, S$^{t}$ Christophers*
*20$^{th}$ January 1799* —
Captain Murray.

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

[20 January 1799]

**Articles of Agreement between William Clarke and Francis Salters [or Saltus], and a Committee of the Citizens of S^t^ Helena Parish**

Articles of Agreement, indented, made and concluded on between John Chaplin Jun, William H. Capers, William Joyner, Thomas Talbird, William Elliot, Stephen Elliot, and Thomas Grayson, Committee of the Citizens of S^t^ Helena Parish, of the one part, and William Clarke and Francis Salters [or Saltus] of the other part.

Whereas Benjamin Stoddert Esq^r^ Secretary of the Navy Department under the Government of the United States has empowered & instructed the said Committee to procure to be built for and on behalf of the said Government a Galley of the size and dimensions described in the Instructions hereunto annexed, Be it known, that the said William Clarke and Francis Salters do hereby contract and agree with the said Committee to build with good Materials, and in a Workmanlike manner for the Government of the United [States], a Galley of the same size and dimensions as the largest of the Galleys built for the Government in Charleston by M^r^ Pritchard, and to finish the said Galley agreeably to the directions sent on by the Secretary of the Navy and hereunto annexed, to copper her, and to furnish and equip her with Masts, Spars, Rigging, sails, Anchors, Cables, Boat, Cabouse and Compleat her in every respect for service, her Military equipments only excepted, and do obligate themselves to deliver her so compleated on or before the fifteenth day of June ensuing, to the said Committee or the officer appointed by the said Government.

In consideration whereof the said Committee for and on behalf of the Government of the United States do hereby agree to pay to the said William Clarke and Francis Salters, the same price, that the Galley of the same size built for the Government in Charleston and finished in like manner, shall be found to cost.

Witness our Hands & seals this 20^th^ day of January, 1799.

FRANCIS SALTERS [or SALTUS]
*for self & Partner*
WILLIAM JOYNER
JOHN CHAPLIN JUN^r^
WILLIAM H. CAPPERS
WILLIAM ELLIOTT
STEPHEN ELLIOTT
THOMAS TALBIRD
THOMAS GRAYSON

[NDA. Contracts, Vol. 1.]

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**Extract from Journal of James Pity, U. S. Frigate *Constitution*, 20 January 1799**

Moderate Breezes working to Windward at 3 P. M. departed this Life Oliver Jestram Seaman at 4 Committed his Body to the deep with the Usual Ceremonies at ½ past 4 Shortend Sail for Cap^t^ Nicholson to come onb^d^ from the Commodore at 5 fill'd & made Sail at 10 Joind the U. S. Ship of War *Geo. Washington* of 32 Guns. find^g^ the Ship too Deep hove overboard Some Shingle Ballast

Dominico N. West End bear^g^ South 9 miles Distance Marigalante N.N.E. 10 Miles.

[No observation.]

[NDA.]

**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 20 January 1799**

First part pleasant Weather

At 1 PM bore away for 2 large Ships run within 1½ leagues of the same & shew'd our signals, but they not answering them at 2 PM hall'd our wind & made sail for Dominico

At 5 D° Came too in Prince Ruperts Bay & moor'd Ship, the Cap^t^ went on shore—Saw a large Ship running down the North side of the Island

Latter part pleasant

[HS of Old Newbury, Mass. NDA photostat.]

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**To Captain John Barry, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

UNITED STATES' SHIP *Constellation*,
*Bassateer Roads, S^t^ Christophers, 21^st^ Jan^y^ 1799.*

DEAR SIR, When I was on my Return from off Martinica to this Place, I stretched near the Roads of Bassateer, Gaudaloupe, and spoke the *Concord*, a British Frigate, commanded by Captain Barton, who informed me, that you was then at Prince Ruperts' Bay, Dominica, and in the Afternoon (of the 15^th^ Instant) I discovered, and spoke Captain Murray with the Fleet, and agreeable to his Request took the Command, and led them down to this Place, where they all anchored safe the next Day, and from whence they sailed this Morning for the United States.

I left Hampton Roads the first Instant with a Convoy having with me the *Richmond*, Captain Barron, on the 12^th^ I made the Island of Antigua, when I dispatched the *Richmond* with some of the Vessels to Saint Thomas's, with Orders to join me as soon as possible at this place, and I proceeded and saw safe (on the 14^th^) into Saint Peire's Road, Martinica, the Schooner *Thetis*, having the young Lady on Board, that M^r^ Stoddert mentioned to us in Philadelphia.

On speaking with Captain Murray off Gaudaloupe he informed, that you had left the Fleet, and was just in Sight to Windward from the Deck; I consider it rather unfortunate, that you had not accompanied Murray, and the Convoy an Hour, or two longer, as we then should have had the Pleasure of meeting.

The *Norfolk* was put in Squadron with me, and I delivered Captain Williams the Secretary's Orders Yesterday, but at the Request of Captain Murray, I have suffered the *Norfolk* to accompany him to a certain Latitude beyond the Tropic, and then he is to join me here. The Number allotted me by the Secretary of the Navy, is six Sail, and I purpose furnishing Convoys for the Vessels from Antigua, Montserrat, Nevis, Saint Christophers, and the Islands to Leeward as far as Saint Thomas's, and have assured the Consignees of Vessels, and many Masters, that as you have a Squadron to Windward, I was certain, on a proper Application being made to you, that you would order them a Convoy for all Vessels bound to the United States from Barbadoes, Saint Vincent, Grenado, Martinica, and the other Islands.

It is my Wish to fulfill my Instructions from the Government in the most full, and complete Manner in every Particular, and altho' we may not meet very soon, I shall always be happy to pass a friendly

Letter with you, when good Oppertunities offer, and communicate what is proper for each others' Information.

I sail in the morning, and shall stretch close in with the Bay of Saint Martin's, a Place I intend to watch very closely, as well as Saint Bartholomews. I have sent the *Richmond* to Antigua, and Montserrat, to collect the Vessels, that were not ready to leave those Islands with the *Norfolk*, when she called for them; I expect her down with them the 28th Instant, when I shall have collected, I expect, about 20 Sail, and as I expect Williams will be here about that Time, I mean to proceed with them myself to the Northward, as far as Murray will go with the present Convoy.

Be pleased to make my Compliments to O'Brien, and be assured, I am, Dear Sir, with Sentiments of great Regard and Esteem

Your Friend, and very humble Servant

THOMAS TRUXTUN

N. B. I expect the *Baltimore* and two Others out every Day to join me

Captain BARRY of the United States Ship *United States*.

[NYPL, and HS of Pa., NDA photostat, Truxtun's LB, 1798–9.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 21 January 1799**

Light Winds & Cloudy Employd triming Ship made and Shorten'd Sail as Necessary. At 4 P.M. S.E. end of Marigalante N.E.E. 7 Miles Dist

At 8 Moderate & Cloudy. S.E. end of Marigalante W.S.W. 5 Miles Dist. *United States* in Co

At 9 A.M. Saw a Strange Sail bears E.N.E. The *United States* made the private Signal which She could not answer made Sail and gave Chace @ 12 the Chace bore N.N.E. 12 Miles Dist

[Latitude observed 16° 4m N?]

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 21 January 1799**

[Prince Rupert Bay.] First part pleasant Weather & light winds Middle part moderate, with some squalls or rain

Latter part pleasant — took on board 37 Casks of water & 1 boat load of Ballast to trim the Ship — Arriv'd from a Cruise the British Frigate *Pearl* Capt Ballard

[HS of Old Newbury, Mass. NDA photostat.]

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**To Lieutenant Charles C. Russell, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]

*Navy Department 22d January 1799* —

Lieut CHARLES C RUSSELL

*Boston*

SIR You will please immediately on rect of this, take Command of the Ship *Herald*, as Lt & Commandant, and make all possible dispatch in getting that Vessel ready for Sea. —

I believe she is overloaded with Guns — that she will be a better, and more formidable Vessel with 14 or 16 Guns, and a reduced Crew. You are therefore at liberty to reduce her number of Guns. —

I shall tomorrow write you again. —

*I have the Honor to be &c*

[NDA. OSW, Vol. 1.]

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**To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy**

[PHILADELPHIA]

*Navy Department 22d January 1799.*

STEPHEN HIGGINSON Esqr

*Boston*

SIR I am this day favored with your of the 14 Inst — your last letter, of the 3d January taught me to expect, that arrangments would be made for the *Herald*, on the arrival of Capt Sever, in Town, that evening. — and I have done nothing on the subject of Officers, in consequence of that letter. — I now write Lt Russel, to take command of that vessel, as Lt and Commandant.

It appears clearly enough from the documents that Russell brought, that Nicholson's conduct in withholding his commission was improper. — That he afterwards wanted Russel on board — and Russel acted right in refusing to go, without recd his commission, which he knew to be in the hands of Nicholson — He is well spoken of by Gentlemen from Boston — and I hope may be quite equal to the Command of the *Herald*. — you have said nothing on the subject of reducing the number of Guns, as propossed in my letter. — I have written to Mr Russel on this subject

I wish the Vessel may be under the Carpenter hands, to make her into a Cutter, as I find there would have been full time, before she will sail. —

It will now be too late to begin; — and I suppose she will be ready for a Cruise as soon as Instructions to that effect, can be sent on, which shall be in two or three Days. —

I have the Honor &c

[NDA, GLB, Vol. 1.]

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**To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy**

[PHILADELPHIA]

*Navy Department 22d January 1799*

STEPHEN HIGGINSON Esquire

*Boston*

SIR Capt Chapman recommended in a letter dated the 31st Octr Mr Hiller, to be a first Lieut in the Navy. He wrote me the 1st January, that unless Mr Hiller could have rank from June 1798, he begged leave to resign the service. Such claims are inadmissable.

I send a commission enclosed, giving him rank from 31st Oct — If he will continue in the Service under this Com please to deliver it to him; if he will not, be so good as to return it immediatily — and let a suitable person be appointed immediately to fill the vacancy. — If none such occurs in a day or two I shall lament it — and will in future remedy such inconveniences by paying less attention to the circumstance of getting the Officers where the Ships are preparing —

I have the Honor to be &c

[NDA. GLB, Vol. 1.]

**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Tuesday, 22 January 1799**

[Basseterre Roads, St. Christopher.] Fresh Breezes, and very squally unpleasant Weather. Several Merchant Ships arrived from England under Convoy, last from Barbadoes, of the *Saint Magarettee*, a Frigate of 36 Guns, commanded by Captain Parker, and in the Evening the said Frigate with the *Cyane* British Sloop of War, Captain Matson sailed for Antigua.

At 10 AM the *Constellation* underway, and run to Leeward between Sandy Point (the West End of S$^{t}$ Christopher's) and S$^{t}$ Eustatia intending to cruize off S$^{t}$ Martins, and Saint Bartholomew's, untill I have further Information respecting the Enemies Cruizers &c:

[HS of Pa. NDA photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 22 January 1799**

Fresh Breezes and Squally @ ½ past 2 P.M. Carried away our Main T.G. Yard Sent it down & got up another.

At 8 P.M. Marigalante bore W.S.W. 12 Miles Distance Deseada bore N. ½ W. 3 or 4 Leagues Distance

Parted Company with the *United States* owing to the Darkness of the Night

At 2 A$\overline{M}$ Ship to the Southw$^{d}$ At 5 A$\overline{M}$ Ship to the Northw$^{d}$ At Merd$^{a}$ Marigalante North end W. ½ S. 20 Miles & Deseada N.N.W. 15 Miles.

[Latitude 15°29$^{m}$ N$^{o}$]

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 22 January 1799**

[Prince Rupert Bay.] First part pleasant Weather

At 7 PM unmoord Ship

At 9 got underway, set all sail on the wind

At 11 PM fresh breezes took in T G sails

At 2 AM took in one reef in the Topsails

At 4 AM saw a Sloop, gave her a Gun & brought her too & boarded her — She was from Rozeau [Roseau] in Dominico bound to the Saints

[Latitude observed 15.51N.]

[HS of Old Newbury, Mass. NDA photostat.]

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**To Secretary of State from Fulwar Skipwith, U. S. Consul General, France**

CONSULATE GENERAL OF THE UNITED STATES OF AMERICA

TO SEC: OF STATE

PARIS *23$^{d}$ January 1799.*

SIR, As every circumstance expressive of the present disposition or intentions of this Government towards neutral Nations in general, and the United States in particular, must at the present juncture,

prove acceptable to our Government to know, I hasten to transmit you a copy of the message lately addressed to the Council of 500, by the Directory concerning the actual system of privateering; the object of that message is first to place in the hands of Government, the immediate controul of all prise business, instead of the Commercial and civil Tribunals, and from the evident necessity of repressing the violence and rapacity of French privateers, I have reason now to think that the system suggested by the Directory will be soon approved by the Legislature; and that in consequence the rights & property of Neutral Nations will be considerably more respected than they have hitherto been. In hope, as I am also, of this change proposed by Government of the mode & principles of judging prises, proving favorable to some, if not all the American Vessels lately captured and now under trial, I deem it expedient to follow where I am charged with the defence of such Vessels, and to recommend to all others charged with the same, the system of procrastination.

I deem it not uninteresting also to inclose to you under cover hereof an exact translation of a letter lately provoked by me from the Minister of Foreign Relations to the Minister of Justice, in consequence of some representations, which I had just before made of the absurd and iniquitous application, of the laws and arrests concerning the Role d'Equipage, which shamefully continue to be practiced by many of the Tribunals. I beg to observe that the copy of the letter above alluded to was privately procured and furnished me by M[r] Victor Dupont formerly French Consul at Charleston, and whose aid and Zeal in rendering my Countrymen service, I cannot too much commend. At this Gentleman's request I likewise transmit to you an example of a letter lately published and written by him to the Commissary of the Directory near the Tribunal of Cassation on the subject above mentioned.

I inclose to you at the same time copy of a declaration made by three American Seamen before the American Consular Agent at Ostend concerning the loss of the Ship *Polly*, Captain Stewart, and her Cargo near that port and on their passage from New York to Hambro; and at foot you have the names of [space] American Vessels which have been captured by French privateers & brought into ports since my last respects.

Respectfully, I have the honor to be,
Sir, Your most Humble Servant

FULWAR SKIPWITH.

Brig *Tryal*, of Philadelphia, Cap[t] Talbot, brought into Bordeaux.
Ship *Pigou*, of Philadelphia, Cap[t] Green; L'Orient.
—— *Patapsco*, Captain Hill, Dieppe.
—— *The American*, of New York, Cap[t] Burger, Dieppe.
—— *The Amsterdam*, Cap[t] Adam Scott, Cherbourg.
—— *The Ami & Susan*, of Charleston, Cap[t] Pickett, Cherbourg.
Brig *Adventure*, of Philadelphia, Cap[t] Brioren, Brest.
Ship *Statira*, of Norfolk, Cap[t] Seaward, L'Orient.
Brig *Maria*, of Norfolk, Cap[t] Jeffery, Roscoff.
—— *Ruby*, of Charleston, Cap[t] Riof, Concameau.

[SDA. Paris, CL., 1790–1805.]

**To Lieutenant Charles C. Russell, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 23d January 1799*

L^t^ CHARLES C RUSSEL
*Boston.*

SIR My letter of yesterday invested you with command of the *Herald*, with instructions that you should use your utmost Exertions to prepare her for sailing. — I hope by the time this reaches you, this Vessel will be ready to proceed on the intended Cruise — I have it therefore in Command from the President, to order that without delay, you proceed to the Island of Dominica, in the West Indies, & cruise in the vicinity of Prince Ruperts Bay, untill you fall in with Cap^t^ Barry of the Frigate *United States*, who will afterwards direct your operations. —

I enclose your Authority to capture or destroy French Armed Vessels wherever found on the high Seas, or elsewhere; also to recapture Vessels captured by the French — There is another description of Vessels from which our Commerce has sustained much Injury. — I mean armed cruising Vessels acting without commissions, — such Vessels are pirates, and your Authority extends to the capture or destruction of all Vessels of this description. —

sent on 1st February 1799

In executing these Instructions you will bear in mind, that we are at peace with all Nations except the French; and that it is not only our Policy but our wish, to cultivate and preserve peace, by practising the duties of civility, & friendship. Therefore, should you meet with any American Vessel captured by the Vessels of any of the Nations at war except the French; or should you even see such Vessels in the very act of Capturing an American Vessel—you cannot recapture in the one case, nor can you lawfully interfere to prevent such Capture in the other. — Where such captures are made, it is to be presumed that the Courts of such Nations will render justice. —

You cannot be too assiduous, to introduce and preserve order & discipline among your Crew. — Order and discipline among your Crew, a Love of country, and respect for its Government; a high sense of the honor of the American Flag, and a Spirit of Emulation, to maintain it, are the only roads to honor and distinction; Such I hope will be most prominent features in the Character of the Officers and Crew of the *Herald*. —

I enclose you a copy of the circular Instructions, given the 29th Dec 1798 and 16th January 1799 — which you are strictly to attend to. —

I have the Honor to be &c

[NDA. OSW, Vol. 1.]

**To Lieutenant Killiam Van Rensselaer, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department January 23d 1799*

Lieut KILLIAM VAN RENSSEALER

SIR You will please to proceed with as much expedition as you can to Boston, where you will enter on board the Ship *Herald* — Lt Russel being the Commander. —

I have the Honor to be &c

[NDA. OSW, Vol. 1.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Wednesday, 23 January 1799**

Kept on our Tacks beating to Windward all these twenty four Hours, and at Noon the Eastermost Point of Nevis bore S.B.E. and the Body of Saint Bartholomew's N.N.W. nearly Midchannel between the two Islands, no Vessels in Sight except two or three small Droghers.

Finding the Ship very tender in Consequence of the Expenditure of Water since we left the Chesapeake Bay, I ordered fifty Puncheons to be filled with salt water as soon as possible.

[HS of Pa. NDA photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 23 January 1799**

Light Winds. & Squally at times At 1 Shortend Sail @ 5 Up Mn Sail for the *United States* to come up Saw a Ship of War bear W.b.N. Rec orders fm Com Barry to wear round and Stand to the Southw then wear & Stand to the Northw and Join him in the Morn the Com Made Signal to the Strange Sail prov an English Ship of War At 7 Saw the *United States* bear N.N.E. At 9 Answ the Com Signal to make Sail.

[Latitude 16° 50m N]

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 23 January 1799**

First part fresh breezes & pleasant Weather several small sail in under the land —

At 5 PM sent down T G Yards

South part of Dominico bearing S b W Dist. 5 leagues, Mariegalante N N E Dist. 4 leagues — At half past 1 AM standing in too near to Marigalante had 2 Shots from the Fort but did no damage Kept away a little, at 2 AM hall'd too again —

At Meridian Dominico, bore S W 4 leagues — Marigalante N W b N 6 D

[Latitude observed 15.44 N]

[HS of Old Newbury, Mass. NDA photostat.]

**To Captain John Barry, U. S. Navy, from Captain Samuel Nicholson, U. S. Navy**

[U.S.S.] *Constitution* PRINCE RUPERTS BAY
*24 January 1799*

SIR The United States Frigate *Constitution* which I have the honour to command is very much disabled in her Masts & Spars — I have therefore to request that you would be pleas'd to order a Survey of Carpenters & such other officers as you shall think proper — I have the honour to be

Your Obed. Hble Servt

SAM NICHOLSON

To JOHN BARRY Esqr
*Commanding the American Navy*

[NHSC. NYHS.]

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**To Richard Caton, Baltimore, Md., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 24th January 1799*

RICHd CATON Esquire
*Baltimore*

SIR Colo Howard was so obliging as to shew me your letter to him, respecting Capt Phillips. —

I am not surprized that his dismission should have excited the Sensibility of his friends — and indeed of those who had only heard of him — for the opinion generally entertained of him, was a favourable one, and except in the transaction with Loring, he appears to have conducted himself with propriety and zeal — and I am inclined to believe, that had it been his fortune to have had a transaction with a French instead of an English Vessel, no cause would have been given to censure his conduct. — Capt Phillips has all the evidence respecting his treatment by the Executive, in his own hands, if he has been hardly dealt with, I am to blame, not the President, who Judged from my representation.

He has a copy of the Narrative upon which he was dismissed, & the copy which he has is in the hand writing of Capt Truxtun — I beg you to get a sight of this paper, read my letter to him containing his dismission; — and all the letters and Instructions he recd for his cruise, and then judge between him and the Executive. —

Nothing is more true, than that, as the last letter he received, states, his subject was taken up with every disposition to make every allowance for the unprecedented situation, to which he had been exposed.

The feelings of the people of this Country, are not more averse, than the feelings of the President, to the sacrifice of an innocent man, to motives of policy. It was Phillips's own narration of his own conduct, which dismissed him.

As to his being without a commission, if such was the fact, and I have no doubt it was; he neither in his narrative, nor in his conversation here, mentioned it as a circumstance which produced the smallest effect upon his conduct with Loring or which subjected him to any difficulty, or embarressment; nor do I believe he was ever questioned

by Cap[t] Loring on the subject; — or why not mention it in his narrative, or conversation here, as a mitigation of conduct, which he saw was not approved? The way he introduced the subject of a commission at all was by a question, whether he was not to have one the last day I saw him — I found on the regester that a commission was marked as being sent him on the 9[th] day of July — but from his enquiry and from other circumstances, I was satisfied he had not rec[d] it — & I gave him one, it not being determined at that time, to dismiss him the service. —

You speak of a private letter of mine to Phillips in your letter to Col. Howard — he has no private letter of mine — nor ought he to make such a representation.

I trouble you with this long letter, not with any desire to censure Phillips — but to put it in your power to know the whole truth, and to advise him the course he ought to pursue. I would indeed be sorry if any tenderness for the Reputation of our Government particularly for a Department of it, under my management should influence honorable men from a vindication of an injured man —

I have the Honor &C.

P. S. You are at full liberty to make what use you please of this letter.

[NDA. GLB, Vol. 1.]

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**To John Derby, Salem, Mass., from John Saunders**

NEW YORK *Jan[y] 24, 1799.*

D[r] SIR We have an arrival here from Cadiz, left there 10 Nov[r] amongst many others, — the Ship *Astrea* 26 Guns & Brig[t] *Georgia Packet* 12 Guns, both to sail for Alicant first fair wind — the paper containing this Intelligence I have sent per mail — I have sold 20 Tons of Iron @ £ 43, 120 Days & 50 Bolts duck @ 17 $ — 90 Days —

The Ship *Sampson* (owned by Governeur & Kemble) is [word obliterated] 89 days from Bourdeaux with 600 pipes 4[th] Brandy. [word obliterated] will find it difficult to obtain an entry —

West India Goods & produce keep up & large Shipments making — Vessells & freights encreasing — 28 / Sterling is giving per cask flax seed to Island & 30 / may be obtained — from the large number of persons commencing the Insurance Business, premiums have fallen 1/3 —

With best wishes for your prosperity
Remain your Ob[t] Serv[t]

JOHN SAUNDERS

M[r] JOHN DERBY Esq[r]

[Essex Institute. Salem, Mass.]

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[24 January 1799]

**Deposition of James Freeman, Master of the Brig *Diana***

On this Twenty Six day of January in the year of our Lord one thousand seven hundred & ninety nine — James Freeman Master of the American Brig called the *Diana* mounting six carriage Guns & manned with fifteen men & bound for this Port of Malaga with a

Cargo of Dry Cod fish Francis Douglas Mate & Nathaniel Harris second Mate personally appearing before me Michael Morphy Consul of the United States of America at this port & made Oath on the Holy Evangelists of Almighty God each Speaking for himself do jointly & Severally Declared in manner and to the effect following that is to say, that they the appearers Sailed in & with the said Brig from the Harbour of Boston on the 27th December of last year —

Nothing occurring on their passage untill they got in sight of this Port when at 9 oClock A. M. on the 24th January last past they fell in with two french privateers, & as soon as they came within reach we saw that they intended to Board uss by their Manuvers we immediately hoisted our colours and fired a shot at them & they immediately hoisted french colours & fired upon us with their Bow Guns we then commenced firing with all the Guns that we could bring to bear, but they kept direct astern of uss as much as possible & from 9 untill 12 we fired our Stern Guns between 35 & 40 times and with such Dexterity that they Dare not come near us although one of them was much Superior to uss in force, But unfortunately a third Privateer comeing out from Malaga fired a twelve pounder at uss, which as soon as the other Privateers saw him took courage & they all came upon uss at once & we then saw resistance useless which obliged uss to haul Down our colours, & they run their vessels direct on board; the first that boarded uss was the *Du Gommier* Captain Bernard Maurel mounting Five carriage guns one of which was a large brass one & forty men Eight whereof were wounded three mortally & did the Vessel much Damage the Second called the *Don Quichotte* Capt Anthony Icard mounting one Gun & some Swivils the third Sixty men & nine Guns Six, Eight & Twelve pounders, then four miles from Cape Molino and Eight miles from Malaga, our vessel received much Damage in her Sails & rigging so that we had much difficulty to get into Port not less than three hundred Shotts struck our vessel & cast anchor in this port yesterday —

Wherefore these appearers by Reason of the premisses Do hereby for themselves and all other who it doth or may concern Solemnly Protest against the said Cruizers called the *Du Gommier* & *Don Quichotte* their officers & all persons concern'd in them for all Damages & losses they may accrue to their vessel & Cargo through the Cause of this Detention & also against the Consul of the french Chancery in Malaga — And they make this Declaration & protest before us to Serve & avail in time & place Convenient —

Thus Declared Sworn & Protested in our presence in Malaga the day & Year above written witness our hand & Seal of office —

JAMES FREEMAN
FRANCIS DOUGLASS
NATH[l] L. HARRIS
MICH[l] MORPHY

And Afterwards to wit on this Fourth day of february in the year of our Lord one thousand Seven hundred & Ninety Nine the said James Freeman Master of the armed American Brig called the *Diana* Fran[s] Douglas Mate & Natha[l] Harris second Mate again appearing in this Counsular office Declaring Solemnly on Oath that the Consul of the french Republick at Malaga after examining their papers had passed Sentence this day adjudging their Brig & her Cargo as good & lawfull prize to the privateers the *Du Gommier* Cap[e] Bernard Maurel

& the *Don Quichotte* Cap[n] Anthony Icard for the reasons he Sets forth in his Condemnation as per copy handed me, & from w[ch] I appeal to the Superior Tribunal of Aix there being no Declaration of war at either side between the Republick of france or the United States & no cause for this treatment —

Wherefore these appearers for themselves & all others whom it doth or may concern Do hereby Solemnly protest against the said Consul & his Sentence & all concerned in the privateers for having dispossessed them of their vessel & Cargo & turned them on shoar when they should be provided for, as happens with all other nations in cases of a Similar nature And they make this Declaration & protest to evidence the premisses & to serve & avail in time & place Convenient —

Thus Declared Sworn & Protested before us in Malaga the Day & Year above written — { JAMES FREEMAN, FRANCIS DOUGLASS, NATH[l] L. HARRIS

MICH[l]. MORPHY

[SDA. Spol. Cl. S. C., 1819, Vol 23.]

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[24 January 1799]

**The capture of the Ship *Diana*, commanded by James Freeman**

"MALAGA, *Jan. 26, 1799.*

"GENTLEMEN, I am sorry to inform you of our misfortune: However, I have done all that any man could do to save your property.

"The 22d day after I left Boston, I fell in with the ship *Industry*, Capt. Goodwin, and kept company with her until the 25th of Jan. then parted off Ceuta. The next morning early, I saw two privateers coming out from Malaga, who passed by us — then tacked ship and followed us. As soon as they got within reach, I hoisted my colours, and gave them a shot from my weather quarter: They immediately hoisted French colours, and both gave me a shot, and got direct a-stern. I then cut my stern ports down to the deck, and got my two longest guns out a-stern. In the mean time they had fired the second shot, and had got quite near me. I then commenced firing my stern chases, and the second shot I cut away the jib and half the foremast of the largest privateer, which caused them to drop a little farther astern, and we all continued firing from 9 o'clock till 12, and their guns being so much larger than mine, they kept cutting away my rigging, when I could scarce reach them. By this time I was becalmed, and saw another privateer coming a-head, and fired a 12-pound shot at me, and those a-stern, taking advantage of the calm, with their oars kept in such direction, that I could not fire a gun — neither did they until they came within musket shot, when they gave me a charge of grape and musket shot, which cut away main-topsail yard, jib and fore-topmast stays, both top-gallant sheets and halyards, so that they are all hanging overboard. I fired my muskets once, and finding resistance useless, hauled down my colours; being then about 4 miles from land, and 8 from Malaga. I fired my stern guns about 40 times, and two

windward ones about 10, and it is the most surprising thing, that they killed none of my men, tho' we received above 300 shot into our vessel.

"The first boat that boarded me had one brass 9-pounder, and four 3's, and 40 men, of which I killed two and wounded six — the second was a small one of only one gun and 4 swivels — the third was a privateer of nine guns, one 12 and eight 8-pounders, and 60 men.

"I dare say you have heard of the capture of your schooner, Capt. Griste, long before this. As I cannot justify Capt. G. for giving up your property to such a boat, with a pretence that his men would not fight, therefore I shall say no more about him.

"I am your obedient servant,

"JAMES FREEMAN."

☞ This Griste commanded a schooner armed with two 12, and four 3-pounders, 2 large swivels, small arms, pistols, cutlasses, boarding nettings, and every implement that was necessary to defend his vessel, with 13 hands, and was captured by a boat that is said mounted 2 guns, and which he himself took for a fishing-boat, as appears by his protest.

[LC, Boston, "Columbian Centinel", 13 April 1799.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Thursday, 24 January 1799**

Fresh Breezes, and very Black, squally, dirty unsettled Weather with Rain from 6 PM to 4 AM. At half an Hour before One PM discovered two Sail, a Ship, and a Schooner before the Port, and Road of Gustavia, in the Island of Saint Bartholomew, which bore N.N.W. and as it lies in Latitude of 17°.54′N°, and our Latitude, when we made the above Vessels, was 17°.31′N° (it being 17°.28 at Noon) we could not have been less than 7 Leagues from the Harbour, and as the top Sails, and top Gallant Sails of the strange Ship were only above the Horizon, the Ship which stood in on our first Appearance could not have been above ⅞ of a League from the Harbour, when we discovered her. I however gave Chace, but as she stood immediately in, and I had no Chance of speaking her, I brought to the schooner which stood off, and found by her Papers, she was a Swede bound to Gaudaloupe, and had been out about three Hours. Sent on Board, and had her well examined, but she had Nothing in but Ballast, and I suffered her to proceed; the Master informed me the Ship was a Frenchman from Bordeaux bound to Gaudaloupe, and had some Guns.

Standing off and on before the Port of Gustavia in Hopes the french Ship will come out. The above Schooner's Name was the *Venus*, James Hassell Master.

[HS of Pa. NDA photostat.]

**Extract from journal of James Pity, U. S. Frigate *Constitution*, 24 January 1799**

Fresh Breezes & Squally Wr At ½ past 3 Observd the Fishes of the Foremast to Work very Much and the head of the mast to incline to Starboard on Examination found the Mast in a Very Dangerous Situation Carried away our Main T. Mast Cross Trees & Main T. Mast Stay Down T.G. Yards at 4 Made signal to the Comr we were not able to Keep Company as we could not carry Sail She hove too. at 5. Recd orders to Stand on till we weatherd Deseada then Shorten Sail till day light & then follow the Comr into port At 8 Deseada bore W. ½ S. 7. Miles dist at 4 P.M. Departed this Life Cornelius Howard (Negro) at 6 committed his Body to the Deep. at Merdn Dominico West end bore S.E.b.E ½ E. 2 Miles Dist.

[NDA.]

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**To Thomas Johnson, Frederick, Md., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department January 25th 1799*

THOs JOHNSON Esqr
*Frederick Town, Md*

SIR I have received your letter of the 20th Inst You may deliver the Kentledge to Mr John Suter of Alexandria; I should long since have answered your former letter, but the Secretary at War has not yet made up his mind on the subject — you shall here from me as soon as I am enabled to give you the information you require, — but I fear you will make no bargain —

The Agent at the Public Arsenal at Harpers Ferry writes the Secretary at War, that there is no Iron to be had, nearer than Grubbs in Penns fit for Musket Barrels. — Is this possible; It is a thing well worth your enquiry, and consideration. — I do not believe it can be true. —

I am Sir
Your most &c

[NDA. GLB, Vol. 1.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Friday, 25 January 1799**

Two Brigs, the one belonging to New York, and the Other to Wilmington and Phyladelphia, having come out at Sun Rise of Saint Bartholomew bound Home, and the Masters judging that their Insurance would be effected by their going to Saint Christophers to join the Convoy for the United States which I expect to dispatch next Week, I determined on seeing them clear of Saint Martins, Anguilla and the Dog Island &c: and accordingly made Sail, and led them on At 9 AM we passed the Forts of Saint Martins, which belongs to the French within Gun Shot. At 11 passed Anguilla, and at Noon abreast of the Dog Island which bore E.N.E. two Leagues Distance.

Very squally, uncertain Weather with Rain, employed repairing the Rigging, and Sails, both of which are very bad.

Brought to three Schooners, and a Sloop these twenty four Hours, but found them all under friendly Colours; two of the Schooners were English (one a Privateer the *Tickler* of Antigua) the other two Vessels were Swedes.

Latitude observed 18°.13′ North.

[HS of Pa. NDA photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 25 January 1799**

Fresh Breezes & Squally At 1 P. M. Shorten'd Sail and prepard for working into Dominico at 2 carried away our Jibb Boom @ 3 P. M. came too with our best Bower in 17 f^ms Water Cap^t Nicholson waited on Comodore Barry & Represented the Situation of the *Constitution* w^ch was as follows Viz^t

Our Fore Mast badly Sprung
Our Main Top Mast badly Sprung
Our Jibb boom carried away.

at 5 Moor'd Ship Best Bower E. N. E. Small Bower W. S. W. at Day light out Boats Survey'd the Fore Mast by order of Cap^t & it is Reported Serviceable w^th Repairs went to work Immediately in order to expedite the Business.

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 25 January 1799**

First pleasant weather

At 2 PM saw Deseada bearing N ½ W Dist. 7 leagues — at 3 PM Squally, Reef'd the Topsails, at 6 D^o point Chateaux bore N ½ W 4 leagues

Middle part fresh breezes —

At 6 AM saw a sail to windward Made sail & gave chase at 7 She bore away for us, shew'd her our Signals which she answer'd at 11 spoke her, the U. S. Ship [*George*] *Washington* Patrick Fletcher Commander, Cap^t Brown went on board her

[Latitude observed 16.02 N.]

[HS of Old Newbury, Mass. NDA Photostat.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 25 January 1799**

Arrived and anchor'd at Prince Ruperts Bay —

[NA.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Saturday, 26 January 1799**

Fresh Breezes, and squally. At One PM being a little to the Northward of the Dog Island, which forms the Southern, and Sombrero the Northern Part, of the Common Passage for Ships bound Homeward from these Islands, and no Vessels in Sight, I desired the two Brigs mentioned in Yesterday's Transactions to proceed on, as I

considered them out of all Danger of the french Cruizers, that hover about this Quarter, and made Sail by the Wind to the Southward, and Eastward. At 8 AM chased a Danish Ship into Saint Bartholomew's. At 10 Ditto a Sloop came out which I suspected to be a Frenchman, and on her being something better than three Leagues from the Harbour, gave Chace to her, and when she was about four Leagues, fired two Shot athwart her Bow, some Distance ahead of her, as a Signal for her to heave to in Order that I might speak her, but she put about, and stood in Again after the second Shot to the Harbour.

At half past 11 AM saw a Sail to Windward, gave Chace.

[HS of Pa. NDA photostat.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 26 January 1799**

First part pleasant Weather & fresh breezes — at 6 PM. Deseada bore N W 4 leagues. Marigalante S W ½ W 6 leagues. Dominico S W b S 8 leagues. fresh breezes & large sea — Beating to windward in company with the U. S. Ship [*George*] *Washington* — Reef'd the topsails & sent down T G Yards —

Middle part hard squalls with rain.

Latter part pleasant weather at 8 AM Deseada bore N b W 4 leag$^{s}$ Marigalante West 5 D$^{o}$ & Dominico S W b S 8 leag$^{s}$ dist. sent up T. G. Yards

Ends pleasant.

[Latitude observed 16.01 N.]

[HS of Old Newbury, Mass. NDA photostat.]

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

[U. S. S.] *Ganges* S$^{t}$ THOMAS'S *27$^{th}$ Jan$^{y}$ 1799*

SIR I had the honor to address You the 26$^{th}$ Dec$^{r}$ by the ship *Charles* of Boston, copy of which N$^{o}$ 1 is herewith enclos'd. — The weather continuing fine, and progressing on our course, on the morning of the 30$^{th}$ we gave chace to, and spoke the Brig$^{t}$ *Mermaid* Capt$^{n}$ Lownes of & from Baltimore for S$^{t}$ Vincents — and on the 2$^{d}$ ins$^{t}$ made the Land of Hispaniola, at or near Old Cape Francois — Steering along the coast at noon on the 3$^{d}$ we had pass'd Monté Christo, and in the afternoon, being only a few leagues to windward of New Cape Francois, we discover'd three Sail to whom we gave chace, till night render'd our falling in with them very uncertain — On the morn: of the 4$^{th}$ however we were near them, and soon discover'd them to be two British line of Battle Ships, and a Sloop of War — After receiving and answering the private signals, with that Flag. I went on board the *Hanibal* of 74 Guns, having been particularly and politely requested thereto by her Captain: Ed: T$^{o}$ Smith Esq$^{r}$ commander of the squadron: from whom I received the most friendly and marked attention — withal informing of it being the particular order of the Admiral Sir Hyde Parker, for a like regard to our ships Public or private, to every captain in his fleet — Capt$^{n}$ Smith having also intimated (though in the most pleasing

terms, and scarce to be understood, as other than spontaneous discourse) that as I had arriv'd on a station preoccupied, and so closely invested by them — it would be pleasing to him — and he assur'd also that it would be much so to the Admiral; if I would write to the latter at Jamaica — offering also to be the bearer, or at least to forward my communications; conceiving no impropriety in this, I addres'd the Admiral [letter of 5 January, 1799] which I hope will not meet the disapprobation of the President or Yourself

I also understood from Capt[s] Smith and the other two Captains, who were on board the *Hanibal* at the time — that an almost total stagnation to the French privateering had taken place; owing to so heavy a penalty for their behaviour having been decreed, that very few were able or willing to comply with, and that not more than one in twenty of the prizes they took were french vessels; from this I could not but presage little business for the *Ganges*.

I continued to cruize off Cape Francois, till the morn' of Sunday the 6[th] when I steer'd to the leeward to come more immediately in the station assigned me, and hoping there also to meet the vessels order'd to join me from Charleston. In the afternoon sailing down the north side of the Island Tortudas, we discover'd a Sloop beating to windward— expecting from the situation that he was an American homeward bound, and willing to transmit you intelligence of all being well — made sail and brought him too. It proved the Sloop *Ceres* of Warren Rhode Island, David Sanders master; he was from Baltimore loaded by Jn[o] M[c]Fadon & C[o] with 500 barrels of flour, some wine and dry goods, clear'd out for Baracou in the Island of Cuba, and consign'd to the Captain; where also he declar'd he was bound; insisted that he had overran his port, and was beating off Key Moha, which he pretended to take the Isle of Tortudas for. — I detain'd him on board during the night — and in the morning sent for his mate and log book; but their business was too well preconcerted; the Captain, Mate, and Log-book were in unison, and all his papers clear & regular for his purpose. No doubt remain'd with me of his being bound for Cape Francois; but as I could obtain nought to substantiate proof thereof, at 9 on the morning of the 7[th] I dismis'd him, causing him to steer for Baracou, where I had intended to see him put in — but soon after two sail appearing to the Southward, I quitted him and gave chace.

Approaching them I by signal discovered them to be two British Frigates. — on the 8[th] I fell in with another off the Platform; in succeeding days with others; and in short during my stay there, scarce an hour pass'd, but one, two, or more British cruizers were in sight. — On the 10[th] the trade wind began to blow with more violence than it had heretofore done — and the Ship having lightened considerably by the expenditure of water & provision, proved too tender to bear a press of sail — I had not been without apprehension & expectation of this, previous to leaving Philadelphia — and indeed it had been more than once intimated by Capt[s] Dale. But my endeavors to obtain a sufficient quantity of shingle ballast, had been render'd abortive, unless I had determin'd to let other material business remain, in which case it is evident the Ship would have been detain'd in the Delaware by the Ice. —

Every day prov'd more convincing of the necessity of getting the ship down in the water — as, should we have been obligated to chace to the leeward, the weather must have been fine indeed or we could not possibly have regain'd our station. I made repeated attempts to gain the Island of Henegga, in order to ballast there, and probably obtain some water — but the weather continuing heavy, the wind more in the NE than usual — and the Ship making bad way against the sea — I could not fetch that Island — and was therefore necessitated to return and lay with easy sail, under the west end of Hispaniola, between Cape Nicholas and the Platform. On the 15$^{th}$ I stood close in with the land, sent the boats on shore with a quantity of bags, and fill'd with ballast from the beach of a very small bay — but to have obtained sufficient relief by this mode I found would be too operose — and it being attended with some risque to the boats crews while on shore — as I could not without danger keep the Ship near enough to cover & defend them; I did not repeat the experiment— This day however we also fill'd some of our empty casks with salt water.

On the morn' of the 16$^{th}$ the weather proved mild, we stood out to the northward of Cape Nicholas, determining to try again for Heneaga, or some of the Keys — but about noon the wind springing up from the NNW — we weather'd the Isle of Tortudas by evening — and continuing our stretch by the wind, it just veer'd sufficient for us to weather the whole Island of Hispaniola, and on the morning of the 19$^{th}$ we were in with the Island of Porto Rico — a few leagues to the leeward of the City & harbour of S$^{t}$ Johns.

The wind now resum'd its usual direction from the ENE — and being doubtful of the reception I might meet at Porto Rico, as also being totally unacquainted with its coast or harbour — I determin'd to endeavor for this port — and succeeded in getting in on the evening of the 24$^{th}$ — early on the 25$^{th}$ I waited on the Governor, who politely requested I would obtain, whatever I might be in need of.

On the Coast of Porto Rico, we saw and chaced several vessels, but all those we were enabled to bring too, belonged to this port, and were trading under Danish colours to & from different ports of Hispaniola.

I found here several American vessels, and one French privateer schooner of 14 guns; of which however I have heard there are very few now in these seas — This schooner is commanded by an Irishman named Williams, and sail'd yesterday on a cruize. —

There is one kind of business carried on here at present, which it would I conceive behove us much to endeavor to suppress. — Many American vessels are said to have arrived here, with provisions &c. in a day or two their papers are chang'd by a pretended sale, and they go off for French ports, in some instances, without shifting or discharging their cargoes — return here with french produce, resume their American papers, and clear from this for home. I shall endeavor to ascertain & identify some of the actors in this nefarious business, and give you information. — You should have been inform'd in my letter by the Pilot on leaving the Delaware — but in my hurry it totally escap'd recollection, that when the Ship was at New Castle, on getting the Long-boat in — it was found that the space left for

her to go through the upper deck, had, by a most egregious mistake been made near a foot too short — she was of course by necessity left on shore, and was put into the care of Mr James Riddle — This circumstance obligates me to hire a boat for the purpose of ballasting — I shall lose no time in effecting this business; in the interim shall fully replenish the store of water — and put to sea for the purpose of resuming my station — That situation however being once regain'd, and having met with the vessels order'd to join me (for they had not appear'd when I left it) unless there appears a greater prospect of actually effecting some of the purposes for which we came to Sea — I shall remain there very few days, but proceed agreably to your instructions for the Cheseapeak, expecting there your farther directions.

Conceiving you may deem it right to order a launch to be built for the *Ganges*, either at Philadelphia, or at Norfolk against her arrival (for she certainly ought to have one) it need not exceed in extreme length 25 to 26 feet.

A memorandum of the Powers of Attorney, witnes'd by myself and the Purser, for the purpose of granting half pay to some of the wives or friends of the Crew — appears not to have been forwarded to You — I have enclos'd it therefore and the more especially as one person had the address to get one witnes'd — though we have no such man on board — The crew of the *Ganges* are in high health, nor has any one been materially sick during the voyage — I forbear troubling you with a list of them, as they are identically the same as agreably to the Pay Roll transmitted from the capes of the Delaware — and in justice to them I must say that, such an enthusiastic ardor continues to pervade all ranks of Officers & Crew — that I stand assur'd of the firmest support, in case of being fortunate enough to meet opportunity for actual service.

As we came off deficient in the number you order'd for the Ship — I shall endeavor to obtain a few here, being inform'd there are some Americans on shore out of employ.

I am now at 1st February, having compleated my store of water, and got ballast sufficient I hope for the present cruise — I was about to proceed to Sea yesterday morning when I received application from the owners or masters of eight American vessels (who would be ready to sail this day) to wait and convoy them through the passage to leeward of this Island, fearing lest the french privateer which sail'd hence a few days past, should be there laying wait for them — Conceiving it my duty to afford them the protection requir'd — I detain'd the *Ganges* 'till this day — and I was farther induc'd thereto, in hope of recovering the Armourer, Armourers mate, & two Marines viz$^{t}$ Christopher Welden, and Thomas Brown — who deserted the night before last — but I have not been succesful in finding them — nor have I obtain'd but two seamen at this port. I am now about to get under way with the homeward bound vessels — which I mean to attend clear of the Islands, and proceed as before intimated

I have the honor to be
&c &c &c

T. T. [Thomas Tingey]

Honb$^{le}$ Benj$^{a}$ Stoddert
*Sec$^{y}$ of the Navy Philad$^{a}$*
P$^{r}$ Brig *Nancy*, Capt$^{n}$ Dougherty
Duplicate
P$^{r}$ Brig *Mercury*, Capt$^{n}$ Kuhn

Being copy of the application, alluded to in the foregoing.

S$^{t}$ Thomas *31$^{st}$ Jan$^{y}$ 1799*

Capt$^{n}$ Tingey

Sir We take the liberty of requesting you to detain the Sloop of War *Ganges*, now in the service of the United States of America, one day longer for the purpose of convoy, as it will be impossible for the subscribers to get their vessels ready before that period — We have the honor to be
with great respect Sir &c &c

| | | | |
|---|---|---|---|
| Signed | Josiah Ingersoll | Jn$^{o}$ R Skiddey [?] | Az$^{a}$ Riley |
| | Christopher Lee | John Ogilvie | Francis Young |
| | | George Kuhn | Isaac Burr |

[NDA. Tingey LB, 1798–1800.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Sunday, 27 January 1799**

At ½ past One PM brought to after firing three Shot, and spoke a Brig thirty three Days out from Plymouth in Great Britian, bound to Saint Bartholomews under Swedish Colours.

The Master reported that he had been robbed by a french Privateer, of four Guns, and all his Stores; had no other News, except a Report in England of the Death of General Bunoparte in Egypt.

After speaking the above Brig, stood on as per Column of Courses, intending to look into Mountserrat Road for American Vessels, and to conduct them to Saint Kitts to join the Convoy for America. At 5 PM an English Privateer, that was repairing at Saint Bartholomews, came out and fired a Gun to Leeward as a Signal for a Friend.

At 6 AM saw two Men of War to Windward, gave Chace to the largest Ship, and sometime after made the private Signal, which was answered, and they proved to be British.

Stood on towards Montserrat, and at Noon abreast of the Road, and within a Mile of where I found three English Vessels, and one Light American Schooner, together with one Ship, and three small Vessels, which shewed no Colours, consequently I take them to be Prizes.

Very squally, dirty, and disagreeable Weather. My Intention for stretching so near into Montserrat was to see whether there were any American Vessels there bound to the United States, in Order that I might take them under Convoy.

[HS of Pa. NDA photostat.]

**Extract from journal of James Pity, U. S. Frigate *Constitution*, 27 January 1799**

PRINCE RUPERTS BAY.

Moderate Breezes & Cloudy got up the New M. T. Mast. Condemn'd 400 lbs. Bread unfit for use Rec[d] from the *United States* 1 Piece of Timber & one Anchor Stock At 7 P. M. Anchor'd here the U. S. Ship of War *Geo. Washington* of 32 Guns. Cap[t] Fletcher, and U. S. Sloop of War *Merrimack* Cap[t] Brown of 28 Guns. Carpenters employ'd fishing the Fore Mast.

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 27 January 1799**

First part pleasant Weather

At 1 PM spoke the [*George*] *Washington* & bore away in Company for Dominico at 4 hall'd to the S E[d]

At 5 squally, reef'd the Topsails, at 7 lay by —

Middle part Moderate & pleas[t]

At 4 AM made sail, at 7 saw a Ship to leeward shew them our signals which were answer'd —

At 9 came too in Prince Ruperts bay in Comp[y] with the [*George*] *Washington* in 15 fathoms water — *United States* & *Constitution* at anchor in the bay

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 27 January 1799**

[Prince Rupert Bay.] The [*George*] *Washington* & *Merrimack* arrived. —

[NA.]

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[28 January 1799]

**To Captain Samuel Barron, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

DEAR SIR,'I have been several Days cruizing off Saint Bartholomews since I saw you, where there lies a French Ship ready to sail, and as I understand, for Guadaloupe. Yesterday I stretched within a short League of Bassatere and saw Nothing, except a small Droger, which I fired several Shot at, close in Shore, nor was any Thing to be seen under the Saints.

I convoyed two valuable Brigs from Saint Bartholomews on Friday, as far as the Passage between Dog Islands and Sombrero and I request you to proceed with the Vessels at present with you as far as the Latitude of twenty degrees North, and return to these Roads as fast as possible, where you will find me, I am now going to Windward, to take another Chance of meeting the french Ship, having only come down to dispatch you.

Should you meet with the *Norfolk*, or *Baltimore*, or any other Vessel belonging to my Squadron, desire them to repair to this Place with you. Wishing you Success I remain

Dear Sir

Your Obed$^{t}$ hble Servant

BASSATEER ROADS *28$^{th}$ Jany. 1799.*

Capt$^{n}$ BARRON

U. S. Brig *Richmond*

[HS of Pa. NDA Photostat. Truxtun's LB, 1798–9.]

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**To Thomas Morris, One of the Committee for Ship Building at Charleston, S. C., from Secretary of the Navy**

[PHILADELPHIA]

*Navy Department January 28$^{th}$ 1799.*

THOMAS MORRIS Esq$^{r}$

*of the Committee Charleston*

SIR I am honored with the receipt of your letter of the 7$^{th}$ Ins$^{t}$ — There is a Ship building at New York called the *Adams* and as a distinction, it will be proper to have the Charleston Ship named the *John Adams* — your letter for Gurney & Smith shall be delivered— Enclosed you will receive Lists of Military Stores and provisions which will be necessary — you will please to be particular in informing me, which of the Articles you can procure, the residue shall be forwarded you from hence — The sooner I am furnished with the information the better —

I have the Honor to be &$^{c}$ &$^{c}$

[NDA. GLB, Vol. 1.]

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

[PHILADELPHIA]

*Navy Department 28$^{th}$ Jan$^{y}$ 1799.*

WILLIAM CRAFTS Esq$^{r}$ *Charleston*

SIR I am honored with your letter of 10$^{th}$ Ins$^{t}$ — my letters heretofore, will explain why the *Gen$^{l}$ Pinckney* was not immediately put under your direction, as Navy Agent. — I certainly never intended any thing like censure of you in any of my observations. — If the *Gen$^{l}$ Pinckney* Should be in port when you receive this, I beg the favor of you as Navy Agent, to take immediate possession of her. — and fit her out with the Number of Guns, she is in your Judgment capable of carrying to advantage — if the number be only Six.— I have written to M$^{r}$ Simons to give up the direction of this Vessel to you. —

I have the Honor to be &$^{c}$ &$^{c}$

[NDA. GLB, Vol. 1.]

**To James Simons, Agent for U. S. Brig *General Pinckney*, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 28th Jany 1799*

JAs SIMONS Esqr *Charleston*

SIR If the *Genl Pinckney* Should be in port when you receive this, you will please to give over the direction of that Vessel, to Wm Crafts Esquire, Navy Agent. —

I have the Honor to be &c &c

[NDA. GLB, Vol. 1.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Monday, 28 January 1799**

Stretched over from Montserrat Roads towards Gaudaloupe with a fresh Breeze of Wind; and at 5 PM chased a small Sloop, which I took to be a Drogher close under the Land of Bassateere, and fired several Shot at her, but a heavy Squall coming on, I lost Sight of her. Wore round, and shaped my Course for Saint Christophers, where I expected to meet the *Richmond* with several Merchant Vessels from Antigua bound to the United States.

At AM passed close under Montserrat, at four Ditto passed Rodondo also, at 7 Ditto abreast of Nevis, made my private Signal, in Order to ascertain if the *Richmond* was in St Christophers, which she soon answered, when I made the Signal for the Fleet to get Underway, which was also answered by the *Richmond*, which Vessel got underway, and immediately came out, stretched to Windward where I was lying with the maintop Sail to the Mast. I directed Captain Barron to come on Board immediately, and receive his Orders, which he did, and I directed him to proceed with all the American Vessels ready for Sea to the Latitude of 20° North, and then to return to Saint Kitts for further Orders.

As soon as I dispatched Captain Barron, I made Sail, & Stretched to Windward, intending to stand near to Gaudaloupe, and afterwards proceed, as I may have Information, & as particular Circumstances may make it necessary.

[HS of Pa. NDA photostat.]

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**To Secretaries of State, War, and the Treasury from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 29th January 1799.*

SECY OF STATE
OF WAR
OF TREASURY —

SIR The President requested me to consult the Heads of Departments, whether the President, in whom is vested the Executive power of the Nation, possesses the Constitutional power of regulating the exchange of Prisoners, & all matters belonging to that Subject. —

Will you be pleased to turn this subject over in your mind? — If the power is not with the President, an Act of Congress will be necessary. —

I have the honor &c

**[NDA. Sec. State. LB, 1798–1824.]**

**To Secretary of War from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 29th January 1799*

SECRETARY AT WAR

SIR Two difficulties occur in the Statement of the account for the first Cruise of the Ship *Ganges*. — — Capt Dale contends that he should pay nothing for Cabbin Stores. — That going that Cruise to oblige the government and the Merchants, under circumstances which rendered it doubtful whether he was to continue in the service, he stipulated with you, that the cabbin Stores should be furnished him by the public. — —

It seems the Crew of the *Ganges*, were promised higher pay than was allowed by the existing regulations — — and it is said that the merchants of Philadelphia were to pay the difference. — — Messrs Willing and Francis, charge in their account against that Ship the whole sum paid the Crew — 20 Dollars, for example, to a Seaman — the regulations allow but 17. — — — —

Will you be so good as to give me your recollection of the agreement with Capt Dale as to Cabbin Stores — — and your opinion, from your recollection of the circumstances of the case, whether the charge of Willing & Francis should be admitted to the extent they make it. — — or whether they should only have credit for the Pay according to the Navy Regulations, — — I will just observe, that it seems hard that the Merchants should be obliged to pay any part of the expense of the Crew of a Public Ship. — —

I have the honor &c

[NDA. Sec. War, LB, 1798–1824.]

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**To Gibbs & Channing, Navy Agents, Newport, R. I., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department Jany 29th 1799*

Messrs GIBBS & CHANNING
*Newport.*

GENTLEMEN I am pleased to hear by a Letter from Capt Perry, that the Ship *General Greene* was safely launched on the 21st Inst — You have been furnished with lists of different articles necessary for this Ship, and some have been supplied from this place; be pleased to examine as to what you have so received, what you have yourself supplied or can supply, and inform me particularly if it will be necessary for me to send any other articles from hence, as I wish exceedingly to get this Ship away with dispatch —

I have the Honor &c

[NDA. GLB, Vol. 1.]

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**To Midshipman John Dent, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

UNITED STATES SHIP *Constellation* OFF
*Bassateer, Gaudaloupe 29th January 1799.*

SIR, You have paid so little Attention to the Rules and Regulations of the Navy, and to the general Duty assigned you in your Station, on Board this Ship as a Midshipman, that I have almost been

induced to send you Home; but at length I have determined (considering your Youth) on giving you another Chance, and if you have Reflection, you will now attentively study your own future Happiness, by speedily improving your Conduct, and Deportment in every Particular.

You have had very many Lessons, accompanied with the most friendly Advice, which it was wished and expected would have had the desired Effect of bringing forward your Exertion, and Readiness on all Occasions to do your Duty in a way, that would have been honorable to yourself, pleasing to me, and highly gratifying to your Father, and Friends, but hitherto you have been so very inattentive to Orders, and your own Improvement, and even Careless in your Person, that I have been ashamed to see you on the Quarter Deck.

I shall here stop for the present, but if after this I have the painful Task, of giving you another Reprimand rest assured, it will be followed by your taking Leave of this Ship, and a brief Statement being sent to your Father of all your Proceedings.

Was my own Son, who is in a similar Station with yourself in the Navy, to act as you have done, contrary to Example, and the most wholesome Advice, I should not only dismiss him the Service, but I believe I should disinherit, and let him shift for himself.

I am Yours &c.

T. T[RUXTUN]

M[r] JOHN DENT.

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

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Tuesday, 29 January 1799**

Fresh Breezes the first, and Middle, the latter light Winds. At 8 PM close under Montserrat, the Lights of Plymouth Town bearing N. E.

At 6 AM Bassateer Roads, Gaudaloupe bore E. S. E. between four and five Leagues Distance. Saw a Sail, to which I gave Chace as per Column of Courses; at Eight Ditto brought to with a Shot the Brig *Kleine Betty* of Hamburgh, Johan Jottlieb Stowben, Master from Dominica, bound to Saint Bartholomews, had been taken by the French, and retaken by the English, and cleared by the Vice Admiralty Court of Dominica as neutral Property, the Master paying Costs of Suit.

At 11 Ditto exercised Great Guns, and small Arms &c: &c: &c: and at Noon before the Roads &c. of Bassateer, Gaudaloupe, with the Town in Sight.

[HS of Pa. NDA photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 29 January 1799**

[Prince Rupert Bay.] Moderate breezes & Cloudy Rec[d] on b[d] a Quantity of water @ 11. Fresh Breezes and Cloudy the *United States* weigh'd Anchor & went out of port. Punish'd James Casy Seam[n] w[th] 12 Lashes for Striking his Superior Officer on Shore.

[NDA.]

**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 29 January 1799**

Sailed from Prince Ruperts —

[NA.]

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**To Captain John Barry, U. S. Navy, from Commanders of American Vessels, requesting convoy**

BARBADOS *January 30, 1799.*

Com$^{dr}$ BARRY —

Ship *United States*

Sir! We understand by late arrivals from Martinique that you were there in the Ship *United States*, with Some other Ships of War — belonging to America under your Command. We the Undersigned Americans having such a Vessel in this Port, and expect to be ready to Sail for America by the tenth of February and having no Convoy nor the Means of defending ourselves, take the Liberty of Requesting you to send some Ship here to Protect us Clear of the Islands; As most of us have our return'd Cargoes in Produce, it makes us anxious to have some Convoy — thinking it a duty we owe our Country in General and Owners in particular, to call upon you as an American to Protect us — which we have not the least doubt of your ready Compliance with, If consistant with your Arrangements. — We would wish to be favour'd with an Answer as soon as Convenient, as we Shall make our Arrangements accordingly. —

We remain with respect

Sir

Y$^{r}$ M$^{o}$ Ob$^{t}$ Hum$^{e}$ Servants. —

ASA BENTON —
SILAS BROWN
NOAH WYETH
NORMAND KNOX
HORACE CHURCH
WILLIAM BLANCHARD
FRANCIS BULKLEY
ASAHEL DEMING
DAN$^{l}$ SAVAGE
ROB$^{t}$ TATE
JOHN C. DECKER
JOHN LARSVENCE [or LAWRENCE]
GEORGE WEBB
DANIEL MOULTON

Recd at Martinico by Y$^{r}$
Humb$^{e}$ Servant
M.[OSES] BROWN.

[Notation on back of this letter — "Moses Brown, Ob. 1804, aged 62 — Captain U. S. N. In the Revol. War, he Com. Several of the largest Privateers of N. E., and was engaged in many severe battles. Sec. Drake."]

[HS of Pa.]

**To Captain Edward Preble, U. S. Navy, from Captain Patrick Fletcher, U. S. Navy**

UNITED STATES SHIP OF WAR *G Washington*
*Jan$^{y}$ 30$^{th}$ 1799*

EDW$^{d}$ PREBLE Esq$^{r}$

DEAR SIR I have Rec$^{d}$ from the Sect$^{y}$ of the Navy a letter Informing me that he should pay to my Order the Whole Amount of the salvage arrising from the sale of the *Fair-American & Frances* as soon as the Bills become due & in Order that a Just destribution of the Prise money may be made you will please to send me a list of your Officers and Crew Directed to the care of Mess$^{rs}$ Gibbs & Channing — March at Newport, I am now Ready for sea and only Waiting for a fair Wind and Expect to Return to this port by the time the Bills Become payable wishing you health & happiness I am dear sir

your ob$^{t}$ Serv$^{t}$

PAT$^{k}$ FLETCHER

N B having heard of your appointment I Congratulate you on it

[LC, EPP. Vol. 1, 1680–1799.]

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

[PHILADELPHIA]
*Navy Department 30$^{th}$ January 1799*

JOHN BROWN Esq$^{r}$
*Providence*

SIR I am honored with your letter of the 19$^{th}$ Jan$^{y}$ I am much obliged for the information it contains. —

You say that a sufficient quantity of the best White Oak Timber, for a 74 Gun Ship can be had for 5 Dollars p$^{r}$ Ton, of 40 square feet, delivered at the yard at India Point. A 74 Gun Ship, will require plank 4–1/2 to 7 Inch$^{s}$ thick, and from 35 to 60 or 70 feet in length.— & a great proportion of crooked timber, which may be in short lengths. — will you be so good as to let me know as early as convenient, at what rates the plank could be procured delivered at the yard — and also whether the crooked timber can be had, at the yard, at 5 Dollars. —

The House of Rep$^{s}$ have voted 6 Ships of 74 Guns — I suppose so many will be authorized — & not 12 as I hoped — as to the Ship you offered the Public, the *Geo. Washington* was the last I had authority to buy —

I have the Honor &$^{c}$ &$^{c}$

[NDA. GLB, Vol. 1.]

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**To Surgeon Larkin Thorndike, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 30$^{th}$ January 1799.*

Doct$^{r}$ LARKIN THORNDIKE
Surgeon of the Ship *Herald*
*Boston.*

SIR I am honored with your Letter of the 23$^{d}$ — You were appointed a Surgeon, by the President, and confirmed by the Senate, the 3$^{d}$ of last July. -- You cannot be degraded from the Rank of Surgeon, whatever may be the force of the Vessel, in which you may

be employed. — The *Herald* must sail in a few days after your receipt of this letter — there is not now time, to make different arrangements for her — . It is not unlikely she may return to Boston, before the Ship building at Boston can be prepared for Sea. — It will give me pleasure to contribute to your wishes, on your return. — I have the honor to be &c

[NDA. OSW, Vol. 1.]

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**To William Gray, Jr., Chairman of Committee for Ship building at Salem, Mass., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 30 January 1799*

W^m^ GRAY Jun^r^ Esq^r^
*of the Committee*
*Salem*

SIR As it is probable that the Committee for Superintending the building of the Ship of War at Salem, intended to be loaned to the Government of the United States, can by this time ascertain how far the Subscriptions will go towards her Equipment, I request you will be pleased to advise me on this subject, in order that I may know precisely what Articles the public are to supply, and you will be pleased to mention what sized Guns it is intended the Ship shall carry, as I presume it is expected that they are to be furnished by the Public. — I have the Honor to be &C &C.

[NDA. GLB, Vol. 1.]

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[30 January 1799]

**Encounter of Brig *Essequebo Packet*, Captain Thomas Willson, with French Picaroon, to Windward of Martinico**

NEW-LONDON, *Jan. 30*

Capt Thomas Willson, of the brig *Essequebo Packet*, from Martinico, gives the following narrative: — "On my outward bound passage to windward of Martinico, saw a schooner early in the morning; which gave chace and hoisted English colours. When within half a mile, hauled down the English colours, set the tri-coloured flag and fired a shot. I was then convinced what she was, and accordingly prepared to go on board — but feeling disposed to take a few more shot before I gave up, still kept on. They then fired another shot after me — which I found was in vain to think of getting clear, as it was early in the morning. I then observed to a gentleman passenger, a British officer, that *the jig was up with us;* he gave for answer, they would upset in 15 minuets, as there was a heavy squall rising. I told him I saw the squall coming but that it would not come soon enough to prevent the picaroon from being along side in ten minutes — however I was willing to wait the event, perhaps Divine Providence would fight our battle. The squall arose as it were in an instant, which took her, and she finally upset, and every soul on board perished. I made use of every exertion to save the crew, but all ineffectual. I then made the best of my way into port and glad to think we had so narrowly escaped the *paws* of a pirate! but sorry at the loss of so many lives.

[LC, Boston, "Columbian Centinel", 2 February, 1799.]

**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Wednesday, 30 January 1799**

Fair and pleasant Weather intermixed with some Squalls of Wind, and Rain, standing on our Tacks according to the Wind, and our Distance from the Land, all these twenty four Hours. At 6 AM saw a Sail, gave Chace, and at Eight ditto brought to after firing three Shot a Schooner from Martinica bound, and belonging to Boston, in Ballast. The Master informed, he left Martinica about 4 PM Yesterday, saw no Ships of War or Privateers of any Sort. At Noon the Town, and Fort at Bassateer, Gaudaloupe, with the Frigate *Volunteer* of 44 Guns and a Corvette in the Road, bore East, four Leagues Distance. There were several Merchantmen in the Road also.

[HS of Pa. NDA photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 30 January 1799**

[Prince Rupert Bay.] Light Winds & Cloudy. employ'd watering & Rigging the Ship Sway'd up the Top gallant mast Carpenters employ'd fishing the Fore Mast. Saw an English Ship of war pass the Bay Standing to the Northw$^{d}$ The following Men Run the Gauntlet for theft Viz$^{t}$ Robert Hilman, Phillip Swift, Geo. Bowers, W$^{m}$ Cox, Andrew Mellen & James Fetherson.

[NDA.]

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**Extract from log book of Ship *Mary*, Captain Gamaliel Bradford, Wednesday, 30 January 1799**

January 30$^{th}$ at 10 oClock Am. cast off from Hancocks Wharf — and came down Wind S.west
at noon pilot left us — abreast of light house —
Boston Light. 42.21. 70.53

*Ships company*

| | |
|---|---|
| Gam$^{l}$ Bradford | master |
| Gershom Bradford | mate |
| Nathan Southworth | 2$^{nd}$ mate |
| J. Dizer | A. Hewit |
| J. Converse | E. Weston |
| S. Johnson | L. Fish |
| Sam White | J. Loring |
| Seth Winslow | J. Ball |
| W$^{m}$ Prior | S. Bradford |
| J. Wells | R. Peak |
| J. Holmes | S. James |
| Chandler | N. Hartwell |
| B. Prior | Perry |

[Collection of G. and E. W. Bradford.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 30 January 1799**

Sent a boat on shore at S$^{t}$ Pierre [Martinique] to inform all American ships there would be a convoy for America.

[NA.]

**To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department Jan*$^{y}$*. 31*$^{st}$ *1799* —

STEPHEN HIGGINSON Esq$^{r}$ *Boston*

SIR I have this day your letter of the 24$^{th}$ Ins$^{t}$ I think it will be best to make use of the Vessel you have chartered as a Store Ship. — She can be discharged at latest in one Month after arriving at Dominica. — If the *Pickering* should be still in port, please to detain her until you hear from me again, which may be by next post; Russells orders have not yet been sent on. — For fear of delay about the signals they shall be sent on with my next. —

You should get any money expended for the *Pickering* returned to you by the Collector. — The Revenue Cutters are not yet on the Navy Establishment. — I shall remit you, 12000 Dollars in a day or two. It has not been in my power to do it for several Days past. —

I have the Honor to be &$^{c}$

[NDA. GLB Vol. 1.]

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**To Captain Robert Gill, Navy Storekeeper, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department January 31*$^{st}$ *1799.*

Cap$^{t}$ ROB$^{t}$ GILL

SIR You will not after this date without my directions, receive any Shot come from where it may of a size under Six Pounds —

I am Sir

Your mos$^{t}$ Oh$^{t}$ S$^{t}$

[NDA. GLB, Vol. 1.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Thursday, 31 January 1799**

Squally Weather with light Winds, and Calms intermixed.

At 4 PM being about three Leagues from Bassateer, and in full View of the Frigate, and Corvette lying in the Road, hoisted our Colours, hawlled the Courses up, and stood towards the Road, untill about 6 PM, when I tacked and stood to the Northward. At 8 ditto the Frigate fired an Evening Gun, and a short Time after two heavy Cannon were fired perhaps as a Signal.

Stood along the Island of Gaudaloupe to the Northward, with a View of looking round Englishmans Head, where I am informed the french Privateers often hover with their Prizes, untill they have an Opportunity of running into Bassateer. At Noon the Southern Part of Montserrat bore W. N. W. between 4 and five Leagues Distance. Employed repairing the Rigging, Sails &c:&c:&c: No Vessels in Sight.

Latitude observed 16°.35′ North.

[HS of Pa. NDA photostat.]

**Extract from journal of James Pity, U. S. Frigate *Constitution*, 31 January 1799**

[Prince Rupert Bay.] Fine W^r employ'd Woolding the fore Mast & heaving over B^d Shingle Ballast. the Ship being too Deep A Cask of Rum was Stove by Accident in the Spirit Room the Dampness of the having Rotted the Hoops. @ 11 the English Frigate *Concorde* of 36 Guns Anchord here Punished W^m Brook w^th 12 Lashes for fighting also E^d West E^d Siddons W^m Holland Barnard Trueman & Jn^o Rauch 12 Lashes each for Leaving the boat without leave.

[NDA.]

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**Extract from log book of Ship *Mary*, Captain Gamaliel Bradford, Thursday, 31 January 1799**

Firs[t] pa[r]t of these 24 hours high winds, and lowry — take depar^t from Boston light house —

8 pm squally with rain took in T. G. sails — 11 °C wind shifts Westward — and freshens — 6 AM double reef topsails — han^d M.S. & Miz. T. S. — latter part fresh gale and snow squalls —

No Obs^n

[Collection of G. and E. W. Bradford.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 31 January 1799**

[Prince Rupert Bay.] First part pleasant weather & Moderate breezes —

Employ'd Getting Water & ballast

Middle part Squally Rainy Weather

Arriv'd here the Schooners *Unity* and *Fame* from Surrinam

Latter part pleasant W^r

[HS of Old Newbury, Mass. NDA photostat.]

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**To the officer having care of French prisoners at Burlington from Secretary of the Navy**

[PHILADELPHIA]

*Navy Department 1^st Feb. 1799 —*

*The Officer having the care of the French Prisoners at Burlington*

SIR It being represented that a Negro Man named James who was taken in the *La Croyable* and is now confined with the French Prisoners at Burlington belongs to a M^r Benj. Emery of the Island of S^t Christopher, a British Subject, and was pressed on Board the *La Croyable*, from a Brig^e bound from S^t Christophers to New foundland, the Officer having charge of the French Prisoners at Burlington is hereby directed to deliver the s^d Negro man James to the order of Phineas Bond Esq^r

I am &^c &^c

B[ENJAMIN] S[TODDERT.]

[NDA. GLB, Vol. 1.]

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

[PHILADELPHIA]
*Navy Department February 1st 1799*

Capt JOHN BARRY
Frigate *United States*

SIR In my letter of the 16th Ultimo I informed you that Mr Higginson had orders to Ship a quantity of Provisions for the use of the Vessels under your Command, and by his last advices, I find he has introduced into the agreement for the Vessel he has chartered a clause which will leave it in your power to retain her as a Store Ship, if you should find it for the good of the service to do so, and render the landing and Storing the provisions at Dominica useless; but as the Vessel is chartered by the month you will be carefull not to keep her an hour longer than may be necessary, and when discharged give a Certificate of the time of the discharge writing to me also particularly on this point in order that an exact Settlement of the charter party may be made. —

I have the Honor to be &c

[NDA. OSW, Vol. 1.]

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**To Lieutenant Josias M. Speake, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department Feb. 1st 1799* —

Lt JOSIAS M. SPEAK
*Norfolk*

I have this day received your letter of the 23d Inst. I have also received the resignations of. —

Thomas Rowland.....Surgeon
Solomon Dickinson.....Purser
Horace Smyth.....Midshipman and a letter, without a signature, dated the Ship *Baltimore* 23d January desiring that the writers Commission of Lieutenant, should be accepted. — But whether the writer is Mr West — or Mr Harwood, I cannot tell — Your next Letter I hope will inform me. — It is not very proper in these Officers to resign at the moment they might expect the Ship to be ordered on foreign service. — however, there are valuable Men enough to be found, desirous of serving their Country. — Under such circumstances — and as you will be in want of Officers, you will remain at Hampton until the rect of my next letter. — Doct Wells who is a man of Merit, I understand, must act as Surgeon, on Board of the *Baltimore*. — She will want a Surgeons Mate, & if Mr West resigns, you will want a Lieutenant; If Mr Harwood, you will want a Lieut of Marines. I will in my next endeavour to regulate all these things — & to send on the Commission for the Surgeon. —

The Congress are augmenting the Navy, & provision will be made for the Officers of Merit, whose promotion cannot fail to be sufficiently rapid from the increase of the Ships — I wish you had more Midshipmen — our future Lieutenants — & Commanders must be made out of this description of Officers. —

P. S. Mr Charles Morris, who you recommended as qualified Shall be appointed Purser.

I am Sir Yr most &c

[NDA. OSW, Vol. 1.]

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

[PHILADELPHIA]
*Navy Department 1st Feb. 1799*

Capt R. DALE

I have communicated to the President your letter of the 28th January. — Not wishing to deprive any valuable Officer in the Service of the Navy of an opportunity of bettering his fortune, the President consents that you have leave of absence for a Voyage to the East Indies, but it must be on this condition, that your pay & emoluments, as a Capt in the Navy shall cease from this day, until you are called into service — your present Rank in the Navy will be retained. —

I have the Honor &c

[NDA. OSW, Vol. 1.]

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**To Lieutenant Charles C. Russell, U. S. Navy, from C. W. Goldsborough, for Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 1st Feb 1799* —

Lt CHARLES C RUSSELL

SIR Inclose you the private Signals to be used between our Vessels; & those to be used between our Vessels & the Vessels of his Britanick Majesty —

I have the Honor to be

C. W. G[OLDSBOROUGH]
for
*Secretary* —

Similar one to EDWd PREBBLE

[NDA. OSW, Vol. 1.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Friday, 1 February 1799**

Fresh Breezes, and squally Weather, stretching from Montserrat to Antigua, and from thence under Gaudaloupe. At about 9 AM saw a Sail bearing S. S. E. gave Chace, and run her to an Anchor in the Harbour of Fort Saint Pine, in the Island of Gaudaloupe, which is a little to the Southward of a small Lump, or Isle called Englishman's Head.

It is well to remark, that when we discovered the Chace, we were about 8 Leagues from the Place, where she anchored, and at the Time we first saw her, she was upwards of four Leagues from us, and when she came to her Distance from us was not more than three Miles, so that in about three Hours, we gained three Leagues on this Vessel, which no Doubt is deemed one of their fast sailing Privateers. Consequently if we had been fortunate Enough to have had her in a Direction to have chaced off the Land, instead of on it in one Hour more she would have been a Prize to the *Constellation*.

[HS of Pa. NDA photostat.]

**Extract from journal of James Pity, U. S. Frigate *Constitution*, 1 February 1799**

[Prince Rupert Bay.] Moderate Breezes and cloudy at 3 Answ$^{d}$ the *United States* signal for all Boats. Sent two Boats to assist in Towing her to Anchorage. at ½ past 4 Answ$^{d}$ her Signal for all Captains to clear Ships for Sea. Transported the Sheet and Waist Anchor 9 feet further forward. Ships Draft Aft 22 feet. 8 In. forward 21 feet 2 Inches. James Meader Boy. Departed this life At 7 Committed his Body to the Deep @ 9 Unmoord Ship with the Small Bower. getting in Readiness for Sea.

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 1 February 1799**

[Prince Rupert Bay.] First part Squally, Cloudy weather Got on board one boat load of ballast & 6 Casks of water
At 3 PM the Commodore got in & came to anchor —
Middle part Cloudy weather & Squalls of rain —
At 10 A M unmoor'd & took in the boats & hove short
Arriv'd here — an English Ship
Latter part pleasant weather

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 1 February 1799**

Arrived, in prince Ruperts Bay

[NA.]

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

[PHILADELPHIA]
*Navy Department February 2$^{d}$ 1799*

Commodore JOHN BARRY
*West Indies* —

SIR The Congress have a bill before them which will pass, for adding 6.74 Gun Ships to the Navy. — and for augmenting the Pay of Commanders of Frigates, to 100 Dollars per Month — and an allowance of double Rations, when commanding a Squadron. — They are disposed to do more for the advantage of the Navy, but are afraid of going too fast, wishing Public opinion to go along with them.

It is very certain however, that Public opinion is getting more and more in favor of the Navy. —

I pray you to give me as early as possible, your opinion of the Officers, including Midshipmen, deserving promotion. —

The Ship *Baltimore* being ordered to join Truxtun, having no Captain, will be commanded by Truxton's first Lieutenant Rogers — as Lieutenant — It is meant to promote some of your Lieutenants at the same time that Rogers is promoted, — they need not therefore be uneasy. —

When I speak of Officers including Midshipmen, I mean all under your command, in the different Vessels. — I am extremely anxious to get a Letter from you, dated in the West Indies — You will receive herewith Letters from Mr^s^ Barry.—

I have the honor &c

[NDA. OSW, Vol. 1.]

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

[U. S. S.] *Ganges* AT SEA 2^d^ *Feb^y^ 1799*
Lat^d^ 20.30 N Long^d^ 65° W

P^t^ Schooner *Anna*
Capt^n^ Ingersoll } via New York

SIR Having had the honor to address you circumstantially, under date of 27^th^ Ultimo, and 1^st^ ins't; by the Brigs *Nancy* Capt^n^ Dougherty and *Mercury* Capt^n^ Kuhn — both for Philadelphia and now in company — I shall only observe to you, that, agreably to intimations therein I sail'd from S^t^ Thomas's yesterday with ten sail of American vessels, which number are now in view — We are now about 50 Leagues from the Island, & no strange sail in sight; I consider therefore these vessels clear of danger from french cruizers, and purpose leaving them to pursue & regain my destin'd station, which being attain'd unless there is greater probability of actual service for the *Ganges*, I shall continue there very few days, ere I proceed for the Cheseapeak

I have the honor &c &c

T. T. [THOMAS TINGEY]

Hon^ble^ BENJ^n^ STODDERT

[NDA. Tingey LB, 1798–1800.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Saturday, 2 February 1799**

As soon as we appeared before the Harbour of Saint Pine, discovered them making Preparation for our Reception at the Fort. I however stood on to the southermost Point, and then tacked and stood before the Harbour to the Northward, when they hoisted their Colours, and commenced a well directed Fire at us. This Insult I returned to the Fort with double the Number of Guns, and then gave Chace to seven Sail that hove in Sight to the S. S. W. and at 4 PM spoke the Headmost Ship, which was the *Elliot*. . . . . from Martinica bound to Liverpool armed with 24 Guns, and two of the Others were of the same Force; the Rest were Americans bound to the United States, under their Convoy.

Stood off and on between Antigua, and Gaudaloupe the Remainder of the 24 Hours.

While we were before the Harbour of Saint Pine, the Wind was very baffling and light, scarsely two Minutes from any one Point of the Compass, and the entrance dangerous of Access. There appeared to be two Privateers in the Harbour, a Lugger, and a Swedish Schooner.

Carried away the main top Sail Yard at 8 AM in hoisting it up.

[HS of Pa. NDA photostat.]

**Extract from journal of James Pity, U. S. Frigate *Constitution*, 2 February 1799**

[Prince Rupert Bay.] fine W^r Painting the Ship & black^d her Bends. at 3 Weigh'd & Made Sail in C^o w^th [*George*] *Washington Merrimack* w^th 7 Sail Merch^ts under convoy of the [*George*] *Washington* at 4 Bassaterre Roads (Gaudaloupe) bore E. b. S. 4 Leagues. at 9 hauld our Wind & parted C^o with Fleet Middle part Gaudaloupe bore E. S. E. 7 Leagues Dist

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 2 February 1799**

[Prince Rupert Bay.] First part fresh breezes & pleasant Weather —

At 4 PM. the Commodore made signals for the fleet to get underway — Weigh'd our anchor & made sail in Company with the *United States*, Commodore Barry, *Constitution* & [*George*] *Washington*, Ships of war & 7 sail of Americans bound home under Convoy of the [*George*] *Washington* —

At 6 PM parted from the Commodore — Dominico bearing E b S 4 leag^s

At 8 PM the saints bore N E 3 leag^s

At 8 AM parted from the fleet

at 9 saw a Sail, which prov'd by signals to be a British Frigate —

At Mer^dn the North part of Guadaloupe bore N E 4 leag^s, the fleet still in Sight —

Ends pleasant.

[Latitude observed 16.02 N.]

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 2 February 1799**

[Prince Rupert Bay.] Sailed in Company with the *Constitution*, [*George*] *Washington* & *Merrimack* with some Merchantmen.

[NA.]

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**To Captain John Barry, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

UNITED STATES SHIP, *Constellation*
BASSATEERE ROADS, S^t CHRISTOPHERS
*Febr^y 3^d 1799* — — — —

DEAR SIR, I have this Moment anchored in these Roads, having returned from off Gaudaloupe, where I cruized for Several Days, after leaving a Convoy to the Northward of the Dog Passage, bound Home. On Friday last, I chased a french Privateer into a little Harbour, near Englishman's Head (Saint Piere) this Harbour is covered on each Side by a Fort, and a Battery in the Bay; as soon as I came within Gun Shot, a Fire commenced on me, altho' I had the United States' Colours flying, I however returned them double the

Number of Guns with Round and Grape, and afterwards bore down, and spoke three English armed ships bound to Liverpool from Martinica.

Yesterday I spoke Murray and saw the *Constitution* and *Mirramack*, some Distance a Head of him. By Captain Murray I understood, you was off Deseada; I am extremely sorry I did not meet you to Windward, as it was one of my great Inducements to stretch under Gaudaloupe the third Time since I have been on this Station.

I submit to your Judgement, whether it would not be better for you (on Many Accounts) to collect a Convoy to Windward, and send them under one of your Ships to join me here and then for the Ship to return to you at Dominica &c. and I will send a Vessel or two from hence to see the Convoy clear of the Passage. It appears, Sir, to me, that the Service will by this Plan, be made more agreeable to all Parties, otherwise your Ships will have a long Distance to run down, if they go to Saint Croix, and Saint Thomas's, and beat up again; on the other Hand, the Vessels with me, will only have to proceed from here to Saint Croix and Saint Thomas's, and back again, after going through the Passage a proper Distance, and it will then be unnecessary for them to go to Windward of this Island, to collect any Merchantmen in future, but be on this Station the 1$^{st}$ and 15$^{th}$ of every Month to receive your Convoy.

If you wish an Interview, and will appoint any Time, I will beat up, and meet you, wherever you think proper; Address your Letters to me under Cover to M$^{r}$ David M Clarkson, Merchant, Bassateere, Saint Christophers, and I shall be sure to get them. I wrote you the 21$^{st}$ Ultimo, by Admiral Harvey's Tender, but lest that Letter should not be at Hand, I send you a Copy.

I have the Honor to be, Dear Sir,
Your Obedient hble Servant

T. T[RUXTUN]

Commodore BARRY

[HS of Pa. NDA photostat, Truxtun's LB, 1798–1799.]

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[3 February 1799]

**Extract from a letter from an officer on board the Frigate *United States*, concerning capture of French Privateer *L'Amour de La Patrie***

AT SEA, ON OUR PASSAGE FROM BARBADOES, TO MARTINIQUE, WITH A CONVOY, FEB. 13, 1799.

"I wrote you some time past from Demarara, since which nothing material has occurred except the capture of a French privateer from Gaudaloupe on a cruize; the particulars are as follow:

"On Sunday the 3d inst. to windward of Martinique, at 8 A. M. gave chase to a schooner, and at 3 P. M. came within two gun shot of her, when, to the astonishment of all hands, she attempted by short stretches to get to windward of us directly under our battery, but in this she failed, for we soon brought her too, our third shot having gone effectually through her, and in a few minutes she filled with water, upon which they hauled down their sails, and set up the

most lamentable howl I ever heard; and though its said they have abolished all religion, they have not forgot the old way of imploring the protection of the omnipotent, with gestures, professions and protestations.

"Our boats were immediately sent to their relief — I was in the first, but when I came near, and found the crew all stript and ready for a swim, I thought it not safe to go on board, but told them the only chance for their safety, was to run along side the ship, which they did, and in a few minutes after the schooner went down. The whole of this piratical crew were saved, amounting to 60 men.

"This famous schooner proves to be the *Le Amour de la Patriæ* and has ran for four years with great success, in capturing numbers of our vessels — she was commanded by the infamous Williams, who was some years ago in your town. During his last cruise she captured the schooner *Margaretta*, belonging to Norfolk.

"Our ship outsails every vessel we meet. In six hours we run the *Constitution* hull under."

[LC, Conn. "Connecticut Courant" 25 March, 1799.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Sunday, 3 February 1799**

Passed by Saint Pines at the Commencement of this Day, and observed the Lugger, and Schooners mentioned in Yesterday's Transactions, were still remaining at an Anchor, but the Swede had left the Bay. Stood on along Shore, and passed near to Fort [space] where the Cannon were manned, and pointed at us, but they did not think proper to fire.

At 1 PM saw a Fleet to the Southward, gave Chase; at 2 made the British Signal for Saturday, which was answered by the *Montezuma*. Sometime after a Ship hoisted her Colours, which proves to be the United States Ship *Merramack*, she was in Company with the *Constitution*, which Ship shewed no Colours, but made a Signal which did not answer to any Signal of ours, either American, or British. At 3 PM spoke the *Montezuma*, when Captain Murray informed me that the Vessels to Leeward were under Convoy of the [*George*] *Washington* boundto Saint Christophers, and that the *Norfolk*, one of my Squadron, he had parted with on Friday, and that she had gone to Saint Christophers. Made Sail, and passed Redando, then run under an easy Sail, and at Day Light abreast of Nevis, and at 8 AM anchored in Bassateere Road in ten Fathoms Water, the Body of the Town bearing N.N.W. one Mile Distance. Veered out a whole Cable, the Wind blowing very fresh with frequent Squalls of Rain. Found in the Road an American Brig dismasted in the late bad weather, which we have experienced on her Passage from Monserrat to join Convoy and a British Ship bound Home, which had lost her foretopmast, and otherwise much injured.

[HS of Pa. NDA photostat.]

**Extract from journal of James Pity, U. S. Frigate *Constitution*, 3 February 1799**

Beating to Windward between Gaudaloupe & Monseratt. Fresh Breezes and Cloudy

At 3 P.M. Saw a Strange sail bear$^{d}$ E.S.E. at ½ past 3 Spoke the U.S. Sloop War *Montezuma* 18 Guns on a Cruize @ 4 Saw the Convoy bear$^{d}$ W.b.N. Made the Private Signal to an American Man of War Suppos'd to be the *Constellation*

At ½ past 5 Saw a Small Sail bear$^{d}$ W.S.W. bore up & gave chace which prov$^{d}$ (after firing two guns.) to be an English Sch$^{r}$ f$^{m}$ Antigua bound to Martinico at 6. fill'd and made Sail.

at 10. Perform'd Divine Service.

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 3 February 1799**

First part pleasant weather & light breezes.

At 2 PM spoke the U. S. Ship *Montezuma*, Alex$^{r}$ Murray Com$^{dr}$

At 5 PM saw Antigua bearing N N E 8 leag$^{s}$

At 6 saw a Schooner to leward

At 7 Came up with her, the *Constitution* sent a boat on board. She proving to be an English Vessel let her go — Montserat bearing N b E 2 leag$^{s}$ made sail & hal'd our wind, in Company with the *Constitution*.

At 8 AM Guadaloupe bore East 6 leag$^{s}$ Montserat N W b N 5 leag$^{s}$

Latter part fresh breezes & squally with rain 2 sail in sight in under the Island of Guadaloupe.

[Latitude 16.21 N.]

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Saturday, 3$^{d}$ February 1799**

Moderate breeze and clear Weather exercis'd Great Guns and Small Arms — Commenc'd firing Morning and Evening. Gun Cap$^{n}$ Preble being the Senior Officer in port. Anchor'd in the Roads near us the — U. N. S. Ship *Herald* Charles Russell Esq$^{r}$ Commander Veer'd out on the small bower 15 f'ms hove in on y$^{e}$ best Bower. Cloudy — Anchor'd near us a Brig$^{n}$ inward bound.

Moderate and cloudy.

Came on board M$^{r}$ benj$^{a}$ Hillar as 1$^{st}$ Lieutenant in the room of M$^{r}$ Jn$^{o}$ Davidson late first lieu't — now appointed to 2$^{d}$ L$^{t}$ of the *Herald* — Rec$^{d}$ on board sundry pursers Stores as p$^{r}$ Mem$^{o}$ Masters Mates & Logg —

Moor'd in Nantaskett Roads

[LC, EPP, 1799.]

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

BASSATEER S$^{t}$ CHRISTOPHERS *4$^{th}$ Feby 1799*

DEAR SIR, Since my Arrival on this Station, every Exertion has been made to facilitate, and render safe the Commerce between the United States, and these Islands. Three Convoys have sailed from hence, of Vessels loaded here, and collected from the Windward Islands, to the Number of 50 Sail. On Sunday next I have given Notice, that another Convoy will be furnished to such Vessels as may be ready, and I'm told there will be about 15 Sail assembled at least.

I have given such Assurances to the Merchants, of our Intention and Determination of protecting the Trade to the United States, (Whether under the American, or British Flag,) that there seems to be a general Satisfaction defused in every Countenance, particularly as they find we perform as well as promised.

On Tuesday, Wednesday, and Thursday last, I was under Bassateer, Gaudaloupe, within Gun Shot of their Works, and in fair View of a 44 Gun Frigate (the *Volunteer*) and a 20 Gun Corvette, and altho' no Ships were in Sight, or any other Vessels (those under my Command being employed to Leeward) they thought proper not to come out, notwithstanding they were all ready for Sea.

On Friday I chased a french Privateer, that I fell in with near the Land into Saint Peire's, the N.W. Part of Gaudaloupe, where she got under Shelter of two Forts, and a Battery, and of the Forts situated on the Starboard, and the Other the Larboard Enterance of the Harbour, and the Battery in the Center of the Bay.

As soon as I had run the Privateer well under the Guns, they commenced a well directed Fire at my Masts, Spars &c. when I immediately returned at least double the Number of Guns (with Round and Grape) at the Fort, and on a national Lugger that was at Anchor with the Privateer I had chased in; and then bore down on three Ships that hove in Sight in the Offing which I soon brought to; they proved to be Letters of Mark mounting 24 Guns each, and from Martinica bound to Liverpool.

On Saturday I again looked into Saint Peire's, and found the Lugger and Privateer still remaining snug in their strong Hold. A Number of Vessels heaving in Sight immediately after, I gave Chace, and soon discovered one of them to be the *Montazuma*, and two of the Others to be the *Constitution*, and *Mirramack*. I spoke Captain Murray, and passed the former. Murray informed me, that the Vessels to Leeward was the [*George*] *Washington* with several Merchantmen. I then proceeded here to join the *Norfolk*, and *Richmond*, which I expected had returned from the Service they had been sent on, and on Coming to Yesterday in these Roads, I found the *Norfolk* at Anchor, and the *Richmond* beating in, so that I shall get Underway, and sail again in two Hours from this Time (10 AM) and hope to meet the Enemy in the Route I intend to take.

The frequent Convoys I have afforded, has been severe Service for our little Squadron, I therefore anxiously look for the *Baltimore*, and one or two Others, and hope they will soon join me.

I have been obliged to supply Provisions out of my own Ship to the Others, I therefore also hope the Store Ship will soon be with us at this

Island. I am told Nicholson fell in with a very valuable English Ship, Prize to the *Insurgeant* loaded with dry Goods, bound to one of these Islands, and as she was not armed, suffered her to proceed, and the Vessel has since arrived at Gaudaloupe to the great Mortification of all the Merchants here. I have no Doubt, but there were Instruments of a Warlike Nature sufficient to have warranted a Recapture, as is the Case with most Vessels, but as I do not know the Particulars, I will say but little on the Subject. I think however if I had met her, she would now have been at Bassateer, Saint Christophers, instead of Bassateer, Gaudaloupe, which would have been an agreeable Thing to the People here, and I believe it is our Interest, and sound Policy, to cultivate a good Understanding with them, as they see the Policy of being on the most friendly Terms with us. In Fact the Connection is natural.

I have not a single Man in the Surgeon's List at present, which is very remarkable indeed, considering the Variety of Climates we have been in for the last six months. I have the Honor to be, Sir, with great Respect

Your very Obedient and hble Servant,

T. T.[RUXTUN]

Hon$^{ble}$ BENJAMIN STODDERT.
*Secretary of Navy.*

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

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**To William Pennock, Navy Agent, Norfolk, Va., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department Feb. 4$^{th}$ 1799.*

W$^{m}$ PENNOCK Esq$^{r}$ *Norfolk*

SIR I have your favor of the 26$^{th}$— I am very sorry that so improper Spirit should prevail among some of the Officers of the *Baltimore*, I shall immediately send on two L$^{t}$ and I before requested you to look out for some Midshipmen. I find a Master will also be wanted — pray endeavour to select a proper Character for this appointment, let him go on board under your appointment. Send me his name, & he shall be confirmed by the President. — Act in the same way, as to any other officer who may be wanted. —

I have the Honor &C.

[NDA, GLB, Vol. 1.]

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**To Lieutenant Josias M. Speake, U. S. Navy, from C. W. Goldsborough, for Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 4$^{th}$ Feb 1799*

Lieu$^{t}$ JOSIAS M. SPEAK

SIR I enclose you the Private Signals to be used between American Vessels of War; and those in use between American & British Vessels of War, — for the use of the Commanding Officer of the *Baltimore*

I have the Honor to be &$^{c}$

C. W. GOLDSBOROUGH
for
*Secretary* —

[NDA, OSW, Vol. 1.]

**Extracts from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, 4 February 1799, Monday, and 5 February 1799, Tuesday**

[Basseterre Roads, St. Christopher.] At One PM I went on Shore, and made the necessary Arrangements for the Dispatch of another Convoy on Sunday next, and then came on Board; but finding the Main Yard sprung I was obliged to have it fished, and of Course to postpone Sailing untill to Morrow; forwarded my Letters to the Secretary of the Navy, under Care of Mr Amory to Mr Hollingsworth, Philadelphia. Repairing Sails, and Rigging &c:&c:&c:

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TUESDAY THE 5th

[Basseterre Roads, St. Christopher.] Captain Barron of the *Richmond* having stated to me, that the Checks of his Foremast was in a very insecure State, I ordered my Carpenter on Board to examine them, and by his Report found it necessary to give Orders for the Brigs foremast to be stript, and the Checks properly secured, which will prevent her proceeding on a Cruize with me immediately. I have however given Captain Barron Orders that as soon as his Vessel is ready for Sea to repair to Saint Bartholomew's for a short Cruize, but to be in the Roads of Bassateer, Saint Christopher's by Saturday Night next, so as to proceed with a Convoy to the Northward on Sunday. I have given similar Orders to Captain Williams of the *Norfolk*, and for him to return to me here, as soon after as possible (See Letter Book).

At 9 AM made the Signal to the *Norfolk* to get Underway when we both weighed, and Captain Williams proceeded to Leeward as ordered, and I stretched to Windward. The Wind more moderate, and the Weather much more pleasant, than it has been for several Days past.

At Noon abreast of Nevis, Wind East, and Ship close hawlled on the Larboard Tack. Discharged John Alling for disorderly and mutinous Conduct; this Man acted as a Boatswain for a While, but was too infamous to be continued in that Station.

Apprehended and confined William Hackett, a Seaman (who had run from the Pinnace Yesterday) after a general Search among the Sailor Houses at Bassateer, and by seeing a Constable for the Purpose.

[HS of Pa. NDA photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 4 February 1799**

Fresh Breezes & Cloudy. At ½ past 12 Saw 2 Sails under Gaudaloupe. Tack'd and gave chace at 1 P.M. Observ'd them to be close under a French Fort upon which we gave over chace. at ¼ past 4 AK to the Northwd at 6 Henr Kirk Seaman fell from the Main Top gallant yard over Bd and was lost. ¼ past 6 AK to the Southwd Johnsons point Antigua bore N. b. W. 7 Miles Dist

Middle part fresh Breezes & Cloudy at 4 Saw the Islands of Monseratt and Gaudaloupe.

Later part Squally

[NDA.]

**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 4 February 1799**

First part Cloudy squally weather
At 4 PM let 1 reef out of the topsails & set T G sails.
At 5 PM Guadaloupe bore S E 7 leagues,
at 6 the East part of Antigua bore N E 7 leagues, Montserat W S W 4 leagues
Middle part fresh breezes, Reef'd the Topsails — At 2 AM the East part of Guadaloupe bore South 1½ leagues tack'd Ship to the Northward
At 11 AM saw a sail to windward — Hoisted signals & was answer'd by her at 11½ lay by at Mer$^{dn}$ boarded her the U. S. armed Schooner *Diligence* John Brown Commander
Ends with squally W$^{r}$
[Latitude 16.28 N]

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 4 February 1799**

[To windward of Martinique.] Sunk *L'Amour de La Patrie* Cap$^{t}$ Peter Salemnias, the People all saved. —

[NA.]

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**To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 5$^{th}$ February 1799.*

STEPHEN HIGGINSON Esquire *Boston*

SIR Of the 12000 Dollars I promised to remit you in my Letter of the 31$^{st}$ Ult$^{o}$ only 5000 have gone — the residue shall follow quickly — in the meantime, I hope you will be subjected to no inconvenience — I have not had it in my power to do better. — As I have once or twice observed, you should get your advances on account of the *Pickering* returned by General Lincoln. — There is an awkwardness in the situation of the Revenue Cutters, which I hope Congress are about removing — but until it is done, no part of the appropriations for the Navy can properly be applied to their support. —

I am very sorry for the resignation of Captain Chapman. — what he asked, could not possibly be complied with — and he was so forward, and there is so great a prospect of some who are above him, quitting the service, — that I think he might have been satisfied — The Congress too are about making some addition to the Pay of the Captains — and doubtless must make other provision for the advantage of the Officers if they expect to retain good Men — indeed a strong disposition seems to prevail to do every thing proper on the subject. — and next Session there will be more leisure to attend to it. — If Captain Chapman should consent to continue, and take the Command of the *Boston*, his Commission shall be returned — but this ought to be determined soon — I have a Letter from M$^{r}$ Alline Purser of the *Herald*, — he has no warrant, indeed the Letter mentioning his appointment escaped my notice. He complains of the

reduction of the Vessel, and the degradation of his rank, in consequence — It is a strange Idea. — I send his Commission for the chance of meeting him at Boston. —

As Soon as Congress pass an Act to determine what the Navy shall be, the whole appointments must be made. — It is wrong that men should be kept in a state of suspense — with a view to this object, I should be much obliged for your opinion of Men at Boston, Salem, and Newbury Port, fit for Lieutenants. — I do imagine half a dozen Lieutenants will be wanted from Massachusetts — besides the Officers for the *Boston*, & the Frigate at Salem. —

I have the Honor &ᵍ

[NDA. GLB, Vol. 1.]

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**To Josiah Fox, Naval Constructor, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department Feb. 5th 1799.*

Mr JOSIAH FOX
*Naval Constructor Norfolk*

SIR The Ship *Niger* now lying at Norfolk has been offered to the Public, and I wish to be informed very minutely with respect to her, — As you must be a good judge, I wish you to examine her & inform me the Result — It is said that she was Copper bolted in London in 1795 — you will ascertain whether this, and the Sheathing has been securely and properly done; in fine you will make a minute Investigation, and give me with your Report, your Opinion whether this Vessel by Stopping some of the Ports, opening others, or by any other alteration can be made a suitable Vessel to carry Eighteen Guns; — She is said to be 92 feet Keel, 30 feet Beam, & 7 feet between Decks, & to have been built of Cedar at Carthagena in 1793. —

I am Sir,
Your Mosᵗ Obᵗ &c.

[NDA. GLB, Vol. 1.]

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**To Captain Thomas Williams, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

UNITED STATES SHIP *Constellation*
BASSATEER ROADS SAINT CHRISTOPHERS,
*Febry 5th 1799.*

SIR, As I have promised the Merchants, and Masters of American Vessels a Convoy on Sunday next. It is scarcely worth my While to take you with me to Windward at present.

You will therefore go round Sandy Point, and from thence cruize from Saint Bartholomews' to St. Martins, taking Care to be in this Road on Sunday Morning, when you will in Company with the *Richmond*, take all the American and British Vessels, that are ready, under your Convoy, and proceed with them as far as the Latitude of 20½° North, and then return to me here; Should you receive information of any french Cruizers, being further Northward, than the above Latitude, you are at Liberty to proceed as far as the Latitude of 23½° North.

I wish all the Expedition made that is possible, and hope to see you here by the 16th or 17th Instant. Should you meet neutral Vessels of any Description, treat them with Respect and Kindness, we have no Business with them, or their Lading be it what Property it may; but should you meet the Enemies' Cruizers use every Means that is possible, with the Force you have to bring them in, as also to retake any British Vessels in Possession of the French, if they have even a Pair of Case Knives on Board, those will be Arms sufficient. You will go into no Port or Bay, untill you return here, unless in Distress; and you will not inform any Merchant, or Master of a Vessel, how far you intend to convoy the Fleet, on any Account whatever. Be particular in your Signals, and have them made out ready for to deliver each Vessel, before you appear off the Road next Sunday, as I presume you will have no Occasion to anchor.

You will make all the necessary Communications to Capt^n^ Barron, and as one of you will lead the Van, so the other must bring up the Rear. This is the Port to send Prizes to. I wish you Success, & am

Your Obed^t^ hble Serv^t^

THOMAS TRUXTUN.

Capt^n^ T. WILLIAMS
U. S. Brig, *Norfolk*.

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

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**Extract from Journal of James Pity, U. S. Frigate *Constitution*, 5 February 1799**

Fresh Breezes & Squally @ 12 Saw a Strange Sail bear^g^ S.E. at 1 fired a Gun at her and brot her too prov'd U.S.Cutter Sch^r^ *Dilligence* from N^o^ Carolina bound to Prince Ruperts Bay Dominico Fill'd and made Sail to the Northw^d^

At ½ past 4 TK.d to the Southw^d^ Johnsons Point N.W. 4 Leagues & English Harbour N.E. 4 Miles

At 5. Beat to Quarters

At 9. Squally. @ ½ past 9 the Extreme end of Antigua bore N.b.E. 6 Miles Dist

English Harbour W.N.W. 4 Miles Wash'd & fumigated between Decks.

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 5 February 1799**

First part Squally weather & fresh breezes, the *Constitution* in sight to Leeward,

At 6 PM Grandterre bore S E 4 leag^s^ Distant

Middle part fresh breezes & squally

At 8 AM the North part of Antigua bore N W b N 4 leagues distant the *Constitution* in sight about 5 leagues to leeward Shook out a [reef] from the F & M Topsails & set F & M T G Sails

At 10 AM Grandterre bore S S E dist 5 leag^s^ —

Latter part fresh breezes & Cloudy Weather — *Constitution* under our lee about 6 Leagues

[Latitude 16.41 N.]

[HS of Old Newbury, Mass. NDA photostat.]

**To General Alexander Hamilton from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 6th February 1799.*

Gen[l] ALEX[r] HAMILTON
*New York.*

SIR I have the honor to inclose a paper containing the circumstances connected with the relative Rank of Captains Truxton, Talbot and Dale. —

It appears to me that Talbott and Dale, cannot now be placed above Truxton, but by dismissing the latter from the service. —

Dale who has permission to make an East India Voyage, is reconciled to what he conceives unavoidable, to rank after Truxton. —

Entertaining a very high opinion of Talbott — I am anxious that he should also acquiesce — From conversation with him, I judge it is in your power alone to satisfy him. —

The error was in not selecting the three Senior Captains, for the three Frigates continued in service — The President I conceive had no power to continue more Captains than Frigates. —

If Talbott will continue, only Barry, Nicholson and Truxton, will be above him — Nicholson cannot be long in his way — Barry is old and infirm, and not satisfied that he is not made an Admiral — It is more than probable, Truxton and Talbott may not be on the same service. —

I wrote you Some days ago respecting M[r] Henry Seton — I ought to have waited long enough for an answer — but his appointment was so much pressed — He was so well recommended I was so well satisfied, a story which I had heard, was without foundation, — and a Lieut. being instantly wanted — He is appointed — I wish he may turn out well. — I am anxious too that Daubenay should continue to deserve your good opinion — They are both ordered on immediate service. —

I have the honor &[c]

[NDA. GLB, Vol. 1.]

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**To Lieutenant Loyd S. Daubenay, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 6th Feb. 1799*

L[t] LOYD S. DAUBNEY
*New York*

SIR You will receive herewith letters for L[t] Speak, Commander of the *Baltimore*, which ship you will join without delay — with L[t] Seton if he is prepared to proceed with you, otherwise you will go alone, tho I should be mortified, if M[r] Seton should not be ready — The Ship is at Hampton Road and waits only for Officers — don't therefore delay proceeding as fast as you can; I hope both you and M[r] Seton will do all in your power to make yourselves agreeable to the Officers & Crew, and to cultivate a Spirit of Discipline and Harmony on board the Ship —

I am &[c] &[c]

[NDA. OSW, Vol. 1.]

**To Lieutenant Josias M. Speake, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA.]
*Navy Department Feb 6th 1799*

L^t^ JOSIAS M. SPEAK
Com^d^ of the *Baltimore*

SIR Having before sent you your Instructions, Signals, &^c^ and having requested M^r^ Pennock to select a proper Character for Master; — and several for Midshipmen, I presume you will be ready to proceed to join Cap^t^ Truxtun, as soon as L^t^ Daubney & Seton join you — who will deliver this. —

I have desired M^r^ Sullivan who has been some time appointed a Midshipman to join you from Balt^o^ It is likely however, he may not be in time. —

M^r^ Wells will be the Surgeon — his rank and emoluments as such will go on from this time, but I cannot get his name through the Senate, in time to send on his Commission before he sails; this is not material, M^r^ Pennock I hope will furnish a Surgeons Mate. — M^r^ Douglass will receive his Warrant as Midshipman. M^r^ [Charles] Morris as Purser. — So that I hope you will have no difficulties — your men particularly ought to be highly satisfied with the attention of Government to their rights. — It was because Cap^t^ Phillips call^d^ all hands to be examined by the British Officer — and because he so tamely gave up his men, that he was dismissed, — and it was that conduct that produced the order of the 29^th^ Dec. that the men who enter on board under the protection of our Flag, are to be protected as long as the Flag can be protected. — Congress are making arrangments for the benefit of the Service — & those who engage in it, & conduct themselves with propriety will meet not only the thanks, but the rewards of their Country. — wishing you great success & honor. —

I am Sir Y^r^ &^c^

[NDA. OSW, Vol. 1.]

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

[PHILADELPHIA]
*Navy Department 6th Feb. 1799*

Cap^t^ THOMAS TRUXTUN
Ship *Constellation*

SIR The *Baltimore* has been delayed by the resignation of Officers, in consequence of the dismission of Phillips — who was not dismissed because the British took his men, but because he was active in submission. He never should have descended so low, as to call all hands, because he was ordered to do it by a British L^t^ on board of his own Ship. You have his narrative and are capable of Judging on this subject.

The power of dismission without Trial, resides in the President — but it is a power not to be exercised, except on extraordinary occasions. — Phillips has lowered himself more in my estimation by causing, as I suppose he did, letters to be written from Baltimore by the Friends of the Officers, urging them to resign. — The Congress

have as yet done nothing decisive on the subject of the Navy. They have voted 6 Ships of 74 Guns, & 6 Sloops of war — the bill has not yet passed — They have the rules for the Gov$^{t}$ of the Navy before them and a proposition which will succeed, for increasing the pay of the Com$^{drs}$ of the Frigates to 100 Dol per month — & doubling the Rations on seperate command. They are disposed to do more, but say they must go on by degrees, and take the public mind along with them. — Dale has leave of absence for an E. India Voyage which reconciles him to the Service & his Rank in it — Talbot I expect will also acquiesce

I pray you to send me as early as you can the names of any of your Midshipmen who are fit for L$^{ts}$ — our navy will increase faster than our ability to officer it well, especially if Commerce is flourishing — I look with much hopes to the Midshipmen — I say nothing about the West Indies having before said all I had to say.

It is probable the intercourse may be opened with Hispaniola. — I have the Honor &c

[NDA. OSW, Vol. 1.]

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[6 February 1799]

**Letter to Mr. Russell, Editor of the "Connecticut Courant", concerning capture of the Schooners *Appollo* and *Venus* by a French schooner**

WISCASSET, *March 5, 1799.*

Mr. RUSSELL,

Sir, Having a vessel arrived from Nevis, which has been taken and re-taken, I have thought proper to state the particulars to you, that the world through your paper may be convinced that two Americans are equal in bravery to six Frenchmen.

The schooner *Appollo*, of Wiscasset, William Clifford, jun. master, laden with rum and molasses, sailed from Nevis, the 1$^{st}$ of Feb. bound for Wiscasset. After being out five days, this with the schooner *Venus*, Capt. Bartholomew Lasdell or Lassel of Kennebunk, were captured by a French schooner mounting 10 guns, with 95 men, from St. Domingo, being then in lat. 24; — who took out all the *Appollo's* crew, excepting Capt. Clifford and Mr. Trask one of the men, (who finding themselves sick were left behind) put on board a prize master and five hands, and ordered the *Appollo* for Currocoa. The next day after being captured, Capt. Clifford found himself well enough to go on deck, and observing the prize master's pistols and cutlass lying in the binnacle, watched his opportunity, when the prize master was talking with the prize master of the *Venus* (being close on board each other) and handed the pistols down the gangway to Mr. Trask. — He then seized the cutlass, and ordered the man at helm to put the helm hard down. The prize master seeing this, sprang for his pistols, but not finding them, he called on the schooner *Venus* to fire on the *Appollo* with some small arms they had on board. Capt. Clifford ordered Trask to blow the prize master through, if he did not countermand those orders, which he immediately did. Trask drove the 4 Frenchmen that were forward down the fore-scuttle, while Capt. Clifford secured the prize master and the man at helm, and afterwards confined in the lower hold, all but the prize master, who they

locked in the cabin. A few days after, they fell in with an American schooner bound from Philadelphia to Jamaica, on board of which Capt. Clifford put two of the Frenchmen; — the others he brought into this port, where they arrived last Thursday. Three were immediately committed to goal; — the prize master remained at the Marshal's house, a prisoner. — But the citizens throughout the country were so much enraged at the treatment of the French to our countrymen, that they threatened to burn the Marshal's house, if the Frenchman was not immediately sent to prison: Accordingly he was conducted thither last night, although his feet were very much frozen.

[LC, Conn. "Connecticut Courant", 18 March, 1799.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Wednesday, 6 February 1799**

Very squally, hazy, and dirty Weather, and no very remarkable Occurrence. Passed two neutral Vessels out of Saint Christophers, and seen none of any other Kind.

Overhawlled all the Store Room, and trimmed the Ship by the Stern by shifting Forty three Barrels of Beef and Pork, out of the Forehold into the Afterhold. Ordered William Hacket to his Duty as usual, but have not pardoned him. At Noon the West Part of Montserrat bore East, one League Distance, and Redondo N. W. about two, and a half Leagues Distance.

[HS of Pa. NDA photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 6 February 1799**

Moderate W$^{r}$ In Standing from Antigua to Gaudaloupe we find a Strong Current Setting to the S. W. At 6 $\overline{A}$ to the Northward Antigua Point South extreme of Grandterre bore S. E. 6 Miles we Steer'd 15 Miles N. b. E. & at 10 $\overline{A}$ to the Southw$^{d}$

at 7 A. M. Saw the east end of Antigua N. W. 4 Leagues Found our Jibb Boom was sprung Swayed up the Fore Yard $\overline{A}$ to the Northward Antigua S. W. b. W. 8 Leagues Dist

[NDA.]

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[7 February 1799]

**Protest of Seaman John Briard of the Ship *Concord*, captured by French Ship *Le Prudent***

By this Public Instrument of Protest be it made known and Manifest that on this fifth day of June in the year of our Lord one thousand seven hundred and Ninety nine, Before me Clement Biddle Notary Public for the Commonwealth of Pennsylvania duly commissioned and Qualified dwelling in the City of Philadelphia personally came and appeared John Briard late a Seaman on board the Ship *Concord* of Philadelphia whereof John Thompson was Commander and being duly Sworn on his Oath Deposes and Says that he Sailed in said Ship

from this Port of Philadelphia for Canton in China, and that the Ship being fully loaded and in compleat order she sailed from Canton and left Wampoe the twenty seventh of November last bound for this Port of Philadelphia and proceeded on the Voyage without any Material occurrence until the Seventh day of February last when being about midway between the Isle of France and the Cape of Good Hope they discovered a Ship at day light in the morning which gave chace to and came up with them about 10 oClock A. M. and fired one Gun and brought them to, she proved to be the French Republican Ship *Le Prudent* of forty four Guns from the Isle of France which kept them in Custody and on the ninth made Prize of and took possession of the *Concord* sending Sixteen of their Crew (including Officers and part Malayes) who took charge of the *Concord* leaving Captain Thompson the Supercargo and twelve hands of the *Concord* on board and took the remaindor Eighteen in number on board the *Le Prudent*, they continued in Company on said day the ninth about half after eight A. M. When they discovered a Sail and stood for her and about 10 oClock discovering her to be English they bore away and ordered the *Concord* to proceed for the Isle of France, the appearer then remaining on board the *Le Prudent* — About half after twelve at noon they came up with the Ship they had discovered in the morning (the *Concord* being then out of sight) and they engaged the English Vessel about an hour and five Minutes when having lost thirty five Men killed and a number wounded and the french Ship greatly damaged, she struck to the English Ship which proved to be his Britannick Majestys Frigate *Dedalus* of forty four Guns rated for thirty two Guns Commanded by Captain Ball who took possession of the *Le Prudent* and proceeded with her the *Dedalus* towing the *Le Prudent*, until they arrived at the Cape of Good Hope on or about the nineteenth having been well treated by the British Commander and were set at Liberty at the Cape, And the appearer procured a Passage in the Ship *Eliza* Captain T Folger for Boston and arrived here yesterday and now desires to Protest requiring an Act of Me the said Notary to avail him when and where it may be needful and necessary.

Signed in Appearance book

JOHN BRIARD

Whereupon I the said Notary at the request aforesaid have Protested and by these Presents Do Solemnly Protest against the said French Republican Ship *Le Prudent* for the Capture of the said Ship *Concord* and Cargo that all Losses Costs Charges Damages Breaches of Charter party and Bills of loading suffered or to be suffered and sustained thereby that the same may be Submitted unto suffered and bound by those to whom of right it shall or may belong —

Thus done and Protested before me said Notary —

Quod Attestor

[SEAL] CLEMENT BIDDLE
*Not Pub*

[Ct. of Cl. French Spol. Case No. 490.]

**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Thursday, 7 February 1799**

Wind and weather pretty much the same as Yesterday. Employed repairing Rigging and Sails &c: &c: &c: Cruizing between Antigua and Nevis, it being the Tract of Vessels bound to and from Gaudaloupe to the neutral Island of Saint Bartholomew's.

At 10 AM the Southern Part of Antigua bore S. E. seven Leagues Distance, and Nevis S. W. about the same Distance.

At 11 Ditto saw a Ship in the N. W. gave Chace, and on being near Enough made the Signal for a British Frigate, which she proved by answering it.

Latitude observed 17°.30′ North

[HS of Pa. NDA photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 7 February 1799**

Working to Windward.

Moderate Breezes & Clear Wᵐ Jacob Phelps Seaman Departed this Life in consequence of a Bilious Fever @ 10 Committed his Body to the Deep with the usual Ceremonies as perform'd at Sea.

Swayed up the Main Yard & Rove New Top Sail Tyes.

@ 11 bore up & Spoke the English Arm'd Schooner *Scourge* from Antigua bound to Barbadoes. Tack'd as Necessary to work to windᵈ

[Latitude 16.37 Nº]

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 7 February 1799**

First part moderate breezes & pleasant weather all Drawing sail set on a Wind.

At 2 PM saw the *Constitution* under our lee, At 7 squally with rain took in T G sails & stay sails At 10 PM set T G Sails, pleasant & smooth sea.

Latter part pleasant weather

At 9 AM saw Deseada bearing South Dist. 5 leagues

At 11 AM saw a sail to the Northᵈ Tackᵈ Ship & gave Chase, in Company with the *Constitution*

[Latitude 16.30 N.]

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 7 February 1799**

Sent information to the Americans laying in Barbadoes that a convoy would be given them —

[NA.]

**To Robert G. Harper, Chairman of Committee of Ways and Means, from Secretary of State**

[PHILADELPHIA]
*Department of State Feb$^{y}$ 8$^{th}$ 1799*

The Honorable ROBERT G. HARPER Esq$^{r}$

SIR. The four enclosed documents, respectively marked A. B. C. and D. contain accounts of all the impressments of American seamen, returned to me in pursuance of the "Act for the relief and protection of American seamen," since my last report to Congress on the same subject, dated on the 27$^{th}$ February last.

I have the honor, Sir, to be,
With great respect,
Your most obed$^{t}$ Servant

T. PICKERING.

NOTE.—Document A is herewith recorded.

B. was a copy of the Return of the Collector of Perth Amboy dated 1 April 1798

C. was the Returns of the Collector of New York for the year 1798; and

D was taken from the foot of Return of Registered seamen, made by the Collector of Providence, on the 1$^{st}$ October 1798. — — —

[Documents B, C, D were not available for copying.]
[SDA. Dom. L., Vol. 11.]

[Enclosure A]

[Feby 8, 1799]

**Abstract of all the Protests or Affidavits of Masters of Ships and Vessels of the United States, Transmitted to the Secretary of State in pursuance of the 5th Section of the "Act for the Relief and Protection of American Seamen" and received by him since the 27th February, 1798 the date of his last Report to the House of Representatives.**

| No. of Protest | Date of Protest | Name of American Vessel | Where belonging | Masters Name | Names of People Impressed | Of What Country | By Whom Impressed | When Impressed | Whether they had Protections |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 20th August 1798. | Ship SMALLWOOD | | Dennis Johnston. | Gates Isburn | United States. | British Frigate AMPHITRITE. | 20 August 1798. | does not appear |
| | | | | " " | James M'Cormick | Do Do | | | |
| | | | | " " | John Anderson | Denmark | | | |
| 2 | 28 June 1798. | Ship GEO' WASHINGTON. | | James Sampson. | Thomas Pine | United States. | British Brig' EUGENE. | 2 June 1798. | does not appear, but he was released |
| 3 | 5 August 1798. | Snow ROVER | | Wilson Jacobs | John Thomas | Ireland | British Ship DRIVER. | 9 May 1798. | |
| 4 | 15 August 1798. | Ship HURON | New York | Eli Brown | Moses Burnham | United States. | British Frigate GARLAND. | 30 June 1798. | All having Protections, but Peters & Williams. |
| | | | | | William Little | | | | |
| | | | | | John W Reader | | | | |
| | | | | | James Peters | Denmark | | | |
| | | | | | William Williams | | | | |
| | | | | | William Newhall | United States. | | | |
| | | | | | Richard Hankins | | | | |
| 5 | 10 Decembr 1798. | Ship HOPE | | Elijah Clark | Hugh Christie | Do | British Brig' DILIGENCE. | 1 Augt 1798. | having a Protection; this Man afterwards made his Escape — |
| 6 | 22 Novemr 1798. | Ship POLL CAREY | Edenton | James Williams. | Abialhand Clark | Do | British Sloop THORN. | 14 Sept 1798. | — does not appear — |
| 7 | 16 Novemr 1798. | Schooner HANNAH | Newbury Port. | William Remick. | John Lewis | Canada | British Frigate MAGICIONNE. | 5 Augt 1798. | |
| 8 | 21 Novemb 1797. | Ship ACTIVE | Philadelphia | Alexr Rose | John T. Cutt [or Hutt]. | United States. | British Frig' TOPAZE. | 19 Novem. 1798 | does not appear |
| | | | | " | Francis Jackson | | | | |
| 9 | Octb. 1 1798. | Sloop FRIENDSHIP | Baltimore | Richard Sisson. | John Bowen | Do | British Ship QUEEN | | had no Protection |
| 10 | 16 Septem 1797. | Sloop PROVIDENCE | East Greenwich R. Island | P G Arnold | John Godfrey | Do | French Privateer name unknown | 15 Septem. 1797 | does not appear |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 11 | 28 Augt 1798 | Ship EXPERIMENT | Philadelphia | Benjamin Jenne [?] | Samuel Richards | United States | British Ship YORK | 26 Augt 1798 | The four first only had Protections — |
| | | | | Do | Henry Hutchins | | | | |
| | | | | Do | Nathan Carpenter | | | | |
| | | | | Do | John Burkett | | | | |
| | | | | Do | Thomas Jones | England | | | |
| | | | | Do | Thomas Carlett | | | | |
| | | | | Do | John M$^{c}$Dougall | | | | |
| | | | | Do | Benjamin Wilcocks | | | | |
| | | | | Do | Thos Thistlewaite | | | | |
| | | | | Do | William Megret | | | | |
| | | | | Do | John Long | Unknown | British Sloop LARK | 17 June 1798 | had no Protection |
| 12 | 27 Augt 1798 | Brig ANN | Newbury Port | William Huse | Jeremiah Pearson | United States | A British Ship name unknown. | 3 Sept 1798 | had Protections |
| 13 | 12 Octob 1798 | Brig SALLY | Do Do | Paul Simpson | Paul | | | | |
| " | Do | Do | Do Do | " | William Jefferson | Do | British Ship L'OOISEAU | 7 Feby. 1798 | had none |
| 14 | 1 Septem 1798 | Ship BELISARIUS | Salem | John Crowninshield | Francis Murray | | | | |

[SDA. Dom. L., Vol. 11, 1798–1799.]

[8 February 1799]

**Extract of a letter from Captain Stephen Decatur, (senior) U. S. Navy, commanding *Delaware*, concerning encounter with the Ship *Solebay***

"GULPH FLORIDA, *Feb. 12, 1799.*

"On the 8th inst. at 6 P. M. saw a large ship to the northward, standing after us; at the same time discovered several sail running down; we made sail to cut them off from the land, which we soon did, and in the course of half an hour beat the ship astern hull down. The fleet proved to be the two cutters *Governor Jay* and *General Green*, with the ship *America*, with provisions for us, and four other smaller vessels, bound to the Havanna. While we were under easy sail, waiting for them, the first mentioned ship came up and fired several shot among the fleet. I immediately hoisted my colours and went along side with all hands to quarters, when the captain hailed me to know where I was from; I answered, from a cruise, and that my ship was the United States ship *Delaware*, that the sloop and schooner upon my larboard bow, were vessels belonging to the United States, and that the black ship was a vessel loaded by the government with stores for the use of the ships upon the station. He then informed me that his orders were to examine all vessels for the Havanna, for contraband goods, but that he meant to give no trouble or detention. I told him if I was of equal force he should not, examine one of them. I then pointed out the ship and the cutters. She proved to be the *Solebay*, 44 guns, commanded by captain Rowiod. While the lieutenant was overhauling a sloop and schooner, hurt at seeing the flag over my head insulted, bore away, and the rest of the fleet followed me, and he did not think proper to detain one of them."

[LC, Mass, "Independent Chronicle", 25–28 March, 1799.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Friday, 8 February 1799**

Very squally disagreeable Weather all these twenty four Hours with Rain, and a Head Sea. Standing on our Tacks, between Barbuda, and Saint Bartholomew's, and occasionally as far to the Northward as the Latitude of Sambrero, without seeing any Sort of Vessel. At Noon Saint Bartholomew's bore North West, Distance seven Leagues; no other Land in Sight.

Latitude observed 18°.10′ North

[HS of Pa. NDA photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 8 February 1799**

Fine Weat Tack'd as Necessary to Work to Windward
Deseada East Extreme S. S. E. 4 Miles Dist
At 6 Deseada. South 3 miles
At 8 Saw a Strange Sail bear$^{d}$ N$^{o}$ Made Sail and gave chace.
At Merd$^{n}$ chace bore N. b. E. 7 Miles
bowsed in the Lee Guns to trim the Ship.
[Latitude 17$^{o}$ 01$^{m}$ N$^{o}$]

[NDA.]

**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 8 February 1799**

First part moderate breezes & pleasant Weather.
At 1 PM spoke the *Constitution* S. Nicholson who inform'd us that he had spoke the aforementioned sail, that she was a packet from Antigua bound to Barbadoes —
At 6 PM Deseada bore S E b S dist. 6 leagues —
Middle & latter parts squally weather with rain took in & made sail as occasion required
No obs$^{n}$

[HS of Old Newbury, Mass. NDA photostat.]

**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Thursday, 8 February 1799**

Fresh breeze Accompanied with dark gloomy Wea$^{r}$ 2 pm Exercis'd great Guns and small arms &c Manoever'd Top Men and Marines
5 pm 2 Brigs Anchor'd in the Roads 6 pm Launch'd Top Gall$^{t}$ Mast and lower'd lower Yards half Mast down —
Midnight Strong Gale and Rain 6 am Struck Top Mast as did the *Herald* — Veer'd out 20 fm$^{s}$ on each Cable and put Leather Service in the Hause — Close reef'd the Topsails and double reef'd the Main Sail and had the Fore staysail clear in order to make sail instantly in case the Cable should part
Noon Strong Gales and Thick Weather
Seamen and Marines variously Emp$^{d}$
Moor'd in Nantaskett Roads

[LC, EPP, 1799.]

**To Col. Josiah Parker, Chairman of Committee on Navy Business, House of Representatives, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department February 9$^{th}$ 1799.* —

Col$^{o}$ JOSIAH PARKER
*Chairman of the Committee of the*
*House of Representatives on the Navy business*

SIR The Emoluments of Captains in the Navy, especially those commanding the large Vessels, are not I believe equal to the expences to which they are exposed. — It is a Custom in the Navy for Captains to entertain, and frequently their Officers; — and when in port, the principal people of the place — the Commanders of Squadrons, the Officers of all the Vessels under their Command. — It is not necessary for me to point out the good Effects, to be produced by this friendly and frequent intercourse, between the Commanders and inferior Officers, including Midshipmen, on the manners and spirit of the Navy. — If a Captain of a Frigate, happens to be a man of fortune, he may afford the expense to which his situation subjects him; but even in this case, it is a hardship, that a Gentleman should give up more than his time to his Country, which no doubt is well able to reimburse his actual expenses — A poor man, however great his merit, must from necessity seek more profitable employment

in private service — Several instances have already occurred in proof of this opinion — and they will become more frequent, as the ebullitions of Patriotism have time to subside. —

The Commanders of our Frigates have at all times as great a charge upon their hands, and are subjected to as much expense as Brigadier Generals; — when they command Squadrons, their situation becomes at least as important, as that of Brigadier Generals, on separate command. — View the great difference in their emoluments. — There is really no good reason, why there should be this difference, or any difference to the disadvantage of the Naval Officer. — The Pay of a Brigadier General is 104 Dollars per month — and 12 Rations per day — and 16 Dollars per month for forage — and when on separate command, the Rations are doubled. — The Pay of a Captain of a Frigate is 75 Dollars per month and six Rations per day. — A Brigadier General will seldom command more than his Brigade; & seldom indeed more than his Brigade, if employed on a separate Command. —

A Captain of a Frigate, will frequently have the Command of a Squadron on separate command. — Under the present Laws, the Captains of all our Ships are entitled to the same Emoluments, and in all situations. —

If the Bill passes for 6 Ships of 74, and 6 of 18 Guns, our Navy may be conveniently made to consist of the following description of Vessels, and without incurring expense for alterations:

6 Ships of 74 Guns
9 Large Frigates, 36 Guns & upwards
3 Smaller ditto 32 Guns. —
12 Ships 20 to 28 Guns. —
9 Sloops of War under 20 Guns —

besides such of the Revenue Cutters as may be found proper to be added to the Navy. — and 9 Gallies, or Vessels not exceeding 10 Guns. —

I have taken the liberty to enclose the form of a Bill, which without burthening the public with greater than the present expense, would I presume satisfy the Officers; — those of lower rank, having something to hope, would be content to look to the time of advancement, for higher reward; and those of highest rank would be better enabled to meet the expense to which they are exposed. —

I have the honor to be &c —

[Enclosure]

*Be it Enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, that all the Vessels in the Navy service of the United States, mounting 20 Guns and upwards, be commanded by Captains — those not exceeding 18 Guns (except Gallies, which are to be commanded as heretofore provided by Law) by Lieutenant Commandants, and by Lieutenants, according to the size of the Vessel, to be regulated by the President of the United States. —

And be it further Enacted, that the Pay of Captains commanding Frigates of 32 Guns and upwards, be One hundred Dollars per month

and eight Rations per day — of Captains commanding Ships of 20 Guns and upwards, Seventy five Dollars per month, and six Rations per day — Of Lieutenant Commandants Sixty Dollars per month, and five Rations per day, and of Lieutenants who may command the smaller Vessels, fifty Dollars per month, and five rations per day. —

And be it further Enacted, that whenever any Officer as aforesaid shall be employed in the Command of a Squadron, or separate service, the allowance of Rations to such commanding Officer, shall be doubled during the continuance of such command, and no longer, — except in the case of the Commanding Officer of the Navy, whose allowance, while in service, shall always be at the rate of Sixteen Rations per day. —

[NDA. Con. LB, Vol. 1.]

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**To Midshipman Robinson, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

UNITED STATES SHIP *Constellation*
*9th Febry 1799.*

SIR, The very improper Behaviour of some Midshipmen, the Coxswain, and several of the Pinnacemen, has hitherto been unprecedented in naval Discipline. I shall forbear at present to say more on so painful a Subject; as every Neglect, every Impropriety, and every Fault alluded to, is too well known to make further Observations necessary.

It is to you, Sir, I now commit the Charge of my Boat in future (that is the Pinnace or Barge, whichever I may go in from Time to Time) and I hold you accountable for the Behaviour of the Crew in every Particular; they have been selected with Care, and I hope will be found to answer the Purpose. You have their Names at foot.

It is now a good Oppertunity, while I have Occasion to address this Note to you, on the Subject of the Boatmen to state the great Necessity of prompt and minute Attention to all Orders, and to remind you, that good Discipline is considered by all who know any Thing of Service, as the vital Part of a Ship of War; and you will remember, that there are but a small Proportion of the Officers employed in any Service, that ever become conspicuous, and the Cause must be obvious, to every Eye, and every Mind, that can see, and think; this being the case, if you ever wish, or expect to become one of those Sort of Men, that are always meritoriously distinguished and esteemed by the better Orders of Men in Society (tho' perhaps not by the worthless) you must Night and Day think of your Duty, be expert on all Occasions, and in fact be laboriously industrious and active, in whatever appertains to your Duty, and respects Order, and good Discipline, and not loose the golden Moment, that Chance and perhaps good Fortune has thrown in your Way. This is the Advice of a Friend, consider it such, and act accordingly —

Yours &c

Mr ROBINSON
*Midshipman.*

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

**To John Granbury, Norfolk, Va., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department Feb. 9th 1799.*

JOHN GRANBERY Esqr *Norfolk.*

SIR I am honored with the Receipt of your letter of the 27th Ultimo; with its several enclosures, which are delivered to Mr Winder the Accountant of this Department, who after examination will have prepared the Certificates of Six Per Cent Stock, agreeably to the list you have furnished. —

It was certainly proper that you should charge a Commission, for the very particular Attention you have paid to the Object, and which has been effected, so much to the Advantage of the United States; who by this means are furnished with a Valuable Vessel, on Terms of great convenience, and at a very moderate Cost. — With regard to that part of the Subscription which remains uncollected, if the Parties can make the payment with Convenience, it may be adviseable to apply to them, in which case you will please to do so; but if on the Contrary they cannot conveniently comply with their Subscription, it appears to me that as the Object has been effected, it would be unnecessary to trouble them on the Subject. — The Gun Carriages you mention may be delivered to Mr Pennock. —

I have the Honor &c.

[NDA. GLB, Vol. 1.]

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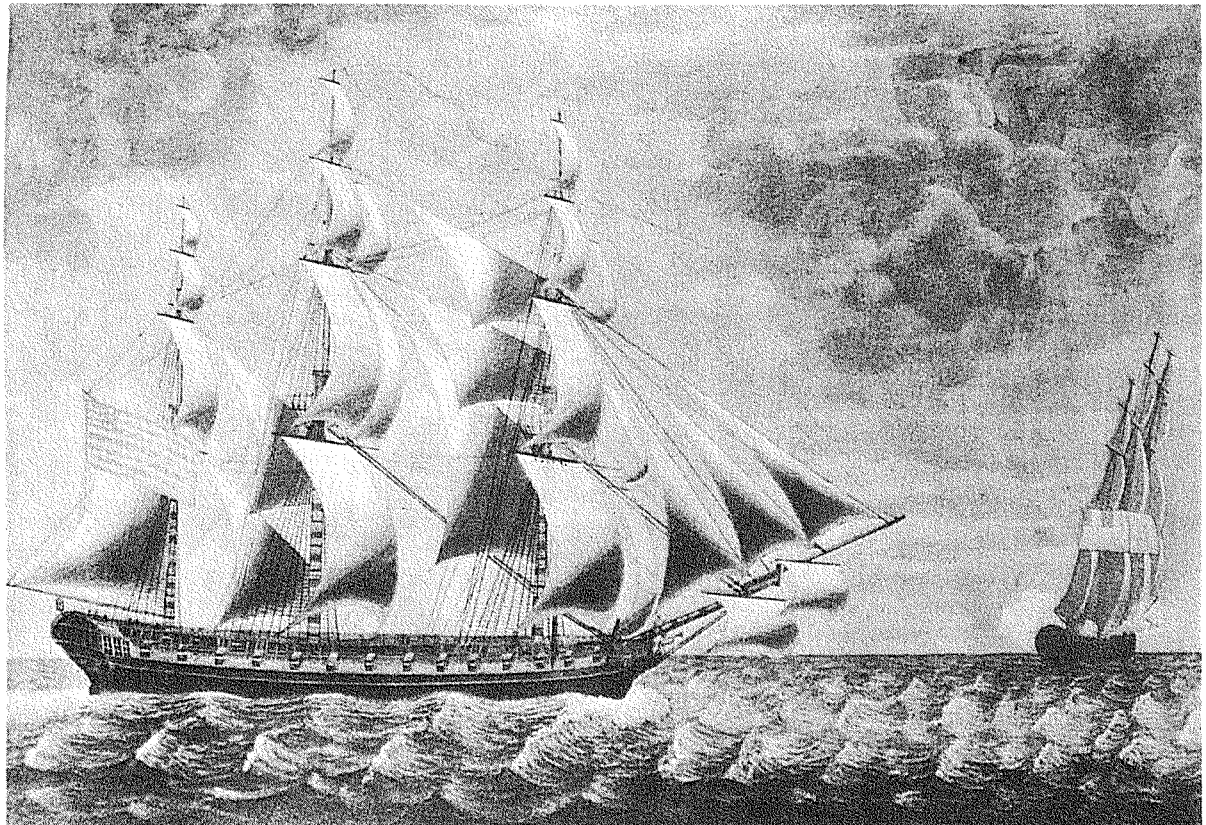
[9 February 1799]

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

UNITED STATES SHIP *Constellation* IN SIGHT OF THE
*Island of Saint Christophers' 10th February 1799*

DEAR SIR, I wrote you on the 4th Instant to which I must beg leave to refer, and soon after weighed from Bassateer Road, Saint Christophers, and proceeded to Sea, having made the necessary Arrangements with the Merchants, & Masters of Vessels, for a Convoy to Sail on this Day for the United States, under charge of the *Norfolk* and *Richmond*, which Vessels I directed to cruize in the mean Time near Saint Bartholomews', and Saint Martins, so as to be at Hand to proceed with the Convoy at the Time appointed. As soon as I left the Road of Bassateer (which I did solus) I stretched under Montserrat, and towards Gaudaloupe by the Wind, and from thence under the Lee of Antigua, and Barbuda; in this Route, I only met two Merchant Vessels and a British Frigate; I therefore thought it best to change my Ground, which I did, and run down towards the Island of Nevis, and on the 9th Instant at Noon, that Island bearing W.S.W. five leagues Distance discovered a large Ship to the Southward, on which I bore down. She hoisted American Colours and I made our private Signal for the Day, as well as that of the British, but finding she answered neither, must confess that I immediately suspected her to be an Enemy, and in a short Time after found, that my Suspicions were well founded, for she hoisted the french national Colours, and fired a Gun to Windward (which is a Signal of an Enemy) I continued bearing down on her, and at 1/4 past 3 PM. she hailed me several Times, and as



THE CONSTELLATION CHASING L'INSURGENTE OFF THE ISLAND OF NEVIS, FEBRUARY 9, 1799.

soon as I got in a Position for every Shot to do Execution I answered by commencing a close, and successful Engagement, which lasted untill about half after 4 PM, when she struck her Colours to the United States Ship, *Constellation*, and I immediately took possession of her;[*] she proves to be the celebrated french national Frigate, *Insurgente* of 40 Guns, and 400 Men, lately out from France, commanded by Monsieur Barreaut, and is esteemed one of the fastest sailing Ships in the french Navy. I have been much shattered in my Rigging and Sails, and my fore top Mast rendered from Wounds useless; you may depend the Enemy is not less so; I intend to get into Bassateer Roads, Saint Christophers if possible, with my Prize, but the Wind being adverse and blowing hard, I much doubt, in the crippled State of both Ships (without a Change) whether I shall effect it, and if not I must make a Port to Leeward. The high State of our Discipline, with the gallant Conduct of all my Officers, and Men, would have enabled me to have compelled a more formidable Enemy to have yielded, had the Fortune of War thrown one in my Way; as it is, I hope the President and my Country will for the present be content, with a very fine Frigate being added to our infant Navy, and that too with the Loss of only one Man killed, and three wounded, while the Enemy had (the french Surgeon reports) Seventy killed, and wounded; several were found dead in her Tops &c., and thrown overboard, 18 Hours after we had Possession of her. I must not omit in this hasty Detail to do Justice to Monsieur Barreaut for he defended his Ship manfully, and from my raking him several Times, fore and aft, and being athwat his stem ready with every Gun to fire, when he struck his Colours, we may impute the Conflict not being more bloody on our Side, for had not these Advantages been taken, the Engagement would not have ended so soon, for the *Insurgente* was completely officered, and manned.

I have the Honor to be, Dear Sir, with great Esteem,
Your most Obed$^{t}$ & very hble Serv$^{t}$

P. S. Be pleased to write M$^{rs}$ Truxtun a Line at Perth Amboy, and tell her I am well, for I have not Time. The *Insurgente* left Gaudaloupe the 8$^{th}$ Instant having returned from a short Cruize a few Days before, in which she took 5 valuable English Ships, and got 4 of them Safe in, the Other the Captain says had not arrived when he sailed. The french Captain tells me, I have caused a War with France, if so I am glad of it, for I detest Things being done by Halves.

Hon$^{ble}$ BENJAMIN STODDERT
*Secretary of Navy.*

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

[*NOTE.—Although in his above official report, to the Secretary of the Navy, Captain Truxtun gives no further details of his taking possession of the *Insurgente*, the following information on the subject appears in The *United States Naval Chronicle*, published in 1824, by Mr. Charles W. Goldsborough, who served as Clerk to the Secretary of the Navy from 1798 to 1802, and as Chief Clerk of the Navy Department from 1802 to 1813: "John Rodgers (Present commodore Rodgers) first lieutenant, was sent with midshipman Porter (Present captain D. Porter) and eleven men, to take possession of the prize, and superintend the removal of her crew to the *Constellation*. The wind blew high, and occasioned so much delay in removing the crew, that before it could be effected, night set in, and it came on to blow so hard as to separate the ships, leaving one hundred and

seventy-three prisoners on board the *Insurgente*, to be guarded by lieutenant Rodgers, and his small party.

"The ordinary means of securing prisoners, and the gratings having been thrown overboard by the crew of the *Insurgente* soon after she struck, left lieutenant Rodgers in a most embarrassing and perilous situation. The *Insurgente* resembled a slaughter house; her decks not having been cleared of the dead or dying; her spars, sails, and rigging, cut to pieces, and lying on deck. The navigating her in this situation, in a gale of wind, by two officers and eleven men, who were at the same time charged with the duty of guarding one hundred and seventy-three prisoners, without handcuffs or shackles, and hatches all uncovered, was a service not to be envied by the boldest man living.

"Under these circumstances, lieutenant Rodgers immediately secured all the small arms; ordered the prisoners into the lower hold of the ship, and placed at each hatchway a sentinel, armed with a blunderbuss, cutlass, and brace of pistols, with orders to fire, if any one of the prisoners should attempt to come upon deck, without having previously obtained his permission. In this situation, he was placed for three nights and two days, during which time, neither he nor midshipman Porter could take the slightest repose, being compelled to be constantly on the watch, to prevent the prisoners from rising upon them, and re-taking the ship, which their numbers would have enabled them to do, with ease, but for the precautions taken, and the vigilance practiced by lieutenant Rodgers and his party. One moment's intermission thereof would have lost the ship, as the prisoners had manifested a disposition to re-take her, and were incessantly upon the watch for a favorable moment to accomplish their purposes. She was, under these circumstances, safely conducted into St. Kitts, at which place the *Constellation* had previously arrived.

"During the action with the *Insurgente*, midshipman Porter, then eighteen years of age, was stationed in the foretop of the *Constellation* — an eighteen pound ball from the *Insurgente* struck the foretop mast, just above the cap, and the mast was tottering and about going. Discovering this, midshipman Porter hailed the commodore, and gave him the information; but no person being immediately sent to his assistance, he, himself, with great presence of mind, judgment and gallantry, went up amidst a shower of ball, cut away the slings, let down the yards, and thus saved the mast."]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Saturday, 9 February 1799**

Fresh Breezes, and squally and unpleasant Weather with a Head Sea. At 4 PM saw two Sail in the S.W. gave Chace, and at half past five ditto, spoke a Sloop from Antigua bound to Wiscasset out Eight Hours, informed the Vessel to Leeward was a Brig bound to Norfolk, which came out in Company with her. Stood as per Column of Courses, and at Day Light seeing no Vessels between Barbuda, and Saint Bartholomew's, bore away to pass between Nevis, and Redondo. At Noon saw a Sail standing to the Westward, gave Chase. I take her for a Ship of War.

[HS of Pa. NDA photostat.]

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[9 February 1799]

**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Sunday, 10 February 1799**

Continued chasing the Sail seen the preceeding Noon, and at One PM made the private Signal of the Day for a British Ship of War, which was not answered, but American Colours were hoisted, I then ordered the private Signal hawlled down, and made the Signal for an American Ship of War, which was not noticed, when I had no Doubts respecting the Chace being a french Frigate, and had every Preparation made accordingly for Action. Shortly after the Chace hawlled

down the American Ensign, and hoisted the french national Colours, and fired a Gun to Windward, but at the same Time standing close hawlled, with a View to gain the Wind of me, a heavy Squall soon came on, in which she carried away her main top Mast, and bore before the Wind; I followed on under a Press of Canvass, and at ¼ past 3 PM, being well prepared, run close under her Larboard Quarter; they hailed me, but I returned no Answer, untill we were in a Situation to make the Shot from every Gun do complete Execution, being not more than half Cable's Length from her, I then gave the Orders to fire in Rotation, the whole Broadside, which was returned from the french Frigate, this commenced an Engagement with various Manuvering, that lasted one Hour, and a Quarter, when the Enemy struck her Colours to the *Constellation*, having been raked fore, and aft several Times, much injured, and lost seventy Men killed, and wounded by the french Surgeon's Account. I immediately took possession of her, exchanged the Prisoners, and commenced the necessary Repairs in Order to gain to Windward so as to get into Bassateer Saint Christophers. Altho' the Enemy lost so many Men, and had 40 Carriage Guns, and 409 men, and our Force being only 38 Guns and 316 Men, we had but 1 Man killed, and 2 wounded. The Prize Frigate proved to be the celebrated *Insurgeant* [*L'Insurgente*], commanded by Monsieur Buriaut [Barreaut], 8 Hours from Gaudaloupe on a Cruize. At Noon Saint Eustatia bore N.N.E. five Leagues Distance.

[HS of Pa. NDA photostat.]

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[9 February 1799]

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

UNITED STATES SHIP, *Constellation,*
*Bassateer Roads, S^t^ Christopher's February 14^th^ 1799.*

SIR, When I had the Honor to write you the 10^th^ Instant, I expected every Moment to have met the *Norfolk* and *Richmond* with the Convoy I ordered to Sail on that Day, agreeable to my Letter to you of the 4^th^ Instant; they were however detained untill the 11^th^ and when I fell in with them, it was blowing so fresh that I directed the Convoy to proceed; as we should have lost perhaps as much Ground by heaving too, and putting a Letter on Board one of the Vessels as the Ships would, in their crippled State, have gained again in half a Day's hard Beating, and as I was anxious to get them to an Anchor in Bassateer Roads, S^t^ Christophers, I desired Captain Barron to state to you, by some of the Vessels of the Convoy, that we had captured the *Insurgente*.

On the 13^th^ after the greatest Exertions having been made, we gained these Roads with both Ships, and anchored them safe about Noon. It is impossible for me to state to you the Joy demonstrated by the Inhabitants on this Occasion, the Ship was filled with Gentlemen of the first Dignities in the Island, and a Salute requested, in Order that it might be returned which was complied with on my Part, particularly as it came from a Member of the King's Council (M^r^ Tyson) an Old Friend of mine of many Years' Standing.

I have just received a polite Letter of Congratulation from the Commander in Chief, who offers me every Service in his Power, and

I have directed all the Wounded from the *Insurgente* to be immediately landed, and sent to the Hospital. The following is an accurate Return made me this Morning by Lieutenant Rodgers, commanding the Prize taken from the examining Officers, of the killed and wounded on Board the *Insurgente* to Viz:

| | |
|---|---|
| Killed | 29 |
| Badly wounded | 22 |
| Wounded more slightly | 19 |
| Total killed and wounded | 70 |

We had as I wrote you before only one Man killed, and two badly wounded, one of which is since dead, the Other is a Midshipman (Mr McDonough) who lost his Foot. An Ordinary Seaman was after discovered to be slightly wounded, this is the whole Number lost and injured on Board the *Constellation*. I shall proceed to repair the Damages sustained to both Ships as speedily as possible, and untill the Pleasure of the President of the U. S. is known, I intend to give Lieutenant John Rodgers an Order to command the *Insurgente*, he was one of the first Lieutenants appointed, has a Claim to being among the first Promotions, but a very strong one for behaving well, and being the first Lieutenant of the *Constellation*, at the Capture of the first Governmental Ship of any Consequence ever made by the Arms of the U. S. at Sea, since our being known as a Nation, the other Officers I shall appoint in the same Way.

I have not had Time to examine into the State of the Provisions and Stores of the *Insurgente*, but shall do it as speedily as possible, and direct the Purchase of no more than is necessary (should the Store Ship not arrive) for her cruizing in Company with me, untill I leave the Station for the U. S. in May or thereabouts —.

My Gun Deck is divided into 3 Divisions, the first of 5 Guns & opposite superintended by the 1st Lieut. Mr Rodgers. The 2d of 5 Guns & oppo: by the 2d Lieut: Mr Cowper. The 3d of 4 Guns and Oppo: by the 3d Lieut: Mr Sterett. The Zeal of these 3 Officers in performing their Duty, and complying strictly with my Orders cannot be surpassed, but I must not in Praise of them be silent as to the good Conduct of Mr Shirley, the Master, and Mr Archer the 4th Lieut. who acted their Part near my Person on the Quarter Deck, and who are also deserving of Notice, but for the Honor of our Nation I must declare that it is impossible for Officers and Men in any Service to have behaved better, than my People generally did on this Occasion, it must therefore not be understood because I have mentioned the Names of a few of the principal Gentlemen, that those of an inferior Grade in their Stations are less deserving. On the Contrary, to the latter I always feel myself most indebted for their Exertions in the Hour of Battle, as they have generally much less at Stake, than those in higher Stations, and consequently less Inducement to display their Valor.

As much has been said by the french Officers of what the Nation, and particularly General Desfourneaux, will do in Consequence of the Capture of the *Insurgente*, insinuating that they will now capture every Vessel without Distinction, I have thought it proper to send you these Dispatches by Express, which will be attended with Expence.

Should Congress be in Session, or the President have it in his Power, and be disposed to direct the Seizure of all french Property (find it, where we may) some handsome Things might possibly be

done, but at present the Neutrals cover, and carry on all the Trade, and those we examine, & let pass, the British capture. I shall hope to hear from you fully by the Return of this Vessel, and I shall be obliged by your sending me 5 Tons of Cordage from 7 Inches down to Ratline Stuff in regular Proportion, and about 20 Bolts of Sail Cloth with a Proportion of Twine. These Articles shall be charged to the *Constellation*, or *Insurgente*, as they may be applied, & receipted for. If the Store Ship arrives we shall be enabled to prolong our Cruize, so as to return about the 1st of June; but should she not come out, I must return sooner, or sail the Ships at a very great Expence by provisioning of them here. But whatever I do, Sir, in any Event, will be for the Good of the Service, and I hope and trust for its Honor too. I am just dispatching a Cartel to General Desfourneaux aggreable to a Copy of the enclosed Letter to him, the Result you shall be advised of in due Time.

With Sentiments of high Respect, and Esteem,
I am, Sir,
Your most Obedt humble Servant.

Honble Benjamin Stoddert,
*Secretary of Navy.*

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

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[9 February 1799]

**To Captain John Barry, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

United States Ship, *Constellation*,
*Bassateer Roads, St Christophers, 16th Febry. 1799* —

My Dear Sir, I have wrote you several Times, but know not whether my Letters have reached you. I have lately wrote our Friend John Gay at Martinica, and have requested you to give him Extracts. I offer my Opinion in that Letter, which you will consider no Doubt, and adopt similar Measures, to what I have done here, or not, as you shall think proper. I am actuated by the Good of the Service, in all my Actions and Advice, and I trust you, as well as all Others, who know me, think so. I have not been idle since my Arrival in the West Indies; I have been 3 Times under Gaudaloupe, besides passing to Martinica, in the first Instance with the Schooner *Thetis*, having the Lady on Board from Alexandria. I have made one Cruize between Anguilla, and Barbuda, another off St Bartholomews; and through the Sambero Passage, and down towards Anegada and the Virgin Garda. I have dispatched three Convoys (went with one myself) have taken the *Insurgente* Frigate, with no Vessel in Company at the Time, and am now here refitting. The News Papers of Saint Christophers, under Yesterday's Date, will give you a correct Account of our Engagement, as it is an Extract from our Log Book, or the Purport thereof.

I am dispatching an Express for the Secretary of the Navy, and have already sent up a Cartel to Gaudaloupe, with the Captain, and 51 Officers and &c. and have written General Desforneaux, respecting an Exchange &c.

I have taken Pains to open a free Communication with you, and you know, there is no other Man in the Service, that I as much wish to have a clear Understanding, and open Intercourse with, as yourself.

I have appointed Lieutenant Rodgers to command the *Insurgente*, untill the Pleasure of the President is known, and have wrote the Secretary accordingly, and I hope with the Exertions that will be made, I shall be enabled soon to have her cruizing with me; If you can aid me, by a Draught from each of your Vessels, of about ten Men, it will do me a great Favour, and essentially serve the Country, for it is a great Object to get speedily so fine, and swift a Frigate at Sea; besides it will add Respectability to my little Squadron.

Below you have Copy of the Paragraph of my Letter to Mr Gay, and which I requested him to give you an Extract, to Vizt "For your Information, and Satisfaction, I now inform you, that I have long since determined to capture all french Vessels, and retake any that may be in Possession of their Cruizers, if they have only two Cases or Jack Knives on Board, and let our Judges after determine whether they come under the Laws for making Reprisals or not, and I have given all the Captains in my Squadron Orders to this Effect." As to Neutrals, I shall treat them politely, and in a friendly Way, should I even meet them having french Cargoes on Board, and documented as such. The french Captain says, he is surprized at America declaring War against France, when the Difference might have been settled without, I told him, America had not declared War against France; pardon me says he, your taking me with the Ship of the french Nation is a Declaration of War; then said I if the Capture of a national Vessel is to be considered as a Declaration of War, your taking the *Retaliation* which belonged to the U. S. was certainly a Declaration of War on the Part of France against America; here ended this Conversation, which was the last I had with him, before his Departure in the Cartel (a Subject that he had frequently introduced before) with this further Observation from me; that be it War, or be it Peace, I should certainly take every french Frigate I met, and other french armed Vessels, and this Determination he would be pleased to communicate to General Desforneaux.

I am, Dear Sir,
Your sincere Friend & humble Servant.
Commodore John Barry.

P. S.

*Insurgente's* Weight of Metal.

4 Cannon 36 Pounders
2 ditto. 24 ditto
2 ditto. 18 ditto
24 ditto. 12 ditto
8 ditto. 6 ditto

40 ditto, and 409 Men, per last Examination to Vizt
52 Officers &c: dispatched in Cartel 14th Instant
180 in Prison Ship. (some slightly wounded)
100 in Jail in Bassateer
34 in Hospital
29 Killed and died of Wounds
14 Now on Board the *Constellation*, & *Insurgente*, which I expect will enter.
409 Men Total

*Constellation* mounts 38 Guns, and had on Board (including Officers) 316 Men. —

A true Copy.
J. Pomery, *Captn Clerk.*

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

[9 February 1799]

**To Jeremiah Yellott, Navy Agent, Baltimore, Md., from Captain Thomas Truxtun, U. S. Navy; capture of the French Frigate *L'Insurgente* by the United States Frigate *Constellation***

BALTIMORE, MARCH 9.

UNITED STATES FRIGATE *Constellation*,
*Basseterre roads, St. Christopher's, 16th February, 1799.*

MY DEAR SIR,

I enclose you a newspaper that gives a very accurate account of my capture of the *Insurgente*, French frigate with this difference only, you must read 409 men as at foot, being her compliment instead of 360. I have not time to add; I wish you health and happiness, and am, with sincere esteem, your obedient humble servant,

THOMAS TRUXTON.

P. S. The *Insurgente*, of 40 guns, viz.

24 cannon of 12 pounds.
4 do. of 36 do. brass.
2 do. of 24 do.
2 do. of 18 do.
8 do. of 6 do.

40 guns with 8 brass swivels.

*Number of Men, Viz.*

52 officers sent to Guadaloupe 14th inst. 180 men in prison ships in Basseterre roads, seven of whom slightly wounded.

100 put in jail at Basseterre.
34 wounded in hospital.
29 killed in action.
14 detained on board *Constellation*.

409 total on board when the action commenced.

JEREMIAH YELLOTT, Esq.

[Enclosure]

FROM THE ST. CHRISTOPHERS' PAPER ABOVE ALLUDED TO.

BASSETERE, *Feb. 15, 1799.*

On Tuesday last the American frigate *Constellation*, of 38 guns, com. Truxton, brought in the French national frigate *l'Insurgente*, of 40 guns, captain Bureaut which she captured on the 9th inst. off the south side of this Island. The following are the particulars of the action with which we were this day favoured:—

On the 9th inst. at noon, a large ship was discovered by the *Constellation*, standing to the westward to which she immediately gave chase; and at first the commodore supposing her to be a British ship of war, ordered the signal for that day to be hoisted, which not being answered, he then directed the signal for an American ship of war to be displayed, which also was not noticed, but the American ensign run up at the mizen peak of the chase.

As neither of the above signals were answered, the commodore observed that he suspected the chase to be an enemy; and scarcely had he expressed his opinion, when the American ensign was hauled down, the French national flag hoisted, and a gun fired to windward. A croud of canvas was then spread on the *Constellation*, and every

preparation made for action; at half past two P. M. the main top-mast of the chase went by the cap; the wreck was however soon cleared and the ship put before the wind — at a quarter past three, Nevis bearing W. S. W. about six leagues distant, the *Constellation* ranged up along side of her, when the capt. hailed several times, but commodore Truxton thought proper to answer him only with his guns, and as soon as they were brought to bear, commenced the engagement by giving the first broadside, which was instantly returned by the Frenchman; but in the course of one hour and a quarter she struck her colours, after being raked fore and aft three times, with the loss of 70 of her men killed and wounded, and very much shattered in her hull, masts, rigging and sails. She proves to be *l'Insurgente* French frigate, of 40 guns, and 360 men, exclusively of officers commanded by citizen Bureaut, and is one of the ships lately arrived at Guadaloupe from France.

The *Constellation* had only one man killed & three wounded, though much injured in her rigging and sails, &c. aloft. — Her commander observes that his officers and men behaved extremely well, and not one single instance occurred of a want of exertion and firmness on the occasion. — She had 407 men, including officers.

A Cartel sailed yesterday evening for Guadaloupe, with about 60 of the crew of *l'Insurgente*.

[NYHS "Greenleaf's New York Journal & Patriotic Register", March 16, 1799.]

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[9 February, 1799]

**To David M. Clarkson, U. S. Agent, St. Kitts, from Captain Thomas Truxtun, U. S. Navy**

My Dear Sir, I have been fortunate since I left you last Tuesday in falling in with the french Frigate *Insurgente*, which yielded to our Flag, after an Action of one Hour, and a Quarter. I have written your Governor, and left the Letter open for your Information, but I request you see it before it is delivered, and that you will be pleased to bring me a Reply &c. as speedily as possible. My Compliments to M^rs^ Clarkson, and all the Ladies &c. &c. &c.

David M. Clarkson Esq^r^
U. S. Ship *Constellation*, Bassateer Roads
*S^t^ Christophers 12^th^ Febry 1799*

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

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[9 February 1799]

**From Lieutenant Andrew Sterrett, U. S. Navy to his brother, regarding capture of French Frigate *L'Insurgente* by U. S. Frigate *Constellation***

Extract of a Letter from Mr. Andrew Sterret, a Young Gentleman of Baltimore, 3d Lieutenant of the Frigate *Constellation*, to his brother.

"United States Frigate *Constellation*,
*St. Kitts, Feb. 14, 1799.*

"Dear Charles, I have taken up my pen to inform you of our successful cruise: — On the 19th [9th] instant we saw a large sail standing down before the wind towards us. We took her to be one of the

English frigates; — at half past meredian she hauled her wind to the northward. We hoisted the signal for the American and English ships for that day, but they were not answered, and the chase hoisted American colours. We hauled our wind to stand athwart her — she then made more sail, which induced us to think she was a French frigate; — about half past 4 [1] P. M. she hoisted French colours, and fired a gun to windward, to bid us defiance, and at 3 P. M. she carried away her main top mast — a pleasing sight to all of us — We came along side about a quarter of an hour before 4 P. M. and gave her a broadside, which she returned, and the action became general and pretty warm — but we had the satisfaction of compelling her to strike to us. She proved to be the French national frigate *Insurgente*, of 40 guns, and 410 men. I have the satisfaction to inform you that we received no damage except in our rigging, and only one man killed and two wounded.

"One fellow I was obliged to run through the body with my sword, and so put an end to a *coward*. You must not think this strange, for we would put a man to death for even looking pale on board *this* ship. — The *Insurgente* had 29 killed and 41 wounded. The action lasted but one hour and a quarter.

I send you a list of killed and wounded on board of our ship.

A. STERRETT."

J. M'Donerigh, midshipman, wounded.
John Andrews, ordinary seaman, do.
Thomas Wilson, do. Since dead.
Neal Harvey, killed for cowardice."

[NYHS, "Greenleaf's New York Journal & Patriotic Register", March 16, 1799.]

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[9 February 1799]

**From Captain Thomas Williams, U. S. Navy to the Secretary of the Navy**

CAPTURE OF L'INSURGENT.

(*Official.*)

EXTRACT OF A LETTER FROM CAPT. THOMAS WILLIAMS, COMMANDER OF THE UNITED STATES BRIG. *Norfolk*, TO THE HON. BENJAMIN STODDERT, ESQ. SECRETARY OF THE NAVY, DATED ON BOARD THE *Norfolk*, OFF SANDY POINT, ST. KITTS, 11TH FEB. 1799.

SIR, Captain S. Barron and myself, received a fleet of American vessels of 14 sail under our convoy, while we were waiting at Bassaterre Roads, St. Christopher's for the fleet to come out, saw two sail in the offing. I sent Capt. Barron to reconnoitre them and speak them, if friends, and join me off St. Eustatia, which he did. The two sail were commodore Truxton and his prize, the French frigate *L'Insurgent* of 42 guns and 250 men, which Commodore Truxton captured, on the 9th inst. after a close action of 55 minutes. *L'Insurgent* had 50 men killed; the *Constellation* had only 3 men killed. I understand that *L'Insurgent* made a running fight for some hours before she came to close action; but could not get away from the *Constellation*. No other ships were engaged but those two nor any others in sight. *L'Insurgente* is the same ship that capt. Barny had with him so long

in Virginia. The French ship lost her mainmast in action and some of her topmasts. The *Constellation* seems to have lost the head of her fore and mizen topmast, and her fore yard seems to be a jury yard, but her mainmast, topmast, and top gallant mast are all well. I am now in sight of both ships, say not more than five miles distance. His flag is flying at his main top gallant mast head, and *L'Insurgent*, with the American ensign over the French, under the *Constellation's* quarter. On Captain Barron's asking Commodore Truxton if he wanted any assistance, he answered no, that his ship sailed as well as before, and he had got the prize in a good condition that he would soon be in the road of Bassatterre St. Kitts, which they are now beating up for. His officers are all well and unhurt. My crew are very healthy, but Mr. M'Rea, who is at sick quarters, on shore, and has been sick ever since he arrived here.

I am, Sir, Your obedient Servant,

THOMAS WILLIAMS.

[LC, Conn. "Connecticut Courant", 18 March, 1799.]

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[9 February 1799]

**To Secretary of the Navy, from Lieutenant John Rodgers, U. S. Navy**

EXTRACT OF A LETTER FROM THE FIRST LIEUTENANT OF THE *Constellation*.

ON BOARD THE PRIZE FRIGATE *L'Insurgent*,
*St. Christophers, 15th Feb. 1799.*

Major STODDART,

DEAR SIR, It is with pleasure I inform you of the victory we have gained over the cursed violators of our peace. At meridian on the 10th inst. Nevis bearing W. S. W. distant 5 or 6 leagues, saw a large ship to the southward, bore away and gave chase. Our brave commander, who well deserves the appellation, ordered the ship cleared, and every thing got ready for battle, according to our established rule on board the ship.

At 2 P. M. the chase carried away her main top mast, and bore away before the wind for a short time, after which, finding we continued the chase, she hauled up within 8 points of the wind on the starboard tack. At a quarter past 3 P. M. it blowing extremely hard, and our ship being rather crank, we ran close under the enemy's lee, for the sake of working our guns with more facility.

As soon as we got abreast of the enemy, she hailed several times, but no answer was given. The Commodore ordered myself with the other lieutenants commanding divisions, to fire directly into the hull, as soon as we could bring our guns to bear, and to load with two round shot principally during the action. All the orders being complied with, we raked her several times in the course of the action, which went on to our most sanguine expectations.

At a quarter past 4 P. M. the enemy struck, at the time she struck we lay directly athwart her stern, and should certainly have sent her to the infernal regions had we fired whilst in that position.

When she struck I was ordered to board and take possession and to send the captain and first lieutenant on board the *Constellation*, which was done, and an exchange of prisoners immediately took place.

Although I would not have you think me bloody minded, yet I must confess the most gratifying sight my eyes ever beheld was seventy French pirates (you know I have just cause to call them such) wallowing in their gore, twenty nine of whom were killed and forty one wounded.

This action of only one hour and a quarter has given to the arms of the United States at sea one of the fastest sailing and finest frigates in the French navy, and that too with much less injury to the *Constellation* than is usual in captures of this sort, and without much blood being spilt on our side, having only one man killed, and two badly wounded, with two slightly wounded.

Knowing that you have the success of our infant navy at heart, and are particularly attached to the *Constellation*, I have been induced to give you this particular detail.

Though I am not in the habit of boasting yet I candidly tell you I should feel happy with the same officers, and same men on going along side of the best 50 gun ship the all conquering French Republic have — at any hour.

JOHN ROGERS.

[LC, "Massachusetts Mercury", Boston, 22 March 1799.]

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[9 February 1799 and
2 February 1800]

**Case of William Brown, Powder Monkey, Aboard the U. S. Frigate *Constellation***

County of Cumberland State of Maine S.S. On this first day of March in the year of our Lord one thousand Eight hundred and forty four personally appeared before me Freeman Bradford a magistrate duly qualified to adminster oaths William Brown commonly called Billy Brown a Coloured Man who being first duly sworn doth on his oath make the following declaration * * * he is at least sixty years of age and that he was brought up at Baltimore by one Capt. Chase of Baltimore who lived at what is called Fell's Point at that time. He the said Brown says that he enlisted and entered on board the *Constellation* at Baltimore in 1798 under the command of Commodore Truxtun and served in her about two years in the capacity of Powder Monkey. In the month of February, 1799 the *Constellation* being upon her cruising ground off St. Kitts one of the English West India Islands she fell in with the French Frigate the *L'Insurgente* and captured her. In this engagement he the said Brown was wounded by a musket ball from the enemy's top in the left foot from which wound he has never recovered. The said Brown further declares that after he was wounded he was taken below and had his wound dressed. The prise was taken into St. Kitts.

The said Brown continued in the Service after his wound was partially healed and continued to do the duty of Powder Monkey as aforesaid in the *Constellation* under Commodore Truxtun and in the month of February 1800 was again in the engagement between the

*Constellation* and the *La Vengeance* another French Frigate which escaped in the night and the *Constellation* went in to Jamaica to repair damages. * * *

his
WILLIAM × BROWN
mark

Sworn to and subscribed the day and year first above written by the said William Brown before me

FREEMAN BRADFORD *J.P.*

[VA. Old War Inv. File No. 19562, William Brown.]

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**To Secretary of the Navy, from Gibbs & Channing, Navy Agents, Newport, R. I.**

NEWPORT *February 9 1799*

A number of the principal Inhabitants of this Town, observing by a Resolution of Congress, that a Dockyard, was to be established in one of the Eastern States; and being impressed with the opinion, that this harbour, had superior advantages for such an object, and presuming it would be acceptable to you, to have those advantages detailed and pointed out, have requested some Gentlemen well acquainted with the Harbour &c to draw up a statement to forward to you. In the interim they desire us to advise you of the same, and to offer our opinion on this subject — We therefore take the liberty to observe — That at all seasons of the year, the entrance too and passage out of this harbour is easy, safe, and subject to no detention by Contrary Winds, and when the strong North Westerly Winds prevail, this is the only harbour to the eastward of the Capes of Virginia that can be entered; the Anchorage is good, and the harbour so well land locked, that with ground tackling, Vessels ride with safety in the strongest gales of Wind from any quarter — There is no ice that forms or runs here [to] obstruct or injure — The Island on which Fort Wolcott is erected, we consider very advantageously situated for Naval Arsenals — Wharves may be built at a small expence to where the water is nineteen feet at low tides and a soft muddy bottom, and there is a commodious place for building Ships, and within a short distance of the Island, is a Cove secured on all sides, sufficiently large for docking Timber. There is the best water on the Island, which is only a short distance from the present wharf, and may be conveyed by troughs, to fill the Casks in the boats — There are several Islands or places contiguous to the above that appear to us, very eligibly situated for the establishment of a Marine Hospital. Considerable quantities of the best timber, which grows in the Eastern States, may be procured from the various parts of the Country lying on the bay or river, and from some Islands at the entrance [to the] Sound. And we are of opinion Timber from Georgia could generally be brought here at a less freight, than to Philadelphia or New York — from the facility of coming to this port, and the Number of Coasting Vessels that belong to all the Ports in this bay, that are obliged to go to the Southern Ports for employ — Supplies in provisions, may be always collected here, on as good terms as at almost any Port — by

having seasonable notice — The health of the crew of a Ship, after long cruises, would derive great advantage from the salubrity of the air, and the abundance of Vegetables that may be always had here; Fresh provisions and Vegetables are cheaper here than at any of the Capitals in the United States —

We are G & C

Hon[e] BENJAMIN STODDERT

[Newport HS. Gibbs & Channing LB, 1799.]

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[9 February 1799]

Case of William Palms, U. S. Frigate *Constellation*

I entered into the Service of the United States at the time of the first disturbance between France and America on board of the U. S. Brig of War *Eagle*. Capt Camel. [Captain Hugh George Campbell] 1[st] Lieutenant Latmore and 2 lieutenant Decatur — after a cruise of 6 or 8 months we captured the Schr *Eliza* — Capt Wheland bound to S[t] Thomas from Philadelphia. A conspiracy had been formed by Baker. Brous & Peterson with the intention of being pirates — they killed the Mate supercargo and a seaman — We delivered the prisoners on board of the ship *Ganges* — she was going to sail to Philad[a] The mutineers were put in irons, tried convicted and hanged on Wind Mill Island opposite the City soon after I left the Brig

I then entered the Service on board of the Ship *Constellation* — Commodore Truxton I remained for more than a year in her — We fell in with the French frigate *L'Insurgente* of 40 guns & 400 men — our frigate carried 36 Guns — after a desperate battle — we were victorious. We then sent her to Norfolk — Feb[y] 1800 [1799] — In this combat I was wounded in the head — neck — legs & belly — and I remained in the Hospital about a year or fourteen months. Soon after I started for New Orleans, where I met Commodore Porter * * *

WILLIAM PALMS

[VA. Old Act Navy Inv. Rejected 728, William Palms.]

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Extract from journal of James Pity, U. S. Frigate *Constitution*, 9 February 1799

Fresh Breezes & Squally at ½ past 12 Tack'd in the wake of the chase & pursued her under a press of Sail observed She was a Schooner Suppos'd a Frenchman

At 4 $\overline{AK}$ to the Northw[d]

At 5 $\overline{AK}$ to the Southward

At 6 Shortend Sail and gave over chace after pursuing her 79 Miles found She gaind much to the Wind[d] of us.

At 2 $\overline{AK}$ to the Southw[d]

At 6 Deseada S.b.W. 4 Leagues $\overline{AK}$ to the Northw[d]

@ 12 Deseada S.b.W. 6 Leagues.

[Latitude observed 16[o] 43[m] N[o]]

[NDA.]

**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 9 February 1799**

First part pleasant weather fresh breezes & a rough head beat sea
At 2 PM saw the *Constitution* on our lee bow under full sail in chase of a Schooner to windward, out reefs & set F & M T G sails & gave chase to the same — (At 5 PM the East part of Deseada bore S ½ E dist 7 or 8 leagues) Night coming on lost sight of our Chase
At 6 PM in T G sails & reef'd topsails
Latter part fresh breezes & rough sea
[Latitude observed 16.42 N.]

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Friday, 9 February 1799**

Strong Gales and Thick Weather, all hands employ'd in getting Sheat Anchor in the Fore Chains bent large Cable pass'd over all forward and clench'd the end round the Main Mast on deck — Cut 8 fathoms 3 Inch Rope for Stoppers
6 pm More moderate sway'd up yards and T. Mast
8 pm Watch as Usuall —
Midnight Fresh Gale clear and Cold
Strong Gale clear and Cold severall Vessells pass'd us outward bound — and a Brig & Schooner Anchor'd in the Roads
Moor'd in Nantasket Roads

[LC, EPP, 1799.]

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[10 February 1799]

**Protest of William Ward, Master of the Schooner *Nancy*, captured by French Privateer *Rencountre*.**

*Jamaica* SS —

William Ward Master William Brooks Mate and William Mills Seaman of and belonging to the Schooner *Nancy* of Boston who being severally sworn make Oath and say that they sailed from Boston on the twenty second of January in the present Year bound to S$^{t}$ Iago in Cuba, being perfectly tight staunch strong and in every respect sea Worthy and fit for the prosecution of their Voyage, and having on board a Cargo consisting of Brandy, Beef, Port, Cod fish, Butter, Lard, Cheese, Raisons, Beans, Rice, whale Oil and sundry other Merchandize. Say that they saw the East End of Cuba on the ninth of the present month of february, bearing West, and were proceeding for S$^{t}$ Iago aforesaid, when on the day after, about Six Leagues to the Eastward of it, they saw a Sail bearing West, and soon after they discovered it was a Schooner rowing towards them, they having then a Calm; and shortly after came up and proved to be a French Privateer mounting two four pounders one nine, one swivel and having on board Fifty five Men, she was called the *Rencountre* Andrew Caste Master and belonged to Cape Francois, as they were told — Say that a number of armed Men came on board and ordered the Master and Supercargo on board the Privateer with all their Papers, which they refused to return, allowing only the Supercargo to take a List of them, on the eleventh the aforesaid Privateer rowed the *Nancy* in a small River called Watenamo in Cumberland Bay, there they broke open the Hatches and

took out sundry articles of Merchandize, such as Beef, Pork, Raisons, Butter, Hams, Gin, and one Trunk of Goods belonging to the Super Cargo and a Barrel belonging to the Master, and put them on board the Privateer, where they were both detained, on the twelfth they discovered two Brigs and one Schooner in Cumberland Bay, when the Privateer towed the *Nancy* some distance further up the River, and several other Articles of Merchandize were plundered, on the day after they were again towed further up and a Boat was sent from the Privateer to convey the SuperCargo and Master some distance up and threatening to put them on Shore, that several Shot were exchanged between the Privateer and the aforementioned Schooner, which returned down the River, on which Day a Barrel of Shoes belonging to the Master was taken, say that the Master and Super Cargo were ordered to return to their Vessel, and all the French Men were taken out, that they demanded their Papers and were told by the Captain of the Privateer that they were up the River in his Trunk, on the fourteenth the two Brigs began to proceed up the River, and at eight A. M. of the same day the Frenchmen came on board the *Nancy*, and took out two Iron and four wooden Guns and carried them on Shore with all their Powder, and erected a small Fort, that they again demanded their Papers and received the same Answer as before, on the fifteenth one of the Brigs being nearly within Gun Shot of the Privateer, the Captain of her ordered these Deponents to haul the *Nancy* further off the Shore, as he was going to set fire to his Vessel, which was accordingly done, and they went on shore and again demanded their Papers, and was told that they were still up the River but should be sent them by a Spaniard — Say that they dispatched two Men for them in company with some of the French men, who were told they were burned on board the Privateer by the neglect of the Clerk not taking them out, a short time after several Boats came from the Brigs and Schooners, which proved to be the Brig *Swallow* commanded by Archibald M$^{c}$Vee, the Brig *Arganaut* commanded by Raymond Bayonne, and Schooner *L'Amitie* Anthony Ferand Master, who took possession of the *Nancy*, and began to haul her down the River, and told them they were to be sent to Jamaica, on the eighteenth some People from the Brigs came on board and towed her into the Bay where a Prize Master and some Men were put on board, and the Super Cargo, the Mate and three of the Crew ordered on board the *Arganaut*, leaving the Master and two Men on board the *Nancy* and about two oclock A M of the nineteenth they all sailed together from Cumberland Bay bound to Kingston in this Island, and on the twenty first of the same month arrived at Port Royal, where the Pilot run the Schooner on shore, as they were going in to Kingston, that she has since been got off and anchored at Kingston aforesaid on the twenty third, but do not know what Damage she has received — Say that the aforesaid Schooner *Nancy* is still in possession of the Recaptors —

WILLIAM WARD
WILLIAM BROOKS
WILLIAM MILLS

Sworn before me (being first duly stamped) this 25$^{th}$ of february 1799

W$^{m}$ SAVAGE.

[Ct of Cl. French Spol. Case No. 1046.]

**Extract from journal of James Pity, U. S. Frigate *Constitution*, 10 February 1799**

Fresh Gales & Squally at 3 P.M. found the Bowsprit to work very much owing to the Badness of the Bobstays. & Gammoning Set the People to Secure it by getting the fore Runners & belly Stay forward. and Passing a 7 Inch lashing round the Bobstays and Bowsprit @ ½ past 5 Shorten'd Sail & down T. G$^{t}$ Yards At 10 Wore to the Southw$^{d}$

Deseada S.b.W. 4 Leagues.

At 11 Pass'd Deseada 4 Leagues to Wind$^{d}$ Parted Company with the *Merrimack* She could not fetch by the Island Marigalante W.S.W. 5. Leagues Dist. Deseada W.N.W. 5. Leagues Dist

[Latitude 16° 08$^{m}$ N$^{o}$]

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 10 February 1799**

First part pleasant Weather fresh breezes & rough sea —

At 2 PM squally with rain. Reef'd the Topsails & took in M Sail, the *Constitution* under our lee —

At 7 PM took in Mizen T sail & F Sail Close Reef'd F & M T Sail —

At 10 set F Sail & wore Ship to the South$^{d}$ & set Mizen T sail —

Middle part squally & rain

At 10 AM set M Sail

At Merid$^{n}$ out reefs of T Sails — S W part of Deseada bore South 3 Leagues dist.

Latter part D$^{o}$ weather

[Latitude observed 16.27N]

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Saturday, 10 February 1799**

Strong Gale accompanied with dark cloudy Weather

5 pm came on board Cap$^{n}$ Preble came on board Unmoor'd Ship Unmoor'd Ship Weigh'd small Bower and hove in short service on the Best Bower

Moderate breeze and clear Weather

Anchor'd near us 2 Brigs

At day Light Fir'd a Gun and beat off — At Sun Rise Fir'd a Gun hoisted Broad pendant, sent up Top Gallant Yards and loos'd Fore Top sail (signal for sailing) Seamen and Marines variously employ'd in getting every thing ready for Sea Strong Gale and Cloudy

At Single Anchor in Nantasket Roads

[LC, EPP, 1799.]

**To Col. Josiah Parker, Chairman of a Committee, Navy Business, House of Representatives, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 11th February 1799*

Colº JOSIAH PARKER
*Chairman of a Committee*
*of the House of Representatives*

SIR The Marine Corps as now established by Law, consists of 1 Major, 4 Captains, 16 first Lieutenants, 12 second Lieutenants, 48 Serjeants, 48 Corporals, 32 Drums and fifes and 720 Privates.

But as this Corps is not sufficient to furnish all the Marines for all the Vessels which will be in service during the present year — the estimate of the expense of the Marine Corps for one year, contained in the report of the Secretary of the Treasury, included two additional Lieutenants, and Fifty six Serjeants Corporals and privates, presuming they would be added to the establishment. —

If six Vessels not exceeding 18 Guns, should be added to the Navy, a further addition to the Marine Corps of two first, and four second Lieutenants, six Serjeants, six Corporals, six Drums and fifes, and One hundred & fourteen privates, will be requisite. — This Marine Corps, is of amphibious nature — it is sometimes to do duty on Land, sometimes on Water — at this moment part of it is employed in guarding the Magazines — To charge the whole expense to the Navy Department, would be to burthen the Navy service with more expense than belongs to it — under this impression, the estimates for the expense of the Vessels, have included only the expense of Marines on board of Ship. —

The expense while on board of Ship, of part of the necessary augmentation, being included as has already been observed in the Report of the Secretary of the Treasury — and of the other part in the estmates of the expenses of six Vessels not exceeding 18 Guns, the estimates I have now the honor to enclose, only shew that part of the expense of the augmentation, more properly belonging to the land service. —

But will it not be best in order to avoid perplexity and confusion, to appropriate separately for the whole expense of the Marine Corps?— If so, the paper marked A will shew the sum necessary to be appropriated for the whole expense of the Marine Corps on land and water — And the paper B will shew, how much may be deducted from the estimates for the Navy service for one year, if the appropriation should be separately made for the Corps of Marines. —

I have the honor to be &c.

[NDA. Con. LB, Vol. 1.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Monday, 11 February 1799**

Squally as before, carrying all the Sails on our Tacks to Windward possible for the Ships in their present Situation.

At 10 AM spoke the *Richmond* with the Convoy that ought by my Orders to have sailed Yesterday for the United States. I however

desired Captain Barron to inform the Secretary of the Navy of my Capture of the *Insurgente*, as it blew fresh, and we should have dropt to Leeward, had I hove to, to put Letters on Board for him. At Noon, Bassateer, Saint Christophers bore N.N.E. six Leagues Distance.

[HS of Pa. NDA photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 11 February 1799**

Moderate Breezes & Cloudy
At 1 P. M. Up T. G. Yards.
At 3 Saw a Strange Sail bear$^{g}$ S. S. W.
At 4 Made the Private Signal which answ$^{d}$ by an English Ship of War.
At 6. Deseada bore N. W. b. W. 4 or 5 Leagues Dist. Marigalante W. b. S. 9 Leagues Dist Dominico S. W. b. W. 12 Leagues. At 8 $\overline{AK}$ to the Southw$^{d}$
At 10 Deseada W. N. W.
At 12 Deseada W. b. N. ½ N. 12 Leag$^{s}$
[Latitude 16° 08$^{m}$ N$^{o}$]

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 11 February 1799**

First part fresh breezes & squally with rain —
At 4 PM saw a sail to the South$^{d}$ Made sail for the same —
at 5 PM Dominico bore S W 4 leagues — South part of Mariegalante W b S 4 leagues Deseada N N W 6 leagues —
At 6 PM finding the above sail was standing for us, hall'd up our Courses & got all ready for Action, at 7 she came along side of us & prov'd to be a british frigate spoke us & stood to the North$^{d}$, a Ship in sight to wind$^{d}$ suppose it to be the *Constitution*
At 6 AM parted the M. T. S. tie — At 7 saw Martinico bearing S b E 12 leagues, kept away for it, at 9 out all reefs — At Mer$^{dn}$ the East part bore S S E 4 leagues, North part W by S 4 leagues —
Ends pleas$^{t}$
[Latitude observed 14.50N]

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Friday, 11 February 1799**

Fresh Gales and pleasant weather Seamen & Marines Broach'd 2 Casks of Water. Remains on board 39 Casks full 2 Empty
Down Top Gallant Mast
Moderate breeze clear and cold
6 am up Top Gallant Mast Secur'd the Barge by preventer lashings — Secur'd the Guns fore and aft excep the 2 Bow Guns which were left as Signal Guns — Seamen employ'd in reaving new purchase fall for weighing the best Bower Anchor
At Anchor in Nantasket Roads

[LC. EPP, 1799.]

**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 11 February 1799**

Anchor'd in Carlisle Bay, Saluted the Fort, which was answered by the Fort, Gun for gun

[NA.]

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**To Robert Thomson, Commander in Chief of H. B. M. Islands, from Captain Thomas Truxtun, U. S. Navy**

U. S. S. SHIP, *Constellation*, 12th FEBRUARY, 1799.
*Bassateer Roads, S. Christophers.*

SIR, I have the Pleasure to inform you, that I fell in with one of our Enemy's Frigates (the celebrated fast sailing Ship, *Insurgente* of 40 Guns, & 360 Men) to the Eastward of Nevis about 6 Leagues on the 9th Instant, and about 3 Hours after discovering her, commenced a close Action for one Hour, and a Quarter, when she struck her Colours to the United States Ship, *Constellation*, having upwards of 50 Men killed and wounded by the french Surgeon's own Account. I had only one Man killed and two wounded, tho' much injured in my Spars, Rigging, and Sails which will prevent my Proceeding to Windward to land the Prisoners at Barbadoes, or Martinica. I must therefore pray you to suffer me to confine them in your Prisons untill I can dispose of them otherwise, and to be pleased to furnish with the necessary Papers for a Flag of Truce to take up the Officers on Parole to Gaudaloupe. I wish you to send the Flag merely at my Request as commanding the American Squadron in this Station, and I will forward a Letter to Desfourneaux by the Captain of the *Insurgente* on the Subject of an Exchange &c. I am much incumbered with these Officers, and want to get rid of them. I therefore pray you to accommodate me as speedily as possible. I have the Honor, Sir, to be with great Respect.
Your very Obedt humble Servant,

To the Honble Robt THOMSON Esqr
*Comdr in chief of his B. M. S. Islands &c. &c.*

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

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**To Ameziah Jocelin, Navy Agent, Wilmington, N. C., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 12th Feb. 1799 —*

AMEZIAH JOCELIN Esqr
*Wilmington N. C.*

SIR I recd a few days past, your letter in relation to the two Frenchmen, who have been so improperly treated by the American Captain, — your conduct in the business has been perfectly proper; but our laws will not Justify their detention as prisoners. You will please therefore, let them know as soon as possible, that they are at liberty to proceed where they please, giving them up without examination all their papers — & it will be but humane & consistent with the character of the American people & Government, to give them the best advice in your power, how to proceed to obtain justice from the Captain who so improperly broke faith with them, & detains their property. —
I have the Honor to be &c.

[NDA. GLB, Vol. 1.]

**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Tuesday, 12 February 1799**

Squally as before, with frequent Showers of Rain. Continued beating to Windward with the Prize, and at Noon anchored both Ships in Bassateer Roads, Saint Christophers, near to the Fort to the Northward of the Town. Depth of Water 7 Fathoms, and Distance from Shore Quarter of a Mile.

[HS of Pa. NDA photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 12 February 1799**

Moderate Breezes & Cloudy
At 6 Deseada bears N$^{o}$ 17 .20 W. dist 9 Leagues Marigalante S. 63. 40″ W. dist 10 Leagues Wore & Tack as Necessary to keep our Station
At 5 Saw a Strange Sail bear$^{g}$ W.b.S. wore Round & gave chace
At 7 Shortend Sail and brot' too Spoke the American Brig — — — from Carolina bound Grenada.
At 8 fill'd & made Sail
At Merd$^{a}$ Deseada W.b.S. 10 Leagues Dist
[Latitude 16.08 N.]

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 12 February 1799**

First part Moderate & pleasant weather —
At 4 PM set T G Sails
At 6 hall'd up Our courses & in Top Gall$^{t}$ Sails & the Second Lieu$^{t}$ went on shore at 9 the Boat return'd Lay by under the three topsails off S$^{t}$ Pierres
Middle part light breezes & pleasant — Laying off on —
At 8 AM the Cap$^{t}$ went ashore
at ½ past 11 Came too in S$^{t}$ Pierres with the best Bower Anchor in 17 fath$^{s}$ Water
Ends with pleasant Weather

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Tuesday, 12 February 1799**

Fresh Gale and cloudy. 3pm call'd all hands up Anchor hove in Short service of the best Bower ½ past 3 loos'd Fore Top Sail and fir'd one Gun (Signall to prepare for Sailing) 4 Sheated home the Top Sails and fir'd 2 Guns a Signall to get under weigh. When we were on the point of triping our Anchor. The Store Ship shew a Signall of distress her Ensign at the Miz$^{n}$ peak revers'd — Cap$^{n}$ Preble Judg'd the reason of this signall was that they could not purchase their Anchors on which he hail'd the *Herald* and Order'd men on board to their assistance — The men were sent into the attending Lighter — but

it being near dark Cap[n] Preble concluded best to remain till Morning — Veer'd away Cable 6 am Moderate and Cloudy. 10 am loos'd the Topsails — 11 am Weigh'd in Company with the U N S Ship *Herald* C. Russell Esq[r] Commander — Store Ship *Polly* Will[m] Southern Com[r] and 2 Brigs names yet unknown to proceed in Compan[y] and under our Convoy at Noon abrest of the Light — Convoy a Stern. here commences the 13[th] and the Remarks and result of the days Work will be included in this Viz[t] 2 past One pm *Herald* hoisted a R[d] & W[t] Flagg & W[t]d[o] immediately Ans'd 2 pm *Herald* hoisted N° 5 and N° 1, Ans'd ½ past 2 Spoke the *Herald* and was inform'd she had carried away one of their Main Trussle Trees but would be reffitted in course of 2 Hours — Spoke the Store Ship and Orderd them to Keep under our Stern during the Night — 5pm Short'ned Sail and Sounded 35 fathoms fine Sand White & Black Specks

NOTE x The result of this days Work was enter'd by Mistake hence I have included the particular remarks of the 12[th] & 13[th] in one and the Log of the 13[th] Courses Winds &c in the Margin

9 pm 13 Cape Cod Light bore N W B N distance 5 Leagues
[Lat. Observed 41° 15′ N]
[Long. Observed 69° 8′ W]

[LC, EPP, 1799.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 12 February 1799**

The Commodore dined with the Governor, at his entrance of the Governors house he was saluted with 13 Guns —

Saild with a fleet of American vessels (14) & 3 English all bound to America —

[NA.]

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**To Col. Josiah Parker, Chairman of a Committee, Navy Business, House of Representatives, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 13 Febry 1799*

JOSIAH PARKER Esq[r]
*Chairman of Committee &c.*

SIR I have the Honor to enclose the Copy of a Report from the Accountant of the Navy Department, of the expense of the French Prisoners to the 17[th] January. —

The Laws of Congress direct that the prisoners shall be reported to the Collector of the Port at which they may arrive, and be delivered over to the Marshal for safe keeping at the expense of the United States, but no appropriation has been made for the Payment of the expense. —

The Ration allowed the prisoners consists of One Pound of Bread, half a Pound of Meat, and a Pound of Potatoes or other Vegetables equal in Value, and being naked they have been supplied with such Articles of coarse Cloathing as humanity made indispensable. —

I have the Honor to be
&c.

[NDA. Con. LB, Vol. 1.]

[Enclosure]

Estimate of the expence incured by prisoners of War from the first landing of thos taken in *La Croyable* to the 17 of January 1799.

| | |
|---|---|
| For Subsistance | 2770.02 |
| Clothing | 1544.47 |
| Medicine & attendance | 170.21 |
| Rent of houses & Goals, expence of wood, candles, kitchen and Utensils, fitting of births and other conveniences, pursuing and taking up some who had escaped transportation compensation to Marshals, Gaolers &c | 1991.18 |
| | 6475.88 |
| For Pay Subsistence & incidental expences of Guards | 2665.80 |
| | 9141.68 |

NAVY DEPARTMENT
*Accountant Office 25 Jan 1799*

SIR The above estimate of expences incurred for prisoners of War is computed from Accounts lodged in this office for settlement: but not being finally adjusted I do not offer the estimate as correct.

Yours &c

W. W. [WILLIAM WINDER]

BENJAMIN STODDERT esq$^{r}$
*Secretary of the Navy.*

[NDA. LB Acct, 1798–1800, page 58.]

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**To William Pennock, Navy Agent, Norfolk, Va., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 13 Feb. 1799.*

W$^{m}$ PENNOCK Esq$^{r}$ *Norfolk*

SIR I have directed a remittance to be made you of 15000 D$^{rs}$ & will if possible have it sent on in orders of the Collector. — The Guns & Anchors for the Frigate I will have provided in time — But if any of the proper kind of Anchors should fall in your way, that is to weigh 44 C$^{ts}$ of good quality, you may buy them, if the price should not exceed 13 Cents p$^{r}$ Lb. — If you buy any let me know immediately, that I may stop the making of so many.

As to Cordage I have heard great complaints of that made at Norfolk; have contemplated to have it made at other places and sent to you, — And the public have on hand, hemp enough for this purpose. But as it will be a convenience to have it made on the spot, I consent that you engage it of M$^{r}$ Plume & M$^{r}$ Nicholson, or whoever else you please — on these conditions, that there be 20 yarns to a strand of 3 Inch rope — & so in proportion for all kinds wanted; and that, the rope be of a quality to be approved of by yourself, if there should be no Captain appointed to the Frigate, when the rope is delivered — but if the Captain should be appointed, the rope must be approved of by him, — As to the price you must make the best bargain in your power, not exceeding £. 4.10.0 Virg$^{a}$ c$^{y}$ — but the hemp must be well topped before it is made up — Should this experiment turn out ill, We shall not again depend on Norfolk, —

The public have Canvas enough on hand for the sails — shall it be sent to Norfolk to be made up into sails — or shall they be made and sent. — In the latter case, M[r] Fox must send the dimensions. — If the former, let me know how many bolts, and the kinds, will be wanted. — I hope you have advanced to the crew of the *Baltimore* one Months pay — and that that Vessel will have got to sea before the rec[t] of this. —

I am Sir &C.

What has become of the Cutter — Cap[t] Bright?

[NDA. GLB, Vol. 1.]

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[13 February 1799]

**Protest of Jacob Stone, Master of the Schooner *Maria*, captured by French Privateer *Adolphus***

No. 6

PROTEST — One hundred & Thirty Six Maravedis Seal the Third. One hundred & Thirty Six Maravedis: Year One Thousand Seven hundred Ninety Nine.

In the City of Algeciras the Fourteenth day of February One Thousand Seven Hundred & Ninety nine. Before me His Majesties Notary Public &c. & the underwritten witnesses appeared, who with the assistance and through the medium of M[r] Patrick Mallony Vice Consul of America in the Capacity of Interpreter of the English language in the said City to whom Full Faith is given — Declares that He is called Jacob Stone & was Captain of the American Schooner called the *Maria* and that she sailed in good condition from Newbury Port in America on the eleventh day of January of this year with a Cargo of Coffee & Sugar all in good condition bound for Leghorn, the weather was Favourable until the Seventeenth, when he experienced so violent a gale from the N. E. that he was obliged to *lie too* in great danger & hazard, that a Sea struck the vessel and threw her nearly on her beam ends — At 2 P. M. they shipped a Sea over the Stern quater which nearly buried her when the vessel received a large quantity of water in the Cabin — At 6 P. M. the weather was favourable and so continued without any thing remarkable until making Cape S[t] Vincents — On the 10[th] of this month saw and was boarded from an English Seventy four, who Forbid our entering the Port of Cadiz upon any pretence whatever, under penalty of being made prize. — On the 12 inst. entered the Straits with a moderate North Wind — On the 13[th] at 2 P. M. Saw three Sail upon the Coast of Spain, they gave chase & commenced Firing upon the Schooner, who returned the fire — the Combat continued until 4 P. M. when three other Sail was discovered to leave the Spanish Coast, who gave chase & commenced Firing upon the Schooner. About which time finding the vessel surrounded by Six French Privateers and they of Superior Force — the smallest carrying From thirty to Forty men — the principal one of which is called the *Adolphus* Cap[t] ——— they boarded the Schooner, Seized her Papers and Plundered

Money, Cloathing &c &c whatever they could lay their hands on — they manned the Schooner and conducted her into this Port — and immediately after the Captain was permited to come on Shore he presented himself and made this manifestation, which he declares in due form is correct & true — and in proof presented as witnesses three men — who by medium of said Interpreter are named Ralph Flanders — Moses Rogers — and Samuel Call — Mate & Seamen of said Schooner — who being informed of the foregoing declaration by the said interpreter—declared & Swore under Solemn Oath according to law the Foregoing Statement to be true and correct in all its parts — that they saw & were present at the occurrence as individuals on board to which I testify — declaring their respective ages to be as follows Twenty eight, Twenty three & Twenty one, years. The said Captain through the medium of the Said Interpreter Protests (with all the Solemnity which by right is given) against the Sea and Winds for whatever average or Proportion of damage may have accrued to his vessel or Cargo — that it may not be placed to his account — and further with the same Solemnity he now Protests against the Privateers their Commanders & crew and against whomsoever it may of right belong — For the damage or detriment to the Voyage thus far and likewise for the Costs and Expences which by this detention they have already caused or may cause to the said Vessel and Cargo and to all therein concerned —

Declaring the foregoing at this time that, he may have Power to act, plead, ask for & reclaim at all times and in all places as per the appearance of this Public instrument for which he himself asks this Testimony — to the which his Vice Consul and interpreter Swears, conformable to the Law, and to whom good faith is due — having complied faithfully to his office in this interpretation In presence of Don Juan de Serra. Don Sebastian de Aquilan y Rocha and Don J Garcia & Chica Vecinos of this City — Jacob Stone — Ralph Flanders — Moses Rogers — Samuel Call — Patrick Mullony — Antonio Agredano — Notary as Witnesses

Copy of the Original which is Registered in current Protocol of publick writings in my Power and Office, to which I give full faith and to which I refer and at the request of the aforesaid detained Captain I give the present in a sheet of Paper of the Third Seal — which is Signed and Sealed in this City of Algeciras — the day, month and year above written

ANTONIO AGREDANO
*Notary Public*

Quarenta Maravidis Sello Quartro —, forty Maravidis One thousand Seven hundred Ninety nine

Patrick Mulony Agent Consul for the United States of America in this City of Algeciras — Do certify that the foregoing Protest signed by Antonio Agredano is the Real Notary Public of this place to whom all credit is given in and out of Courts.

Given under my hand & Seal of Office in Algeciras 3$^{d}$ March 1799 and Independence 23$^{d}$

PATRICK MULLONY

Washington 6th May 1822 I certify that at the request of the hon. Jeremiah Neilson I have compared the within translation with the Spanish copy of the Protest of Capt Jacob Stone and that, with the corrections made therein by myself, it is faithfully made.

J. WATKINS

[SDA. Spol. Cl. S. C. 1819. Vol. 54.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Wednesday, 13 February 1799**

[Basseterre Roads, St. Christopher.] Saluted the Fort with 13 Guns, which was returned with an equal Number. Received the Congratulations of the Commander in Chief, and the Visits of the Council, and other respectable Gentlemen on the Occasion of taking the *Insurgente*. Landed the Sick, and wounded of every Description from both Ships, and disposed of the Prisoners, some on Shore, and Others on Board a Hulk.

[HS of Pa. NDA photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 13 February 1799**

Moderate Weather
at ½ past 12 bore away for Deseada At 3 Saw a Strange Sail bear$^{d}$ West & Stand$^{g}$ S.W. at 4 Answerd the Private Signal of one of the Ships of war At 4 Saw 3 Sail bear$^{g}$ W.N.W. At 5 Observ$^{d}$ a Cannonading between the Ships to Leward bore up & made sail At ½ past 6 found the above fireing to be the Customary Compliment to the Comm$^{r}$ upon a Strangers Joining the Fleet hauld our Wind & Tack'd Occassionally Daniel Shuteswell Seaman Departed this Life at 4 Committed his Body to the Deep with the Usual Ceremonies At Daylight Deseada N. W. 10 Leagues Dist
[Latitude 16.17. N$^{o}$]

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 13 February 1799**

[St. Pierre, Martinique.] First pleasant Weather
Middle part Squally with rain
At 8 AM gave out our Signals for the Merchant vessells to get under way & join the Convoy — got under way & lay off and on waiting for the fleet — The United States Ship *Montezuma* & a Schooner, Beating into the harbour
Ends pleasant

[HS of Old Newbury, Mass. NDA photostat.]

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**To Midshipman Thomas Robinson (junior), U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

U. S. Ship *Constellation* Bassateer Roads
*S^t Christophers' Febry 14^th 1799.*

M^r Thomas Robinson,

Sir, I have nominated you to the Governor of this Island as the Flag Officer to the Cartel, now about to sail for Bassateer, Gaudaloupe, called the *Eclips*, Capt^n Burt. On your Arrival at that Place, you are to wait on General Desforneaux, and deliver him the enclosed Letter from me. The General will no doubt dispatch you and the Cartel immediately to me at this Place. You are to inform him that it is my Wish to have a Vessel sent down immediately to take up the french Prisoners, and to send me down all the Americans held as Prisoners at Gaudaloupe, and to authorize some Person to give me a Receipt for the Balance which he must send to this Place as soon as possible. General Desforneaux must supply the necessary Funds to pay the Expence of this Cartel, the provisioning the Prisoners, and the Expence attending the Sick, and wounded. You may inform him that the *Insurgente* had Seventy Men killed and wounded, some of them mortally, Others only slightly. I expect he will treat you politely, and in a hospitable Way, as I have done his Officers, and you will furnish him with a Copy of this Letter, and give Assurances that Humanity will be observed to all the Prisoners. You are not to remain forty Eight Hours or more in Gaudaloupe on any acc^t whatever, but demand his Passport to sail. You may inform him, that I have the command of a Squadron of several Ships of War on this Station, and that Commodore Barry is on the Dominica Station that our Commands are separate, but either will communicate with him on the Subject of Prisoners from Time to Time, as Circumstances may make it necessary on our respective Stations. Bring me the General's Answer, and assure him, that I regret the Occasion that has caused the present Misunderstanding between our two Nations, which I however hope will soon be accommodated. I am, Sir,

Your most Obed^t humble Servant

List of Papers delivered to M^r Robinson

To Viz^t
A Letter from me to General Desforneaux
A Letter from Governor Thomson to General Desforneaux
A List of fifty-one Prisoners to be receipted for
A Commission for Flag of Truce
A Letter of Instructions to M^r Robinson —

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

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**To General Desfourneaux, Commander in Chief of the Island of Guadeloupe from Captain Thomas Truxtun, U. S. Navy**

U. S. Ship *Constellation*, Bassateer Roads
*S^t Christophers February 14^th 1799*

Sir, Having taken the french national Frigate *Insurgente*, commanded by Monsieur Barreaut on the 9^th Instant, after a manly Defence being made by him, I am induced from Motives of Humanity, and to

lessen the Calamities incident to Captivity to send to Gaudaloupe by the Flag of Truce Schooner called the *Eclips* Cap$^{tn}$ Burt the Captain, and Officers per List at Foot, they having given me their Parole of Honor, that they will not take up Arms, or serve in any Way against the United States of America, or any of the Nations now at War with France, untill exchanged or the Differences between the said United States and the french Republic are terminated, and the Intercourse between the two Countries is opened by Consent of Parties which I hope may soon be the Case; in the mean Time, Sir, I will release the remaining french Prisoners in my Possession here on your sending down a Vessel for them with all the Americans, that are Prisoners, or Captives with you, and you will at the same Time be pleased to authorize a Person to give me a Receipt for the Balance that may remain in our Favor, which Balance I request may be sent me to this Island, as soon as you have it in your Power, and this humane Mode of Exchange of the unfortunate, I shall always be happy to see encouraged on both Sides.

Lest the Instructions of the President of the United States to the Commanders of our Ships of War should not be understood by you, I take the Liberty to inform, that the Law and Instructions issued, only goes to the Capture of Ships, equipt for War, and other armed Vessels, and these Instructions will be strictly adhered to by our Commanders. I have the Honor to be, Sir, with great Respect

Your most humble & Obed$^{t}$ Servant

His Excellency General DESFOURNEAUX
*Governor & Commander in Chief of the Island of Gaudaloupe &c. &c.*

P. S. It is necessary to observe that it will be expedient for you to send down Money from Gaudaloupe, or take proper Measures with some Agent here to defray all the Expence attending the flag Vessel & Prisoners, before they can be sent from hence. I have understood, that you have lately sent Home American Prisoners to Philadelphia, if this is the Case, we have the Crews of 3 french Privateers, which will no Doubt be sent you in Return, which will still leave a Balance on that Account in our Favour.

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

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[14 February 1799]

**Parole of French Officers taken aboard the *L'Insurgente* prize of U. S. Frigate *Constellation***

We the Subscribers being the Captain and Officers &c. of the late Frigate, *Insurgente* in the Service of the french Republic, and taken by the U. S. Ship *Constellation* under the Command of Commodore Truxtun, who having suffered us to return to Gaudaloupe on our Parole of Honor do hereby each of us solemnly promise on our Words of Honor to adhere strictly to the Rules common among Nations in Cases of Officers being admitted on Parole, and that we will not untill regularly exchanged, or the Differences between the U. S. of America, and the french Republic are terminated, and the Intercourse between

the two Countries opened, take up Arms against the said U. S. of America by Sea or Land, or act in any Way against them, or any of the Powers, that are now at War with France, or hereafter may be at War with France previous to the Difference being terminated as aforesaid between the U. S. and France, and that we will return from our said Parole to the U. S. of America or elsewhere, when ordered. Given from under our Hands on Board the U. S. Frigate *Constellation* in the Road of Bassateer, Saint Christophers, this 14th Day of Febry. 1799.

N. B. I engage for the remaining forty three Persons now on Board the Cartel Schooner *Eclips* that they shall comply with the Terms and Conditions of the above Parole Signed Barreaut.*

Captain Barreaut, late Commander of the french national Frigate, *Insurgente*, captured by me in the *Constellation* Frigate, in the Service of the U. S. of America, and having signed his Parole of Honor to go to Gaudaloupe, & not to serve against the United States of America, or any of the Powers now at War with France, or may hereafter be at War with France, previous to the Differences being terminated with the said United States of America and France, or being first regularly exchanged, has my Permission to go to France, if he thinks proper, and to take with him any of the Officers now on Parole, but it is to be understood, that should any Officer whatever, deviate from the Condition of his, or their Parole in other Respects, or abuse the Indulgence granted by the same, such Officer, or Officers will hereafter be treated as Prisoners, under such Circumstances are by the Laws and Customs of Nations, and in future no Parole will be granted. And it is hereby clearly to be understood, that the said Captain and Officers are always to be in Readiness to return from his or their Parole to the U. S. of America or elsewhere when demanded or ordered.

U. S. Ship *Constellation*
*Bassateer Roads, St Christophers 14th Febry, 1799* —

*Signed the first nine Officers in the List of Prisoners, including the Captain.
[HS of Pa. NDA photostat. Truxtun's LB, 1798–9.]

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[14 February 1799]

**To Captain Thomas Truxtun, U. S. Navy, from Captain Barreaut of the *L'Insurgente***

Sir, I received your obliging Letter, I repeat that I am very sorry to see our two Nations at War, but since I, unfortunately have been vanquished, [*] I felicitate myself, and Crew upon being Prisoners to you.

You have united the two Qualities, which characterize a Man of Honor, Courage, and Humanity, receive from me the most sincere Thanks, and be assured, I shall make it a Duty, to publish to all my fellow Citizens, the generous Conduct, which you have observed towards us.

I am with perfect Consideration.

Barreau[t].

[*Note.—See Maclay's *History of the Navy*, Vol. I, pp. 183–186, for Captain Barreaut's report of the engagement.]

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

**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Thursday, 14 February 1799**

[Basseterre Roads, St. Christopher.] Employed all Hands at making various Repairs in Rigging &c:&c:&c: Completed my Dispatches for the Secretary of the Navy, and dispatched a Cartel to Gaudaloupe with the Captain and Officers &c: of the *Insurgente* on Parole, making in all 52 in Number.

Fresh Breezes as before; ordered a Search made in the Road for an American Vessel, on eligible Terms, to take my Dispatches to Government; M[r] Parker, who first offered his Services, being too extravagant in his Terms.

[HS of Pa. NDA photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 14 February 1799**

Fine Weather

At 4 hove an Empty Cask over Board for a Target run 1 Mile to Leward & brot' too with the Main Top Sail aback exercized the great Guns & Small Arms Discharged the Larb[d] Guns at the Target & Secur'd them at 6 fill'd & Made Sail

Saw 4 Sail to Lew[d] Suppos'd to be the American Squadron Station'd off Deseada

At ½ past 6 Deseada W.N.W. 5 Leag[s] At 8 bore away for Deseada being to Wind[d] of our Station At 11 hauld our Wind At Merd[n] Deseada W.b.N. ½ N.

[Latitude observed 16° 09[m] N°]

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 14 February, 1799**

[Off St. Pierre, Martinique.] First part pleasant Weather

At 1 PM the fleet got out Consisting of 19 Sail, gave out signals to make sail for Prince Ruperts Bay, saw 2 Brigs to leeward from Fort Royal, went on board them with the Signals —

at 6 PM Dominico bore N E ½ E 6 Leagues —

At 11 PM saw 2 strange sail bearing down upon the fleet, hall'd up the M Sail & bore away for them, found them both to be arm'd Ships Shew them signals & was answer'd by them At Mer[dn] spoke them the one an English 20 Gun Ship, the other a transport mounting 12 guns bound to Antigua — finding the fleet so far to leeward & mostly dull sailers Bore away for Montseratt

[HS of Old Newbury, Mass. .NDA photostat.]

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**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Thursday, 14 February 1799**

Moderate breezes & Cloudy at ½ past 1 P M the *Herald* hoisted a Red & White & a White Flagg which was immediately answerd, at 2 P M the *Herald* hoisted Flags N° 5 & 6, answerd, at same time made Signal to speak the Store Ship, at ½ past 2 spoke the *Herald*, informd

us they had carried away their main trussle trees, bore away to speak the Store Ship at ½ past 3 spoke with her, and orderd her to keep under our Stern, double Reefd the main Sail, Reef'd F. T. M. St$^{y}$ S$^{l}$ at 5 handed M. S. S$^{l}$ Sounded 35 Fathoms White & black Specks. At 10 P M moderate and cloudy Weather an heavy Swell from the S. S. W. made & shortend Sail Occasionally Launch'd T G$^{n}$ Mast, at 5 A. M. Set M$^{n}$ S$^{l}$ & M$^{n}$ T. St$^{y}$ S$^{l}$ light Airs & Cloudy. All hands put on allowance of 2 Quarts of Water pr Man for 24 hours. Unbent the Cables & Stowed the Anchors

At Noon Moderate breezes with a heavy Swell
Distance per Log—84 Miles

[Lat. Observed 40 — 54 N.
Long. Observed 67 — 14 W.]

[LC, EPP, 1799.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 14 February 1799**

Lay off & on to collect the vessels ready for convoy at S$^{t}$ Pierre.

[NA.]

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**To John Gay, U. S. Agent, Martinica, from Captain Thomas Truxtun, U. S. Navy**

UNITED STATES SHIP, *Constellation*,
*Bassateer Roads, S$^{t}$ Christophers 15$^{th}$ February 1799.* —

MY DEAR FRIEND, I wrote you Yesterday a Line in Haste by a Man who told me, he was a Doctor, and intended to settle at Martinica. Since which I have had the Pleasure to receive your kind Favour of the 5$^{th}$ Instant, and believe me, when I tell you, Nothing could have given me more Pleasure, than your short Epistle, because I found by it, an old, and sincere Friend was in the Land of the Living, and well; a Friend, who I had heard was in bad Health.

I have a beautiful Seat at Perth Amboy, a few Hours Ride from New York (28 Miles) a Place, where Sickness is scarcely known, for altho' the Inhabitants in the City, and Vicinity are numerous, a Physician cannot get Bread by the Calls of Patients. Now, suppose, my old Friend you step on Board a Vessel for New York, and go, and spend the Summer with M$^{rs}$ Truxtun, who will be glad to see you, and where you will be amused with my little Brats, and we have an admirable Society; Judge Pattersoon in the Neighborhood, General Walton White, Judge Rattoon, William Taylor Esquire, an eminent Lawyer, retired from Practice, and a Number of other worthy Gentlemen, and I must not forget our old Friend, John Angus, who is wealthy, and at his Ease, having Nothing to do, but attend to his Functions as an Alderman. Here too, you will be entertained with a Number of charming Girls, and elegant Ladies. If you will accept this Invitation, you will make me very happy. What signifies your labouring under the Muzzle of the Sun at this Time of Life, you have no Children, and I trust you have Enough to make you comfortable all your Life.

I wrote you before I had captured the *Insurgente*, a Ship that has done much Mischief in these Seas. A very circumstantial and correct Account, is published in this Day's Paper of the Action, which I

send you for your Perusal, and by which you will say Monsieur has trifled, and insulted the American Flag long enough, and that he had better now be easy.

The *Insurgente* captured 5 of your last Convoy from England, one of which I am told Nicholson fell in with, and would not retake; the late Captain of the *Insurgente* tells me that Vessel and Cargo sold for two Millions of Livres at Gaudaloupe.

Had I been fortunate enough to have met her, she would now have been at Bassateer, Saint Christophers, instead of Bassateer, Gaudaloupe.

My Command on this Station consists of 7 Vessels of War including the *Constellation*, but several of them are not yet arrived from the United States. I shall endeavour to refit the *Insurgente* here, and add her to the Squadron; she is a remarkable fine Frigate, and the Officers all say, by far the fastest sailor in the French Navy, mounts 40 Guns, and is full of Men.

For your Information, and Satisfaction, I now inform you, that I have long since determined to capture all french Vessels, and retake any that may be in Possession of their Cruizers, if they have only two Cases or Jack Knives on Board, and let our Judges after determine whether they are armed sufficient to come under the Law for making Reprisals, and I have given all the Captains in my Squadron Orders to this Effect.

I have wrote our old Friend Barry several Times, but whether my Letters have reached him, or not I cannot say. Will you inform him of my Determination, with Respect to Captures. I hope he will act, and give Orders to his Captains similar to what I have done to mine, for rest assured, it is conformable to the Wishes of the Government, that we should distress the Enemy, protect Commerce, and strain our Construction of the Law and President's Instructions, as far as possible, in Favour of Seizures, but not to touch any Neutrals whatever, be their Lading even the Property of French Subjects.

If you will inform Admiral Harvey also of my Determination, I shall be obliged, so that he may know, what Lengths, I am determined to go, and that I am clearly warranted by my Instructions. I am just now dispatching a Vessel to the Secretary of the Navy with the Account of my Success, and have appointed Lieutenant John Rodgers to command the *Insurgente*, untill the Pleasure of the President of the U. S. is known.

Yesterday I sent up to Gaudaloupe in a Cartel 52 Officers (including the Captain) from the Prize. I have written General Desforneaux to send me down all the Americans he has, and Money to pay the Expence of his Men here, I hope I shall soon get rid of them all by Exchange, and collect a Crew for the *Insurgente*, which was the best officered, and manned Ship I ever saw in the Service of France, but among them I discovered a Sett of treacherous Scoundrels as ever existed.

The Captain says, he is surprized at America declaring War against France, when the Difference might have been settled without. I told him America had not declared War against France, pardon me, says he, your taking me with the Ship of the french Nation, is a Declaration of War, then said I, if the Capture of a national Vessel, is a Declaration of War, his taking the *Retaliation* commanded by

Lieutenant Bainbridge, which belonged to the U. S. and regularly placed in our Navy was certainly a Declaration of War on the Part of France against the U. S. here ended the Conversation, with this further Observation from me, that be it War, or be it Peace, I should certainly take every french Frigate I met, and other french armed Vessels, and this Determination he might communicate to General Desforneaux.

I have given you a full Detail now of every Thing of any Consequence respecting the Capture of the *Insurgente*, omitting only what the Printers have collected from my Ship, and saved me the Trouble of doing, and have touched upon such other Matters, as I considered of Importance to your Trade to be known. I am extremely happy, none of my little Squadron was with me, when I met this terrible Citizen, who says, he never would have struck to an Englishman.

Write me often, and put your Letters under Cover to David M. Clarkson, who you must have known in Saint Eustatius.

God bless you, and Adieu. —

P. S. If you will furnish Barry as soon as possible at Dominica, and the Admiral wherever he is with a Copy of this Letter and a Newspaper, I shall be obliged. I have been told by some of the King's Officers, that the Admiral has been uneasy, not knowing how far we intended to go. —

JOHN GAY Esquire
*Martinica.*

[HS of PA. NDA Photostat. Truxtun's LB, 1798–9.]

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[15 February 1799]

**To Lieutenant John Rodgers, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

LIST OF OFFICERS FOR THE PRIZE. TO VIZ[t]

Lieutenant Rodgers to command the *Insurgente* for the present; untill the Pleasure of the President of the United States is known.
Lieutenant Archer, second in Command.
M[r] John Macrea, Lieutenant of Marines.
M[r] Davis, Midshipman.
M[r] Sinclair, Ditto.
M[r] Henry, Surgeon's Mate.
M[r] Smith, Master's Mate.
Twenty-five Seamen, and Ordinary Seamen.

SIR, The above making Thirty one in Number, are all the Officers and Men I shall spare from the *Constellation*, the Others must be entered from the Shore, and got from Gaudaloupe &c. &c. &c. I shall leave the Number and Grades to be allowed hereafter. It will therefore be necessary for you to exert yourself as much as possible to man, and refit the Ship, for which Purpose this is to be considered as your Order.

Artificers, and Artizans must be got from the Shore, and such Materials as are absolutely necessary. I request you to loose no Time in completing this Ship for Sea, and at the same Time to be as

frugal as possible in the Outfit, for Character is always concerned in the Expenditure of public Money; In Fact when the United States value the Ship, we shall have to pay perhaps our Proportion of her Outfit. I am Sir

Your Obed$^{t}$ humble Servant

UNITED STATES SHIP, *Constellation*
*Bassateer Roads, Saint Christophers'*
*Febry 15$^{th}$ 1799*
Lieutenant RODGERS.

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

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**To Secretary of State from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 15$^{th}$ February 1799.*

SECRETARY OF STATE

SIR I have a letter from Captain Tingey of the *Ganges* — dated 2$^{d}$ February — Latitude 20° 30 N. Long. 64° W. — teaching me to expect, he will be quickly at Norfolk. —

I write to day, expecting my letters may meet him there, to take in provisions, and hold himself in readiness for immediate service. —

I have the honor to be &c

[NDA. Sec. State LB, 1798–1824.]

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

[PHILADELPHIA]
*Navy Department 15$^{th}$ Feb. 1799*

Cap$^{t}$ THO$^{s}$ TINGEY

SIR I am honored with your letter of the 2$^{d}$ Feb. but have not rec$^{d}$ the one referred to, of the 27$^{th}$ January. — It will give me great pleasure if this letter finds you at Norfolk. — When you arrive there you will please apply to W$^{m}$ Pennock Esquire Naval agent at Norfolk, for such supplies as may be necessary for a Cruise of four or Six Months, if you can take so much provisions on board. —

Your Services will be immediately wanted, on more important Service. — Should the Crew of the *Baltimore*, be in disorder, you will apply the proper remedy, of which you will be able to judge, on the Spot —

M$^{rs}$ Tingey, and your family I hear are well —

I have the Honor to be &$^{c}$

[NDA. OSW, Vol. 1.]

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**To Secretary of State, from David Humphreys, U. S. Minister to Madrid, Spain**

MADRID *February 15$^{th}$ 1799*

(N$^{o}$ 184)

SIR, The armed vessels which sailed some time ago from Ferrol, as mentioned in one of my former letters, were destined to convoy a body of Troops to the Canary Islands. Having accomplished that service, they have returned.

I have been much alarmed by a report circulated here a few days ago, that the yellow fever from the United States had been introduced at the Port of Gijon with a Cargo of Codfish. This report, which if founded would have been extremely disadvantageous to us, I have now reason to believe originated from an epidemic disease which has made its appearance in that and some other places in its vicinity. In this Country nothing new of moment occurs in the political line. There are several late arrivals of vessels in different Ports from the United States. In that of Alicante are nine armed Merchantmen, carrying in the whole one hundred & twenty Guns. The affairs of Italy seem decided. The capture of General Mack and his Staff is among the principal events you will see in the French Gazettes, w^h^ are forwarded to you herewith as late in date as to the 5^th^ instant.

With sentiments of great respect and esteem,
I have the honour to be,
Sir,
Your most obedient and most humble Servant
D. HUMPHREYS

The four last
Nos of the French Gazettes
are forwarded to you by
way of Lisbon — Ehreinbreitstein has surrendered.

The SECRETARY OF STATE, &c. &c. &c.

[SDA. Disp. Spain. Bk. 4. Humphreys.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 15 February 1799**

Clear W^r^ Working to Windward At 6 Wore to the Northw^d^ Dominico S. W. 8 Leagues & Marigalante N. W. b. N. 12 Leagues dist Saw a Strange Sail bear^g^ N. W. b. W. bore up & gave chace

fired three Guns at the chace prov^d^ an English Sch^r^ from Norfolk bound to Martinco

at [space] Wore to the Northw^d^ & Made Sail Fumigated between Decks

At Merd^a^ Deseada N. W. W. N. ½ N 12 Leagues Dist
[Latitude 16° 09^m^ N^o^]

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 15 February 1799**

First part pleasant weather & Moderate breezes —

At 4 PM saw a sail & hall'd our wind for her but she standing into Bassterre, gave over chase — hove out signals for the headmost Ships to shorten sail that the dull sailing Ships might come up with the body of the fleet —

At 6 PM Guadaloupe bore East 4 leagues —

Middle part D^o^ weather —

At 6 AM saw Montseratt bearing N N W 4 leagues — At 7 boarded a Sloop that came into the fleet found her to be an American gave them the signals for the fleet &c

Latter part pleasant — Montseratt Bay bore N N E 2 miles the Lieutenant went on shore — found a Schooner Ready for sea who wish'd to join the fleet &c.

[HS of Old Newbury, Mass. NDA Photostat.]

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**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Friday, 15 February 1799**

Fresh Gales with a heavy Sea — — —
A 4 P M up Top Gall Masts
at 5 fresh Gales & Cloudy, Reefd the F. Sail & F T St$^{y}$ Sail, at 6 shew the Top lights
at 8 the Convoy a Stern 4 Miles distance cleu'd up the Main Top Sail
at 10 Set Main Top Sail Fresh Gails & Cloudy at Midnight
at 5 A M set F Sail & F Top. M$^{n}$ St$^{y}$ S$^{l}$
At 7 Saw a ship on our Starboard Q$^{r}$ Steering to the Eastward
At Noon Moderate & Cloudy With Rain
Distance per Log — 125 Miles
[Lat. By D R 39 — 45 N.
Long. Observed 64 — 59 W.]

[LC, EPP, 1799.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 15 February 1799**

Came to anchor in Prince Ruperts Bay, found the Schooner *Deligince*, Cap$^{t}$ Brown from N. Carolina the convoy in the offing beating in —

[NA.]

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**To Captain John Barry, U. S. Navy, from Captain Moses Brown, U. S. Navy**

U. S. Sloop of War *Merrimack* off S$^{t}$ Kitts,
*Feb$^{y}$ 16, 1799*

Commodore Barry

Sir I Rec$^{d}$ Yours of Y$^{e}$ 15$^{th}$ Instant & mark the Contents, You would have met with me at Prince Ruperts Bay had not my Convoy got so far to Leeward in comeing from Martinico, that they could not beat up, notwithstanding my perticuler orders to keep close in with Land, at 9 O'Clock in Y$^{e}$ morning I thought best to beat in myself & fill my Water, & leave Letters for your Honour, & join them again at Sun sett, but att Eleven when I had almost gaind the Bay, two strange Ships appeared, bearing down into the Rear of my Convoy, I immediately bore away and clear'd Ship for action, not doubting the British Ship in the Road would slip to my assistance if they were Enemies & by that means to save my Convoy, but when within about two Gun shotts, I hoisted Y$^{e}$ Signal for the day, which was answered by the headmost Ship which was a British Ship of eaquel force to my Ship, the other a Transport pierced for 22 Guns on one

Deck, but mounting only 14 on her upper Deck, full of Troops for Antigua. After speaking them & collecting my Convoy found it impractible to get into the Road, I made the best of my way according to Your Instructions. Our Countrymen want Convoy but pay no attention to keep with it, and such Tubs as some of them are under my Convoy I never saw, & they are sure to spread each Night, as far as it is possible to see them.

I have now the pleasure to be in sight of the American Flag, flying over that of the National on Board the *Insurgeant* Frigate, prize to the *Constalation* in Bassater Road, as soon as I have got my Convoy to Ancor, and given them Instructions shall proceed to old Road to fill my Water and be ready to proceed as soon as join'd by the *Mountazuma*.

Have the Honour to be Sir Y$^{r}$
Most ob$^{t}$ Serv$^{t}$

M[OSES] BROWN

[NHSC, NYHS.]

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**Extract from log of U. S. Frigate *Constitution*, Captain Samuel Nicholson, U. S. Navy, Saturday, 16 February 1799**

Moderate breezes and cloudy, employd as nessasary carpenters employd as occasionally, Sailmakers repairing the Spanker. at ½ past 12 Tackd to the Southw$^{d}$

P M at 5 Tackd to the Northward, Made and Shortnd sail as nessasary to keep our station at ½ past Muster'd at Quarters. at 8 Wore to the Southward at 12 Moderate breezes and clear weather Middle part light Squalls and rain employd working up Junk Washing and fumigating between decks Got out the flying Jib boom and bent the Sail. At 12 Desceada W N W ½ W 5 or 6 leagues, Saw a strange sail steering to the N W

Latitude Observed. — — — 16 . 08 North
Longitude Observed. — — 60 . 44 West

[NHS Col, NYHS.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 16 February 1799**

First part pleasant — laying off and on with the Convoy waiting for the Schooner.

at 5 PM she came out — another Schooner & a Sloop came into the fleet gave them the Signals & Bore away —

At 8 D$^{o}$ saw a strange Sail, gave her a Shot & brought her to & Boarded her — She proved to be an English Schooner from Montserat bound to S$^{t}$ Kitts —

Middle part pleasant w$^{r}$

At 7 AM the bay of Nevis bore N E 1 mile the first Lieu$^{t}$ went in the boat to see if any Americans were ready but finding none return'd on board & bore away for Basseterre in S$^{t}$ Christophers at 10 came too in the Road with the fleet in 10 fathoms of water where we found the *Constellation* with her prize a french frigate *L'Insurgent* of 40 Guns —

Ends pleasant

[HS of Old Newbury, Mass. NDA photostat.]

**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Saturday, 16 February 1799**

Fresh Wind & Squally, all hands variously employ'd, at 2 P M. reeft Foresail, balanced reef the Mainsail, an heavy on, at 3 handed Main Top Sail, at ½ past 3 up Fore Sail, heavy Gales from W.N.W. with Squalls of Rain & Hail

At 8 clear'd the Cranes of the light Sparrs and Secured them on Deck

at Midnight heavy Gales.

At 6 A.M. Saw the *Herald* a head and Convoy a Stern — at 7 hoisted Signal Nº 7 for Convoy to make more sail at ½ past 7 hove too for the Convoy at 10 past the *Herald* lying by for Convoy

Distance per Log — 163 Miles

[Lat. Observed 38 — 14 N.
Long. Observed 62 — 35 W.]

[LC, EPP, 1799.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 16 February 1799**

Sailed from Prince Ruperts, the Americans under the directions of Capt Murry.

[NA.]

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[17 February 1799]

**Private Armed Vessels of United States to whom Commissions were issued from 9 July 1798 to 17 February 1799**

5TH CONGRESS.] [3d Session.

COMMUNICATED TO CONGRESS, MARCH 2, 1799.

*Gentlemen of the Senate and Gentlemen of the House of Representatives:*

Judging it of importance to the public that the Legislature should be informed of the gradual progress of their maritime resources, I transmit to Congress a statement of the vessels, with their tonnage, warlike force, and complement of men, to which commissions as private armed vessels have been issued, since the 9th day of July last.

JOHN ADAMS.

MARCH 2, 1799.

*Statement of the vessels, with their tonnage, warlike force, and complement of men, to which commissions as private armed vessels have been issued by the Secretary of State, and by the Collectors of the Customs under his direction, from the 9th day of July, 1798, to the dates respectively noted below.*

| State. | District. | Number of Vessels. | Tons. 95ths. | Warlike Force. | Number of Crews. | Time to which statement relates |
|---|---|---|---|---|---|---|
| New Hampshire. | Portsmouth | 1 | 186. | 6 car'age guns | 10 | Jan. 22, 1799 |
| Massachusetts | Portland & Falmouth | 2 | 319. 21 | 6 do — | 20 | Aug. 24, 1798. |
| | Marblehead | 6 | 562. | 26 do — | 59 | Jan. 24, 1799. |
| | Plymouth | 1 | 90. 18 | 2 do — | 8 | 23, |
| | Bath | 1 | 575. 42 | 16 do — | 50 | 26, |
| | Biddeford & Pepperelboro. | 2 | 430. 23 | 9 do — | 23 | 24, |
| | Gloucester | 4 | 396. | 14 do — | 38 | 26, |
| | Newburyport | 3 | 525. | 13 do — | 37 | 21, |
| | Boston | 60 | 11, 162. 37 | 487 do — | 1, 156 | 19, |
| | Salem and Beverly | 34 | 6, 018. | 178 do — | 510 | 21, |
| Rhode Island | Providence | 5 | 1, 298. 49 | 42 do — | 132 | 18, |
| | Newport | 4 | 486. 87 | 27 do — | 62 | 18, |
| Connecticut | New London | 5 | 1, 129. 10 | 54 do — | 138 | 22, |
| | Middletown | 1 | 180. 6 | 8 do | 20 | 18, |
| | New York | 67 | 11, 899. 56 | 551 do — | 1, 284 | 31, |
| Maryland | Baltimore | 61 | 10, 383. 74 | 437 do — | 1, 076 | 31, |
| Pennsylvania | Philadelphia | 64 | 13, 785. 61 | 497 do — | 1, 562 | Feb. 15, |
| Delaware | | 1 | 104. | 6 do — | 15 | 14, |
| Virginia | Alexandria | 3 | 511. 58 | 22 do — | 54 | 17, |
| | Bermuda Hundred | 3 | 937. 49 | 40 do — | 80 | [Jany]31, |
| | Norfolk | 10 | 1, 630. | 65 do — | 109 | Jan. 1, 1799. |
| North Carolina | Newbern | 1 | 202. 45 | 6 do — | 20 | Oct. 2, 1798 |
| South Carolina | Charleston | 24 | 3, 202. 30 | 197 do — | 356 | Jan. 31, 1799 |
| Georgia | Savannah | 2 | 604. 59 | 14 do — | 28 | Feb. 1, |
| | | 365 | 66, 691. 60 | 2, 723 | 6, 847 | |

RECAPITULATION.

| | |
|---|---|
| Vessels armed | 365 |
| Their tonnage | 66, 691 60/95 |
| Number of their guns | 2, 723 |
| Number of their men | 6, 847 |

TIMOTHY PICKERING.

DEPARTMENT OF STATE, *March 1, 1799.*

[Am. State Papers, Page 71.]

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**To Lieutenant John McRea, U. S. Navy, acting as Marine Officer, from Captain Thomas Truxtun, U. S. Navy**

U. S. SHIP *Constellation*, BASSATEER ROADS,
*St. Christophers 17th Febry 1799.*

SIR, This you are to consider your Order to act as Marine Officer on Board the *Insurgente* under the Command of Lieutenant Rodgers, untill further Orders. I am, Sir,

Your Obedient Servant —

Mr JOHN MACREA.

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

[17 February 1799]

**Extract of a letter from Captain William Penrose, Master of the schooner *Skjoldebrand* (one of Algerine fleet) concerning his voyage**

ALGIERS, *February 17, '99.*

"I have met with an opportunity of informing you of my arrival at this port, by a Swedish frigate, which put in here last night. I had a very good passage from the Delaware, though a very wet one, being perfectly under water all the time. We made the run in 30 days, which was ten days less than capt. Maley, five days less than capt. Smith, and six days less than capt. Geddes; and was fortunate enough to fall in with no cruisers that we were afraid of. In the Streights of Gibraltar, 6 large gun boats rowed off to us in a calm, under French and Spanish colors, but after firing a few shot they thought it prudent to retire. They then went and attacked two large ships and a schooner, about 6 miles from us — we were then laying becalmed: one of the ships and the schooner they took, but the other ship got clear, which proved to be the *Five Brothers*, capt. Philips, of and from Boston, bound to Leghorn, carrying 12 six pounders and 40 men. Capt. Philips informed me that the ship which had struck was from Boston also, bound to Leghorn, mounting 16 guns, but could not learn the captain's name. The schooner which was captured, was the *Experiment*, capt. Bender, of and from Philadelphia bound to Gibraltar. The Algerine fleet which sailed from Philadelphia, are all safe arrived, except the ship *Hero*, capt. Robinson."

[LC, Baltimore "Federal Gazette & Baltimore Daily Advertiser" 18 June, 1799.]

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**Extract from Journal of James Pity, U. S. Frigate *Constitution*, 17 February 1799**

Pleasant Weather At 1 P.M. Saw a Strange Sail Wore to the Southw$^{d}$ and hauld our Wind at 3 Answered the Signal of the U.S. Sloop War *Portsmouth* of 20 Guns. @ 5 Spoke the *Portsm$^{o}$*. & parted C$^{o}$

At 7 Deseada N.W. ½ N. 6 Leagues Mariagalante Middle part W.S.W. 10 Leagues.

At 8 $\overline{A}$ to the Northw$^{d}$

At 10 $\overline{A}$ to the Southw$^{d}$

At 7 Saw a Strange Sail wore to the Southw$^{d}$ & gave chace

At 9 Spoke her prov'd an English Sch$^{r}$ f$^{m}$ Barbadoes on a Cruize

At 10 filld & made Sail to the Northw$^{d}$ Performd Divine Service.

[Latitude 16° 33$^{m}$ N$^{o}$]

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 17 February 1799**

[Basseterre Roads, St. Christopher.] First part begins with pleasant Weather — at 1 PM got under way & made sail for Old Roads, to water

At 2 PM came too hoisted out the boats went ashore & fill'd 33 Cask of water & got them on board & stow'd part of it — —
Middle part pleasant
At 7 AM in boats & Stow'd the Rest of the Water, at ½ past 10 D$^{o}$ got under way for Basseterre
Latter part Light breezes & pleasant

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 17 February 1799**

I was sent for the shore with a letter for the Governor of Gaudaloupe about 2–½ miles from the shore a signal was made for me to return, the moment I obeyed the signal, they the French, fired from the shore 2 shot which fell about 100 yards short of the boat. We had then colours flying that constitute a Flag of Truce.

[NA.]

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**To John Yeiser from Captain Thomas Truxtun, U. S. Navy**

UNITED STATES SHIP *Constellation*,
*Bassateer Roads, S$^{t}$ Christophers 18 Febry 1799* —

DEAR SIR, You will be pleased to proceed in the Schooner *Caroline* to the Chesapeake, and as soon as you arrive at Cape Henry, hire a Pilot Boat, and proceed up to Baltimore, and deliver the Packet I gave you, covering Dispatches for the Secretary of the Navy, to Jeremiah Yellott Esquire, to whom it is addressed. You will request Captain Yellott, to forward it by first Post. You will also be pleased to deliver the Letter I sent you, to M$^{r}$ James Barry.

Captain Yellott will on your delivering him this Letter, pay your Passage in the *Caroline*, and the Hire of the Pilot Boat, from the Capes of Virginia up to Baltimore; and be assured, Sir, that I consider myself much obliged for your Politeness, in undertaking this Service, and shall mention it with much Pleasure.

As the Dispatches are of great national Importance, I pray that the God of the Winds &c. may favour you, with auspicious Gales, and fine Weather.

I am with high Consideration,
Your very Obed$^{t}$ humble Servant.

P. S. Request Capt$^{n}$ Yellott to forward my Dispatches by first Mail without Fail —

To M$^{r}$ JOHN YEISER.

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

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

[U. S. S.] *Ganges* AT SEA *18$^{th}$ Feb$^{y}$ 1799.*

SIR: Presuming that you are in possession of my correspondence from S$^{t}$ Thomas under date of 27$^{th}$ ult$^{o}$ & 1$^{st}$ ins$^{t}$ by the Brig$^{t}$ *Nancy:* capt$^{n}$ Dougherty — duplicate by Brig$^{t}$ *Mercury* capt$^{n}$ Kuhn: and probably of that with which I had the honor to address you the following day by the schooner *Anna*, capt$^{n}$ Ingersol for New York, copy of

which N$^{o}$ 3 is herewith enclos'd. — Notwithstanding however the intention intimated in the conclusion thereof; I ultimately left the West Indies, some few days earlier than I had determin'd on.

Having left the little fleet to pursue their course, except one schooner, the *Four Sisters*, capt$^{n}$ Young, bound to Cuba — whom I had promis'd to protect as far as our courses reciprocally should admit — I steer'd for the east end of Hispaniola — On the evening of the 4$^{th}$ being to leeward of Monte Christo, and not wishing to pass Cape Francois in the night — we hove too and kept by the wind — the schooner making the best of his way for his port — Next morning we look'd into Cape Francois, and saw about 8 sail at Anchor in that port, two of which appear'd to be ships — the residue small vessels but of what nation, we had no means to learn — Nought was to be discover'd under sail, but British cruizers one only of which we spoke — he had just come up through the windward passage from Jamaica; but had not seen or heard of any thing like the vessels I expected from Charleston

We kept to the windward next day and the ensuing night — and on the 6$^{th}$ steering to leeward, look'd into Jean Rabel and Cape Nichola Mole — to the latter of which we were very close in: but at neither of these places was there a single solitary mast to be seen — we proceeded on our way till opening the bight of Leogane, & continued there during the night. At day light on the 7$^{th}$ we had nought in view; except indeed one small Periagua, close in with the land, which, by the direction of the wind we could not come near — We stood some short time to the SE and having no better prospect, I determin'd on crossing the passage under easy sail, intent on going down to the coast of Cuba, and looking into Baracou — Having rather pass'd mid-passage and gain'd somewhat north of Cape Nicholas, the wind in the ENE began to blow very heavy, rendering it imprudent to go too near Cuba on the lee. — We haul'd our wind to the Northward under a press of sail to keep to the windward, expecting at evening it would lull again: but in this we were disappointed, after sun sett it rather encreas'd — we put now to the southward intent on endeavoring to fetch once more under the west end of Hispaniola — pursuing our course till midnight the wind gaining force, had back'd rather southward of east rendering it doubtful whether we should gain to windward of the east end of Cuba — prudence of course dictated to stand again to the northward which was put in effect — and continued till noon on the 8$^{th}$ — The wind blowing violent in squalls — the sea extreme heavy and irregular — and being oblig'd to carry a stiff sail — the Ship labour'd more than was pleasing — At ¼ past noon consulting on the time when we should stand again to the Southward, we discover'd the shoal banks call'd the Hogsties, a very little distance on our weather bow — appearances in the weather being no better, I order'd the course for the entrance of the passage by Crooked Island which having made & enter'd just at Night-fall: I now determin'd to pursue my course for the Cheseapeak as, to have waited the return of easy weather, and then to spend time in regaining my station — where I saw not, nor had seen any prospect of success — I conceiv'd it only wasting the time for which the Ship was fitted to Sea —

I experience Sir: no small degree of chagrin that the *Ganges* has thus far made a maiden cruize: nor should I in conformity with the letter of my instructions, hold myself justifiable in thus early quitting the station assign'd me — but in addition to the reasons heretofore enumerated: If I did not misunderstand your verbal communications, after I had received my orders — I was at liberty to return to the Cheseapeak for fresh instructions, if I found nothing effective to be done on my station.

One circumstance occur'd during the cruize of the *Ganges*, which I conceive you ought to be acquainted with, and the reasons why I omitted communication thereof in my correspondence from S$^{t}$ Thomas; may perhaps be thought to require explanation. — In the first place it was a subject: I did not think right to inform of, by a conveyance wherein there might be the least risque of its falling into improper hands — and secondly, I saw by American papers at S$^{t}$ Thomas, that an actual case in point was before Congress — I mean the right which some of the British Commanders conceive they had, to search our public ships for their seamen

One of the Frigates I fell in with, sent an Officer on board to enquire on this subject, observing at the same time that my assurance would be sufficient to prevent an officer being sent to examine the protections of my crew — I did not hesitate to say I consider'd all my Crew Americans born or adopted — but I told the Officer farther, that I did not believe there was one single protection in the Ship — The only one we carried in our public ships being our Flag — This business subsided here. and the residue of our intercourse was friendly.

But as I had declar'd to my Officers, that I would fall at my post, rather than submit to an investigation and afterwards pledged myself to my Crew, that not a man of them should be taken from me, by any force whatever, while I was able to stand at my quarters. It is incumbent to know how far I should be justified in repelling force by force on such an occasion

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Elizabeth River *20$^{th}$ Feb$^{y}$ 1799*

The foregoing was pen'd on approaching the coast as per date preparatory for sending off by any safe conveyance that might offer up the Bay, quicker than the Post — but none such presented — About 10 in the morn' of the 19$^{th}$ we made the land: in the afternoon obtain'd a pilot, and at 10PM came too in Lynnhaven bay — where we were detain'd part of this morning by thick weather, which clear'd however e'er noon sufficient to proceed; and are now — at evening — mooring here — I shall hasten every preparation for the Ship putting to Sea again, as soon as your orders shall arrive only deferring to receive additional provision; for your determination, as to time or quantity — There will indeed be little to do; some trifling matters in the rigging, and main topmast to refit — some articles of Carpenters stores to be got, for we had not one spare foot of Oak Plank on board, of any sort whatever — also to receive yet a few tons more of shingle ballast, all which shall be done without delay.

I enclose you the pursers account of expenditures & stores remaining — a detail of those of the other warrant officers, shall be forwarded in my next

The *Ganges* during the cruize has continued staunch and firm; although with very few intermissions we have experienced an almost

continued scene of heavy weather, nor has there been any sensible complaint in the hull, except when under a press of sail the day we made the Hogsties, when it was perceiv'd she leak'd a little, and which has continued till we came into smooth water — neither has her rate of sailing been such as to complain of: except when very close to the wind and against the sea: which however may be attributed in some measure to her being too light — a circunstance I shall take care of to obviate ere she proceeds again —

I can now only repeat that I shall be ready promptly to obey your orders — to resume my former station or elsewhere — 'tis true I cannot but think it a total waste of time to proceed there again, but if I may presume to advise, I think something might be effected between the Islands of Tortola, S$^{t}$ Croix & S$^{t}$ Thomas — and thence down to the North side of Porto Rico as far as the city of S$^{t}$ Johns — for not a day passed while we lay in S$^{t}$ Thomas, but one or more French vessels came in or went out, major part of which were arm'd, though only one I believe (who I before inform'd of) bore a commission for cruizing. —

I beg leave to remind you that I went to sea, one lieutenant (M$^{r}$ Hamilton) short of the number you order'd — as also M$^{r}$ Dan$^{l}$ Hughes appointed Surgeons mate did not join the Ship

I have the honor to be

&c &c

T. T. [THOMAS TINGEY]

Hon$^{ble}$ BENJ$^{n}$ STODDERT
*Secretary of Navy.*

[NDA. Tingey LB, 1798–1800.]

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**To Major Commandant W. W. Burrows, U. S. Marine Corps, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 18$^{th}$ Feb. 1799.*

Major BURROWS.

SIR There is a quantity of powder on board the *Retaliation* I understand; It is difficult to ascertain, to whom it belongs; but as it may be dangerous to leave it on board, I have the honor to request, that you will have it deposited in the Magazine near the Schuylkill, as the property of the United States — taking a receipt for the quantity, so deposited. —

I have the Honor to be &C.

[NDA. GLB, Vol. 1.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 18 February 1799**

Fine Weather At ½ past 12 Bore away for Deseada at 5 brot too with the Main Top Sail aback At 8 Deseada W.N.W. 7 Leagues. At 7 A.M. Saw a Strange Sail Stand$^{g}$ to the Southw$^{d}$ bore up S.W. & at 9 answerd the private Signal of the U. S. Sloop *Portsm$^{o}$* Up T.G$^{t}$ Yds At 10 A.M. Spoke her —

Wash'd & fumigated between Decks. *Portsm$^{o}$* in C$^{o}$
Deseada W.N.W. 7 Leagues.
Dominico W.S.W. 10 Leagues.
[Latitude 16° 09$^{m}$ N$^{o}$]

[NDA.]

**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 18 February 1799**

First pleasant weather & fresh breezes
At 2PM came too in Basseterre in 9 fath$^{m}$ water, where we found the *Montezuma* had arrived with 20 sail of Americans to join the fleet — Arriv'd here an English frigate with her prize, a french Corvette of 16 Guns — —
At 6 AM hoisted Signals for the fleet to get under way —
At 9 got under way & lay off and on for the fleet at 11 made sail with 42 Sail of Merchantmen bound home —
Ends with pleasant W$^{r}$

[HS of Old Newbury, Mass. NDA photostat.]

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**To the Secretary of State, from David Humphreys, U. S. Minister to Madrid, Spain**

(N$^{o}$ 185) MADRID *February 19$^{th}$ 1799.*

SIR, The enclosed Paper, being the copy of a letter from Mess$^{rs}$ Grivegnée of Malaga respecting the arrival of the Ship *Washington* at Algeciras after an engagement with three French Privateers, will shew the protection afforded by the Spanish Gun Boats and the friendly dispositions of the General of Marine at that place. I flatter myself the French will have been discouraged from attempting to get possession of the vessel by force, as I have heard nothing from M$^{r}$ Mullony of such an attempt.
From the other enclosed paper, which is copied from a letter of M$^{r}$ Morphy, you will perceive that the captain and crew of the *Diana* (captured by French Privateers and condemned as a good prize by the Consul at Malaga) have been liberated, and are about returning to America in a vessel which the Captain has purchased.
A Courier extraordinary, dispatched by the Spanish Charge des Affaires at Naples, has brought a relation of the most unparalleled disorders and horrible Murders committed in that Capital between the time of the flight of the King and the arrival of the French. In the Gazettes forwarded herewith you will see the Message of the Directory, announcing the entrance of the French troops into the city of Naples, and the conversion of that kingdom into a republic.
Our commerce in Cod fish is likely to suffer a considerable diminution in the sale of that article not only in Italy, but likewise in this country — since by a late Bull of the Pope the permission for eating meat in lent has been greatly extended.
With sentiments of high consideration and esteem,
I have the honour to be,
Sir,
Your most obed$^{t}$ and most hble. Servant
The SECRETARY of STATE, &c. &c. &c.

D. HUMPHREYS

[SDA. Disp. Spain. Bk. 4. Humphreys.]

[Enclosure No. 1.]

**To David Humphreys, U. S. Minister to Madrid, Spain, from Grivegnee & Co., Malaga**

MALAGA *6th february 1799.*

SIR, We are informed by Mr Mullony, the American agent at Algeciras that the Ship *Washington* commanded by Francis Roberts, after making a vigorous defence against three French privateers near that place, joined several Spanish gun boats that were coming out of its harbour wh she entered safe under their protection, that the French, tho' before they had not been able to overpower her at sea, had since attempted to take possession of her in the very port, which the General of Marine there had resisted, expressing he would never permit unless he received positive orders fm court to that effect; as the vessel was just arrived and in quarantine when Mullony wrote us he could give no further information, so that in answer we could only instruct him to represent immediately to the said General that in consequence of the treaty subsisting this country was obliged to the protection granted, and the vessel must be set at liberty, in case it had not been done before the receipt of our letter, and if he refused to comply with this demand, to transmit you a copy of the petition with a statement of all that has passed, in order that with a full cognizance of this affair you might dispose the application you held convenient, either to the Minister of State or Marine, to obtain an order for the release of the *Washington*. She belongs to our friends Messrs Higginson and Parsons of Boston, and having a perishable cargo of fish on board we entreat you to make use of the most speedy and warmest efforts to bring it to an immediate conclusion, and whatever may be the issue we hope you will have the goodness to acquaint us thereof, to write our friends accordingly.

We are sir, & c.

(signed) GRIVEGNEE & Cy

[SDA. Disp. Spain. Bk 4. Humphreys.]

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[Enclosure No. 2.]

**To David Humphreys, U. S. Minister to Madrid, Spain, from Michael Morphy, U. S. Consul, Malaga**

MALAGA *13th February 1799*

SIR, By this post I am favored with your esteemed letter of the 8th instant whereby I note you are acquainted with the capture made on the *Diana* Captain Freeman from Boston bound to this Port — this vessel and cargo has been since condemned a good prize to the French captors, and the said Captain and crew are here perfectly well on board another vessel purchased by Captain Freeman, with whom they are to proceed back to Boston; they were lucky in not having a man hurt in so long a defence as they made against the French who have behaved very honorably to them.

I am, &c.

(signed) MICHAEL MORPHY

The Honorable DAVID HUMPHREYS, &c.&c.

[SDA. Disp. Spain. Bk 4. (Madrid).]

**Extract from log of U. S. Frigate *Constitution*, Captain Samuel Nicholson, U. S. Navy, Tuesday, 19 February 1799**

Moderate breezes and Rain at times, made and Shortnd Sail as nessasary to keep our station, at ½ p$^{t}$ 12 bore up and ran down towards Desceada, Employd working up Junk

P M At 5 brou$^{t}$ too Main Topsail a back

At 8 Desceada W by N Six leagues

At 12 Midnight Moderate breezes and clear weather Desceada W N W. seven leagues

At 4 Moderate and clear

A M at 7 Saw a strange sail standing to the Southw$^{d}$ bore up S W.

At 9 Answerd the private Signal of the United States Ship *Portsmouth.* Up T G Yd$^{s}$ — At 10 Spoke with the *Portsmouth,* employd washing and Fumigating between decks At 12 Moderate and clear *Portsmouth* in company Desceada N N W. 7 leagues Dominico W S W 10 leagues

Latitude Observed. — — — 16 . 09 North
Longitude Observed. — — — 60 . 50 West
} Land in Sight all the 24 hours

[NHS Col, NYHS.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 19 February 1799**

First part pleasant Weather took in & made sail as occasion required. At 4 PM past S$^{t}$ Eustatia bearing N N E 6 leagues at 6 PM Saba bore N b W 5 leagues — took in Courses & reef'd topsails — the fleet Close under our Stern —

Middle part pleasant W$^{r}$

At ½ past 4 AM saw a strange sail gave chase to her fir'd 3 Shott at her 6 boarded her she was an English privateer Brig of 14 guns —

At 7 AM saw a Ship to leward made sail & gave chase to her found she was under English Colours show'd signals but she not answering them got ready for action fir'd several guns which she answer'd some to leward & some to windward, at 10 AM Came up with & spoke her, his Britanic Majesty's Ship of War the *Perdrix* on a Cruise —

[HS of Old Newbury, Mass. NDA photosta.]

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**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Tuesday, 19 February 1799**

Fresh Gales, and Cloudy with Rain and a heavy Sea, Brig labours much and Ships much water

Made and Shortend Sail occasionally

at 9 P M got top Gallant Mast an end

Moderate & Cloudy at Midnight

Ditto Wind and Weather at 4 A M

all hands variously employd

Pleasant at Meridian

Distance per Log — 94 Miles

[ Lat. Observed 34 — 32 N
Long. Observed 59 — 47 W ]

[LC, EPP, 1799.]

**To Lieutenant Joseph Strout, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*N Department 20th Feb. 1799 —*

Lieu[t] JOSEPH STROUT
*Salem*

I have received your letter of the 7th Inst In consequence of information from Boston that after Cap[t] Sever resigned the Command of the *Herald*, the other Officers declined continuing in their Stations, and that new appointments must take place, I immediately made arrangements for that purpose, as the good of the Service required a prompt decision. — It appears from your letter that on this occasion injustice has been done to you, which certainly was not intended, and which I regret. —

It will not however be necessary for you to resign. Your rank shall be preserved, and you will hold yourself in readiness for Service on, board some other Ship, respecting which I will advise you hereafter —

I am Sir &c &c

[NDA. OSW, Vol. 1.]

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**To Regis Leblanc, Envoy of General Desfourneaux and Special Agent of Executive Directory at Guadeloupe, from Secretary of State**

DEPARTMENT OF STATE
*Philad[a] Feb[y] 20th 1799*

M[r] REGIS LEBLANC.

SIR. I have received your letter of this date in which you are pleased to style yourself the *Envoy* of General Desfourneaux, special agent of the Executive Directory at Guadaloupe.

The Bearer of Letters from the Governor of a little Colony, you have assumed the title of a Minister of a Sovereign State, and claimed an audience of the President of the United States. A moment's reflection will convince you of the impropriety of such pretensions — — an impropriety which is aggravated by your manner of enforcing such groundless claims.

M[r] Bunel who delivered me a letter from General Touissaint to the President of the United States, requesting that a commercial intercourse between them and S[t] Domingo might be opened, desired the favour of seeing the President, and he saw him. If another French gentleman, the bearer of a letter from General Desfourneaux to the President desiring an exchange of prisoners also wishes to see the President, — — I do not know that he will be refused. If he should be refused, it must be ascribed to General Desfourneaux's own conduct, in charging him with bundles of printed letters to be distributed in the United States for the like insidious purpose for which thousands have been sent from France — — —

I am Sir, your obed[t] Servant

TIMOTHY PICKERING

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

[20 February 1799]

**To Secretary Benjamin Stoddert from Captain Alexander Murray, U. S. Navy**

ON BOARD THE *Montezuma*, AT SEA,
*lat. 22, 30, long. 63, February 20, 1799.*

DEAR SIR, I have so frequently trespassed upon you, with my long details, I am loath to trouble you any further at present, but as I deemed it necessary to proceed a little way with the convoy under the *Merrimack*, from St. Christopher's, where I arrived in 24 hours from Prince Rupert's Bay, and as Captain Truxton expressed his desire that I should give the schooner *Caroline* a good run off, from the Islands, I have taken in tow, she being charged with his dispatches, which are of great moment, and I make no doubt will give you great joy.

I have likewise turned over to the *Insurgente*, 14 of my men, which I think will promote the naval service, should he succeed in manning so fine a ship.

I parted with Commodore Barry off the Road of Basseterre, Guadaloupe, where he sent his boat with a flag to endeavor to negociate an exchange of prisoners he took up from the privateer he had sunk off Martinico, which he will inform you of, but the fort fired on them and would not let them land. I only saw the circumstance, as I had no opportunity of speaking to him afterwards, not deeming it prudent to leave my fleet.

It seems to be Captain Truxton's particular desire, that I should return to him, after I have dismissed my present charge, and shall comply with his wish, if he thinks my services can be better applied, in any objects he may have in view, than those I have planned — I have no object, as I entered into the service with a pure zeal of doing the best in my power to serve my country.

I cannot conclude without expressing my astonishment at the flourishing situation of the trade of America. When I see our numerous fleets constantly passing these islands, it looks as if our vessels sprung out of the forests, ready equipped, and to use a simile, like Cadmus's soldiers, the men seem to spring up out of the ocean instead of the earth.

There are now upwards of 40 sail under this convoy, which is the sixth since I have been on this station; a good proof, that America is quite adequate to the support of a navy, equal to most of the powers in Europe.

Sir,
Your most obedient
Humble servant,

A. MURRAY

BENJ. STODDERT, Esq.
*Secretary of the Navy of the U. States.*

[LC, Conn. "Connecticut Courant", 25 March, 1799.]

[20 February 1799]

**To Monsieur Beauvarlet, one of the Administrators of Guadeloupe, from Captain Thomas Truxtun, U. S. Navy**

SIR Should I have occasion to send a Flag of Truce into Basseterre, Guadaloupe, — or wish to communicate with General Desforneaux respecting future arrangements of Prisoners, or on other public business; the *Constellation* will be known, when off the Road, by her American Ensign at the Mizen Peek, her broad Pendant at the Main top Gallant Mast head, & a French Jack at the fore top Gallant Mast head — on hoisting these Flags a Boat coming out, as a flagg of truce will be respected

I am

Your very Obed$^{t}$ Serv$^{t}$

(signed) THOMAS TRUXTON

U. S. SHIP *Constellation*

*Bassaterre, S$^{t}$ Christophers 20$^{th}$ Feb$^{y}$ 1799*

[To] Mons$^{r}$ BEAUVERLET —

[NHSMss 264, NYHS.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 20 February 1799**

Squally W$^{r}$ at 12 Cap$^{t}$ McNiel of the *Portsm$^{o}$* [*Portsmouth.*] Sloop War came on B$^{d}$ & informd Cap$^{t}$ Nicholson that they were 3 Arm'd Vessells at anchor under Marigalante and the *Portsm$^{o}$* not being in a proper State of Defence he requested convoy, down to Prince Ruperts Bay.

at ½ past 12 bore away made & Shortend Sail as Necessary to keep Company with the *Portsm$^{o}$*

at 3 P. M. Samuel Bailey Seam$^{n}$ Departed this Life at 4 Committed his Body to the Deep

Haul'd our Wind and parted frm the *Portsm$^{o}$* Prince Ruperts head S. W. b. S. ½ S. 6 Miles Dist at 8 Saw 4 French Vessells at Anchor under Marigalante Supposed Privateers At Midnight Marigalante N. E. 4 Leagues Dist

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy commanding, Wednesday, 20$^{th}$ February 1799**

First part squally weather & some rain At ½ past 1 PM the town of S$^{t}$ Croix bore SW b S dist 3 leagues, Laid the Main T Sail by the mast & the first Lieutenant went on shore. at 2 PM saw S$^{t}$ Thomas' bearing N b W 7 leagues at 4 D$^{o}$ boarded an English Lugger of 10 guns

Middle part pleasant at 8 AM saw a Brig belonging to the fleet who paid no attention to our Signals fir'd 3 shott at her she then hove too the 2$^{nd}$ Lieut$^{t}$ went on board of her —

Bore away & Came too in S$^{t}$ Thomas Road in 7 fath$^{s}$ Water

Ends pleasant — — —

[HS of Old Newbury, Mass. NDA photosat.]

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

U. S. Ship *Constellation*, Bassateer Roads
*S^t Christopher's 21^st Febry 1799.*

Dear Sir, I had the Honor to enclose you in my last Dispatch, by the *Caroline*, the Copy of a Letter I had written on the 14^th Instant, to General Desforneaux, Commander in Chief of the Island of Gaudaloupe, and it's Dependencies, his Answer you will find herein, and my Reply to him in Consequence thereof Dated the 19^th I also take the Opportunity of furnishing you with a Copy of a Letter from Monsieur Barreau, the late Captain of *La'Insurgente*, in Reply to my Offer to exchange prisoners, should Monsieur Desforneaux be disposed. This Letter is an Acknowledgement from that [1 line obliterated] very different to what our worthy Tars have experienced from Victor Hughes, other Governors in the french West Indies, and the Captains of their Cruizers; tho' General Desforneaux has written to me in a Style, that would lead many to suppose, my Conduct had been Cruel, but I shall not alter it, (on Account of his Insolence) to those, who the Fortune of War have made Prisoners to me. —

Whenever I receive a Reply from the Government of Gaudaloupe to my last Letter of the 19^th above mentioned I shall communicate the same to you, with whatever may be the Issue of my Correspondence on the Subject of an Exchange of Prisoners.

I have the *Constellation* completely refitted, and ready for Sea again, and hope in a Short Time to sail on a Cruize taking with me the *Insurgente*, that Ship being also far forward in her Repairs.

Be assured, that I am, Dear Sir, with high Respect & Esteem
Your very Obed^t humble Servant.

Hon^ble Benjamin Stoddert
*Secretary of the Navy.*

P. S. I should not have given myself the Trouble to have explained any Part of my Instructions to the Particular Agent of the French Directory at Gaudaloupe, but I understand there are now thirteen Vessels in the Ports of that Island belonging to the Citizens of the U. S. & by letting him know, that we are not instructed to molest unarmed french Vessels &c: it is possible he may suffer the Masters now with him, to depart with the Effects they have in Charge, for there is no calculating on the Policy, and Finess of this insiduous Man.

[HS of Pa. NDA photostats. Truxtun's LB, 1798–9.]

[Enclosure No. 1.]

[17 February 1799]

**To Captain Thomas Truxtun, U. S. Navy, from General Desfourneaux, Commander in Chief, Guadeloupe**

Translation (made by an Interpreter of Languages, at Saint Christophers) of General Desforneau's Letter to me, in Answer to my first Letter to him Dated 14th of February 1799. Thomas Truxtun —

DEPARTMENT OF GAUDALOUPE.

LIBERTY, LAW, EQUALITY.

PORT OF LIBERTY THE 29th PLUVIOSE, SEVENTH YEAR OF THE FRENCH REPUBLIC.

Constitution Article 156, the particular Agents will exercise the same Functions as the Directory, and shall be subordinate to them.

Etienne Desforneaux, General of the Division of the Armies of the french Republic, and particular Agent of the Executive Directory for the Windward Islands. —

To Monsieur TRUXTUN, commanding the American Frigate *Constellation* at Saint Christophers.

SIR, After the Loyalty, with which the Americans have been treated in this Colony, since the Time in which I began to govern it, I have not seen without Astonishment, and Indignation, an American Vessel take a french Frigate.

You demand Prisoners of me, and offer me in Exchange Frenchmen, are you unacquainted, that the Title of Prisoners cannot be applied to Allies and that since my Arrival, the Citizens of your Nation, have been at Liberty to go, when they were willing; that to assist them in the Means of returning to their Country, I have furnished them with two armed Government Vessels, at the Expence of the french Republic.

These two Vessels sailed together in concert with the Schooner of the United States, *Retaliation* armed with 22 Guns, and commanded by Lieutenant William Bainbridge, who fell in with a Division, which chased, and which perceiving herself inferior in Force, run away; she has been delivered up from the Moment she was known to be an American.

The Officers have been treated with Distinction, and the Crew have received generous Attention, and Assistance.

In Contra-distinction to this Generosity, you fell in with a french Frigate, which was absolutely ordered to respect your Flag, you ought to have taken Notice of it, at the Time that Captain Barreaut informed you, that France, and the U. S. were not at War, but you answered him with a Broadside.

You were the Aggressor, and Citizen Barreau in his Defence, acted according to the strict Order he received from me, to cause the Flag of the french Republic to be respected.

It is in Vain you refer to your Instructions as an Excuse, they cannot give you the Right of Assassinating Allies; they do not authorize you to take the Frigates of the french Republic; and how is it,

that you interpret them one Way, and Mr. Barry in another? the latter fell in with an English Prize, made by the Frigate, *L'Insurgente*, and let proceed on her Voyage after having examined her.

I request you in the Name of the Republic to deliver up immediately the Frigate, *L'Insurgente*, as the Property of a Nation in Amity with Yours, taking notwithstanding, the necessary Precautions, that she arrives without running any Risk on the Side of the Enemy.

If you refuse me this Satisfaction, I make you responsible for the Measures, that I shall take in Respect to the Citizens of your Nation, and their Property, which is here very considerable.

If you do not act according to this Demand, I will confiscate all American Property, which is in this Colony, and consider the Americans, as Prisoners.

My Letter will be delivered to you by an Officer, which I send for that Purpose.

DESFORNEAU.

(Copy) On Board the *Constellation*, in the Road of Bassateer S$^{t}$ Christopher's, the 25$^{th}$ Pluviose, seventh Year of the french Republic, One & Indivisible. —

Barreau late Commander of the Frigate, *La Insurgente*, to Commodore Truxtun, Commander of the United States' Frigate, *Constellation* —

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

[Enclosure No. 2.]

**To General Desfourneaux, Commander in Chief, Island of Guadeloupe, from Captain Thomas Truxtun, U. S. Navy**

76 Copy of My Reply to the foregoing Letter of Gen$^{l}$ Desforneaux to Viz$^{t}$

U. S. S. *Constellation*, BASSATEER ROADS,
*S$^{t}$ Christophers, 19$^{th}$ February 1799.* —

SIR, By Monsieur Beauvarlet, one of the Administrators of the Colony of Gaudaloupe, I received your Letter of the 29$^{th}$ Pluviose, answering to the 17$^{th}$ Instant.

It is totally unnecessary for me to reply to your very extraordinary Demand, and all the Observations contained in your Letter, it being sufficient for me to say, that as my Instructions have hitherto governed my Conduct, so they shall continue to do, as Long as I am acting on the Theatre of public Life.

Whenever I have it in my Power, I shall most unquestionably take every armed Vessel commissioned by the french Republic, or the Agents of the french Republic that I meet at Sea, untill ordered to the Contrary by the President of the United States. But as my Instructions do not at present warrant my seizing unarmed french Vessels, or Neutrals having French Property on Board, such Ships will consequently pass unmolested by me.

I, like my Government, and Countrymen in general, wish Peace with France, and all the World on fair, and honorable Terms, but on any Other we disdain it, Yes Sir, we spurn at the Idea.

I shall be happy to make an Exchange of Prisoners, as offered before in my Letter of the 14th Instant, and to lessen the Calamities incident to Captivity, and have made the Overture; It is therefore for you now to say, what shall be done, as my Ultimatum is given, and it will be inconvenient for me to remain idle in these Roads, more than a few Days for your final Answer. I have the Honor to be, Sir, with great Respect.

Your very Obedt & humble Servant,

His Excellency Genl Desforneaux
*Comdr in Chief of the Island of Gaudaloupe.*

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

[Enclosure No. 3.]

[19 February 1799]

**To Midshipman Joshua Herbert, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

Sir, You will proceed to Gaudaloupe, and deliver the accompanying Letter to Genl Desforneaux instantly on your Arrival; receive his Answer and return to me immediately with all the Americans, he may order on Board the Flag.

You will go to Bassateer, or Point Petre, as Monsr Beauvarlet may advise for to expedite the Business of your Mission. You have no Questions to ask, or answer to make, as General Desforneaux will reply to me by Letter.

I am

Your very Obedt Servant,

U. S. Ship *Constellation*
*Febry 19th 1799.* —

Mr Joshua Herbert.

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

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**To David Clarkson, U. S. Agent, St. Kitts, from Captain Thomas Truxtun, U. S. Navy**

United States Ship *Constellation* —
*Bassateer Roads St Christophers 21st Febry 1799.*

Dear Sir, I send to my God Son, John Williams Truxtun as the first Mark of my Attention, a beautiful Plume, which you will take Care of, and present to him in my Name, when he arrives at a proper Age, it being a Trophy I have preserved, having received the same as a Part of the Battle Array of Captn Barreaut, late Commander of the french Frigate *La Insurgente* of 40 Guns, and 409 Men, taken by me in the above Ship, mounting 38 Guns, and having 316 Men, on the 9th of February 1799 in Sight of the Island of Saint Christophers, after an Action of one Hour, and a Quarter, with the Loss of one Man only killed, and three wounded, whereas the Frenchman had 70 Men killed and wounded.

I am Dr Sir,

Your very Obedt humble Servt

David M. Clarkson, Esqr

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

**To Captain John Barry, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

UNITED STATES SHIP *Constellation*
BASSATEER ROADS, S$^{t}$ CHRISTOPHERS
*21$^{st}$ Feb$^{y}$ 1799.* —

SIR I wrote you by the *Diligence* the 16$^{th}$ instant, and dispatched her Master, in one hour after I received your letter, desireing I would send you one of the Brigs destined for my command on this Station.

The *Richmond* and *Norfolk* having just arrived from convoying a Number of American Vessels, I as speedily dispatch the former, as I did the *Diligence*, and have ordered Captain Barron, to look for you agreeable to your desire to Windward of Marigalant, where I hope he will soon find you. —

I now enclose you Copy of my Instructions, [*] and that part of Your Instructions, which have been incorporated into Mine, as was intended by the Sec$^{y}$ of the Navy, to become a part of my orders. By these Instructions, You will see, the independent powers vested in me on this Station, and which M$^{r}$ Stoddert repeated to me over and over again, was to be strictly adhered to, and not to be deviated from, except in case of such a force comeing out from France, as to make the Uniting My forces with yours indispensably necessary: but You have Rank above me, and be the Consequence what it may, from my being weakened on this Station, I have obeyed Your Commands, for I am determined to be governed by discretion and prudence in all my publick acts, and endeavour to meet the real intentions and wishes of the Government, in every particular, and when I do this, I shall put my enemies at defiance, and receive the reward due from My friends.

I have taken great pains to Communicate with you, since I have been on the Station, and to Nourish and Cherish a good understanding with You, Not only as an Officer, but as a private Gentleman, for no difference has ever existed between Us, in an acquaintance of upwards of twenty years.

I have not only wrote you several letters, which has been sent up by Admiral Harveys tender, but lest they should miscarry, I have desired our Mutual friend, John Gay, to forward to you extracts from my letters to him, and this has been done I repeat from the best intention, in order that you should be apprised, of the line of Conduct, I intend to pursue, and in order that I should know exactly from your answer Whether your measures were similar. —

I have been pestered about convoys and I have acted an Open part, which I do on all occasions, and have at all times, when it has been asked what you would do to Windward assured the Merchants, that as I was well acquainted, with Your kind & obliging disposition, I had no doubt, on an application being made to you for convoys, that you would Grant them, but since I came out here, I have only received a Single letter from you, and that meerly demanding one of my vessels from this Station. — Captain Murray of the *Montazuma*, has Agreed to remain under my command here, untill you return me the *Richmond*, or another vessel of at le[a]st her force, and then he will go off Curracoa, where there are several pirates. Murray I must say very politely agreed to my request, for tho' I was his superior officer, I would not have desired him to have remained with me, against his consent, except in some case, where his uniting his force

to mine, was indispensably necessary, because he was not put in Squadron with me, but on the contrary, received independent Instructions, from the first Source, the Sec$^{y}$ of the Navy.

The Good of the Service, the protection of Commerce in addition to our former good understanding, induces me to write you freely: and I expect you will do the same, Whenever you do write; I always was particular in my business, and shall always endeavour to be regular, consequently I forward copies of all my letters on publick business to the Sec$^{y}$ of the Navy, and of all those I receive. —

The Number of vessels at Surinam, makes a convoy from that Coast necessary, I should have supposed the *Merrimack* and *Diligence* would have answered; the *Diligence* to have run in and given notice and the *Merrimack*, to have remained on the Coast particularly as I wanted to have sent the *Richmond* in Search of some little pirates I have information of. —

I have a correspondence with General Desfourneaux, on the subject of my capture of the *Insurgente*, which Frigate, he has demanded, and sent down one of the Administrators — which I have sent back with the letter as on the other side: [†] and I am determined not to yield an inch to him; When I have settled the business of Exchange of prisoners, which is not yet agreed on, I will take the first Oppertunity of informing You: in the mean time, I have fixt with the Administrator Mon$^{s}$ Beauvorlet, to the following effect — that whenever I shall want to communicate with General Desfourneaux on the subject of Exchange of Prisoners, or to let him know (should I hear) of the arrival of his flags at Phil$^{a}$ &c.

I will stand in to Bassateer road Gaudaloupe with my Ensign at the Mizzen Peek, a Broad blue Pendnant at the Main top Gallant Mast head, and a French Jack, at the fore top Gallant Mast head, and send my boat as a flag of truce on shore, if they do not send a flag off: and it is promised that due respect shall be paid, and no attempt made to fire on me: and I have told Mon$^{s}$ Beauvorlet, that I would make this communication to you, and he has agreed, that if you have occasion to communicate with the Government, and stretch in towards the roads, in a Similar manner, with Similar Colours, hoisted, in the Same way, every respect shall be paid to you & your flag, if they should not send off one. — I have determined however, not to stretch too near the road, lest they should break their faith. —

I have in great haste put you in possession of every information or matter of any moment that respects our affairs here. You will observe by my letter to General Desferneaux, that I mention, we are not at liberty to seize unarmed vessels, or molest neutrals, but you will I am sure think with me, that we have a right to put our own construction on what constitute armed vessels. I have however made the above statement to General Desferneaux, in hopes he will not seize the American vessels now in Gaudaloupe. In very great haste, for I have not suffered the *Richmond* to anchor, Remain with due respect

Your obt s$^{t}$

THOMAS TRUXTUN

P. S. I shall send off another Set of dispatches to the Sec$^{y}$ of the Navy in two or three days. I have mentioned already Your sinking the Privateer. — T. T.

(For Copy of Letter to General Desferneaux [†] look at the end of Instructions from government. T. T.)

JOHN BARRY Esq
&c. &c. &c.

[NOTES.—[*] See letters dated December 8th, 10th, and 13th, 1798, from Secretary of the Navy to Captain Thomas Truxtun, U. S. Navy.
[†] See Enclosure No. 2 in Captain Thomas Truxtun's letter of 21 February 1799, to Secretary of the Navy.]
[Photostat, original in NYHS NHSMss 264.]

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[21 February 1799]

**To Captain Samuel Barron, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

DEAR SIR, You will proceed to Windward of Marigalante, and deliver the accompanying Packet to Captain Barry of the United States' Frigate, who you will find cruizing there, or thereabouts. Be sure to find him. I am
Yours with Respect

U. S. SHIP *Constellation* BASSATEER ROADS
*S^t Christopher's 21^st Febry 1799* —
Capt^n BARRON
of U. S. Brig *Richmond* —

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

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**Extract of a letter from an officer of the U. S. S. *Ganges*, dated Norfolk, February 21, 1799**

"An officer of the *Surprise*, an English frigate of 44 guns, boarded us off Cape Nichola Mole, and demanded all the Englishmen on board, also to examine the protections of the American seamen. Captain Tingey's answer was manly and noble.— 'A PUBLIC SHIP CARRIES NO PROTECTION BUT HER FLAG, I DO NOT EXPECT TO SUCCEED IN A CONTEST WITH YOU; BUT I WILL DIE AT MY QUARTERS BEFORE A MAN SHALL BE TAKEN FROM THE SHIP'— The crew gave him three cheers, ran to quarters, and called for Yankee Doodle. The *Surprise* upon hearing our determination, chose rather to leave us than to fight for dead men!"

[LC, Com., "Connecticut Courant," 18 March, 1799.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 21 February 1799**

Cloudy W^r & Steady Breezes.

At 3 P.M. Saw a Strange Sail bear^g N.E.b.E. @ 4 Answerd the Signals of *United States* Com^o Barry. Spoke her and made Sail in Company. @ 7 Up fore Sail and hauld our Wind Prince Ruperts head S.S.W. 4 Miles. Wore as Necessary between Dominico and the Saints at 5 filld and Made Sail for Prince Ruperts bay in Comp^y with the *United States* Unstow'd the Anchors and at 9 came too in 17 f^ms in Company with the *United States*

Cap^t N. waited on the Comm^o

[NDA.]

**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 21 February 1799**

[St. Thomas Road.] First part pleasant Weather at 1 PM the Cap[t] went on shore all hands employ'd at Ships duty
At 8 PM 3 french Letters of Marque arrived here laden with Coffee from Guadaloupe —
Middle part squally with rain
At 9 AM a Danish frigate sail'd
Latter part Squally with Rain —

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from log book of J. Ingraham, U. S. R. C. Brig. *Pickering*, Thursday, 21 February 1799**

Moderate & pleasant, employd Setting up the Rigging Fore & aft
Made & Shortend Sail occasionally Spoke the Brig [space] George Halliburton Master inform'd him should take the first opportunity of Sending the Convoy instructions & Signals on board of him —
Light Airs and Rain at Midnight, the Convoy a Stern
At 6 A M made Sail all hands variously employ'd
Distance per Log — 82 Miles
[Lat. Observed 32 — 30 N
Long. Observed 58 — 35 W]

[LC, EPP, 1799.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 21 February 1799**

Arrived at Prince Ruperts Bay in C[o] with the *Constitution* found the *Portsmouth* & Schooner *Scammel* there.

[NA.]

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**To Secretary of State, from James L. Cathcart, U. S. Consul, Tripoli**

ALGIERS *Feb[y] 22[nd] 1799*

Hon[ble] TIMOTHY PICKERING Esq[r]
*Secretary of State* —

MY DEAR SIR The enclosed of the 15 ins[t] I intended to have sent by the Sweed Frigate which M[r] Skjoldebrand arived here in, but I could not get it on board — I now send it under cover to M[r] Smith at Lisbon by the way of Spain with M[r] Ingrahams acc[t] cur[t] from Feb[y] 97 to Aug[t] 1798 as also a copy of his letter to M[r] OBrien dated Oct[r] 26[th] 1798 by which you will be able to determine whether my suspicion of his integrety is well or ill grounded —
Enclosed is a copy of a Statement relative to Tripoli I have made objections to it and proposed amendments which are not yet adopted but I believe will they are to the advantage of the U S — I have not time to send you a copy of my observations on the subject as the[y] are long & the courier sails at 12 oClock for Spain it was 10 before I heard that she was to sail to day —

In mine of the 15th inst I inform'd you that the arival of the arm'd vessels here had fully establish'd our credit, it is a fact — but for that reason we must not conclude that the Jews likes to lay long out of their money, they will credit the United States on emergency's but they expect to be reimburs'd as soon as the nature of the business will permit — I wish we could do without them —

The Cruisers were deliver'd up to this Regency on the 18th inst I believe on the following terms said sum to be placed to the credit of the United States in lieu of maritime & military stores Mr OBrien will inform you of the particulars —

| | Dollars |
|---|---|
| The *Hassan Bashaw* was valued at | 49, 000 |
| The *Skjoldebrand* D° | 28, 000 |
| The *Lela Aiesha* D° | 21, 000 |
| | $98, 000 |

I am much afraid the ship *Hero* is lost as we have not heard a syllable about her yet —

We have not paid our respects to the Dey or Grandees yet as is customary for what reason I have not been able to determine but it is probable we may see his Excellency this afternoon or tomorrow —

I remain Sir with respect & esteem your very Humble Servt

JAMES LEAr CATHCART

P S I do not imagine we will leave Algiers before the last of this month —

[SDA. Tripoli. Vol. 1, 1796–1799.]

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**To Secretary of State, from William Eaton, U. S. Consul, Tunis, & Richard OBrien, U. S. Consul, Algiers**

ALGIERS *22d Feb. 1799* —

SIR, On the tenth instant I had the honor to communicate information of the arrival, in this port, of the Brigantine *Hassan Bashaw* — the Schooners *Skjoldebrand* and *Lala Eisha*, and the United States brig *Sophia*; also Capn Maley's report of his having parted with the Ship *Heroe* on the American coast. Of this Ship we have yet no account — She must be either captured, gotten into some port in distress, or lost at Sea —

On the 18th the Officers, appointed by the Dey for the purpose, took formal possession of the vessels; and this morning Consul Gen. OBrien informed me that he had just now concluded a Settlement of all accounts between the Dey and the United States, which he desired me to sketch in the following cypher [Translation of coded message]

> The whole of our stipulation for naval and military stores I have entirely done away and paid our stipulated annual tribute with this regency up to two years and one half from the date of the treaty

He has been assiduously employed in the business since the arrival of the vessel: particulars will be reserved for a more certain conveyance —

I can state nothing with certainty on the affairs of Tunis — Mr Famin has formed flattering expectations of the consulate, and has artfully secured the friendship of the Bashaw and principal officers of the government by having procured, at the expense of 19 or 20 thousand dollars, and distributed among them the customary presents. The Bashaw has declared that he will receive no other consul from the United States — and did, in fact, discriminate him from the general mancipation which involved his countrymen on the declaration of War — Whether this respect was paid to the *Citizen* Famin, or to the *American* Agent is problematical — But the same argument, which established him, will undoubtedly induce his friends to transfer their attachment — The Sapatapa must be gained by this inducement —

The *Sophia*, being reinforced with the crew of the *Skjoldebrand*, will proceed to Tunis in a few days with Mr Cathcart and myself — It has been thought most proper to wait here until after an adjustment of our affairs with this Regency, in order to avail ourselves of the *friendly* interposition of the Dey and his ministers — or, in the language of Capt OBrien "To get out an anchor to windward."

The crews of the *Hassan Bashaw* and the *Lala Eisha* will return to America in a polacre, purchased by the Agent of the United States, in this place.

Mr Ingraham has exhibited an account current against the United States commencing Feb. 1, 1797 up to Aug. 1, 1798, exclusive of Salary, amounting to the enormous sum of *twelve thousand* one hundred & fifteen 53/100 dollars — and he has conducted the business in such a manner that it will be difficult, if not impossible, for the United States to evade payment.

The french are said to have taken possession of Naples — Buonaparte has established himself in Grand Cairo, planted his generals in the government of the principal provinces of Egypt, and reinforced his army with Arabs and Christians. Is it not possible that he will turn his eye towards the treasures of Algiers*, and the empire of Morocco — project the conquest of the Barbary States — imagine himself fixed in a strong position on Ape's hill, near Ceuta, and disputing the streights of the Mediterranean with Gibralter —? May not the declaration of war, by these states, countenance the measure and facilitate the event? If the Moors & Arabs could dispense with their religious stupidity, or could place full faith in the accommodating religion of the french Renegade, they would attach themselves to his banners — They sigh for liberty with an ardor which they do not affect to disguise — They say they consider themselves only as *free slaves* — The Arabs of the mountains do not hesitate to murder the Turks whenever they can find opportunity and retreat — The Dey is considered, by all classes of his subjects, but the successor in form to Hassan Bashaw, the late Dey —

The principal ministers of State have not a perfect understanding among themselves — The Jews, who hold the purse strings of this Country, are clandestinely, though manifestly, in the interest of the french — All these circumstances invite and could probably incourage the enterprise, if the obstacles, which nature has opposed by land, and the British navy by sea, could be surmounted — All the resourses of the country can present nothing formidable to a Buona-

parte — It is Christian policy and not Mehametan strength which has so long supported the existence of these piratical States —

I have the honor to remain
with great respect, Sir, your
Most Obe$^{d}$ Servan$^{t}$

WILLIAM EATON
RICH$^{d}$ OBRIEN

HON$^{ble}$ SEC$^{y}$ OF THE UNITED STATES

* The *public treasury* of Algiers is supposed to contain eighty million of dollars!

[SDA. Tripoli. Vol. 1, 1796–1799.]

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**To Major Commandant W. W. Burrows, U. S. Marine Corps, from Lieutenant of Marines, Anthony Gale**

NORFOLK *February 22$^{nd}$ 1799*

SIR On the 20th Instant we arrived from our cruise I haste to give you a state of the men under my Command.

On our cruise the Capt finding the Ship was to light went to St Thomas's; on the second day of our arrival Capt Tingey proposed to me that two or three of the Marines, could go ashore to the watering place, and wash the rest of the mens dirty cloths, I immediately ordered the Corporal to get three of the men most fit for the business, and go along with them, the first day they did not finish, on the following day I sent the Serg$^{t}$ as I thought the Corpl did not make them do their duty, the Serg$^{t}$ got drunk and as I am told quarreld with the men [word illegible] Brown and Weldon they might go about [words illegible] the men immediately went off every exertion was made to find them but to no purpose the Governor promised Capt Tingey he would have them secured after the Ship sailed as we heard that they were lurking about the suburbs of the Town till the Ship went to sea. With your permission I will recruit two men in their place at Norfolk. Some of them has not got their full allowance of clothing for the year, I wish Sir you would adopt some method by which they may get them, likewise for the men which may be recruited here if you give permission I will likewise try to list a Drummer & Fifer as they are very much wanted, One of the men (McMullen) is very unfit for service he being old and very unfirm and think it would be better to discharge him and get another man in his place. The men has not got any money since they come on board, some are owed fifty dollars, they were not paid a Dollar since I paid them at Marcus Hook M$^{r}$ Lewis says he has got no orders to pay the Marines, Capt Tingey says he will have them paid if the Secretary of the Navy orders him. I think the Serg$^{t}$ is very unfit for the place he holds and expect the Cap$^{t}$ will have him tried I would wish to have your opinion on the subject.

I Have the Honor to be
Sir
Your most Ob$^{t}$ &
Hbl Serv$^{t}$

ANTHONY GALE
*Lieut Marines*

I thank you Sir for an exact acc$^{d}$ of the money I rec$^{d}$ from you since my appointment on acc$^{t}$ of pay I gave receipts for the different

sums as I dont know exactly likewise what was done with respect of the rations and what we are allowed for them each. inclosed is an Inspection return and a list of what articles that is due the men.

A G.

W. W. BURROWS
*Majr Commandant of the Marine Corps*

[MCA, LR, 1799.]

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**To Captain John Barry, U. S. Navy, from Captain Daniel McNeill, U. S. Navy**

Copy

SHIP *Portsmo* [*Portsmouth*]
*Febr 22. 1799*

SIR As the Schooner *Scammel* has sprung her Bowsprit I have ordered her back into Prince Ruperts bay to refit and as I am going alone have taken out of him on board ship *Portsmouth* twenty hands — I have a full compliment on board but no Seamen

As I mean to sell the Ship *Portsmouth* for her full value I have taken twenty men from her and shall proceed as per your orders alone which I hope you will approve

I am Sir with great Respect
your humble Servant

DANl McNEILL

Capt JOHN BARRY

[Ford Col. J. P. Morgan, NYPI and NDA, Area 7, Feb. 1799.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 22 February 1799**

[Prince Rupert Bay.] Fine & pleasant Wr all hands employ'd Watering the Ship Gammond the Bowsprit & set up the bob Stays. Unbent the fore Sail

Latter Part fresh Breezes. cleard Ship for Sea

The *United States* Weigh'd & Saild. Mr Ellery an American Gentn came on board with Orders frm Commodore Barry to Land him at Antigua.

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy commanding, Friday, 22nd February 1799**

[St. Thomas Road.] First part squally with rain

At 4 PM a brig arriv'd from Baltimore 12 days passage —

Middle part Dto Weather —

At 6 AM hove up & got under way — fir'd a Salute of 17 Guns which was answer'd by a number of Americans, in honour to General Washington it being his birth day. — at 8 the fleet got out Consisting of 43 Sail

Ends Squally

[HS of Old Newbury, Mass. NDA photostat.]

**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*.**
**Friday, 22 February 1799**

Moderate & Pleasant weather, all hands variously employ'd at ½ past 2 P M a boat from the *Herald* came along side with a Midshipman, who brought a letter from Capt Russell, to Capt Preble, shortly after Spoke the *Herald*, Capt P requested Capt R, to come on board, which he did & returned again in about half an hour. at same time Capt Halliburton came on board from the Brig *Betsy*, and received his instructions, for continuing with the Convoy at Midnight light airs and pleasant Weather

At 10 A M Got top Gallant Y^ds up & Set the Sails, bent all the light Sails Made & shortend Sail Occasionally the 24 hours at Meridian Moderate & pleasant, the Convoy about 3 Miles a Stern

Distance per Log — 69

[Lat. Observed 31 — 40 N]
[Long. Observed 58 — 5 W]

[LC, EPP, 1799.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 22 February 1799**

Sailed from Prince Ruperts Bay Hove to off Bassaterre I went on shore returned with the Secretary of Gaudaloupe Sent the prisoners on shore.

[NA.]

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**To Robert Goodloe Harper, Chairman, Committee of Ways & Means, from Secretary of State**

[PHILADELPHIA]
*Department of State February 23^d 1799*

ROB^t GOODLOE HARPER Esq^r

SIR. Herewith I send you a statement of the expenditures relative to our treaties with the Mediterranean Powers, and of monies drawn out of the Treasury for the purpose, from which it will appear that the following sums remain to be provided for — Viz

| | *Dolls.* | *Dolls.* |
|---|---|---|
| Balance due Tench Francis Purveyor, P^r his acc^t | 28, 421. 22 | |
| due ditto for sundry purchases for the Algerine Brig^s and two schooners p^r ditto | 10, 000 — | |
| due ditto for advances to M^r Foxall Cannon founder p^r d^o | 25, 886. 88 | |
| due ditto for sundry articles received by ditto from the Public Military & Naval stores to be replaced p^r ditto | 12 983. 20 | |
| | | 77, 291. 30 |
| Also for this sum due the House of Bacri & C^o Algiers | 40. 987 — | |
| From which deduct the Cargo of the *Sophia* now on her way to Algiers | 16, 968. 93 | |
| | | 24. 018. 7 |
| For the fulfilment of our stipulations with Algiers as per Estimate (besides the freight) | | 73. 072 0 |
| Freight of such bulky articles at least 50 p^r Cent | | 36, 536 |
| | Dollars | 210, 917. 37 |
| From which deduct the cost of the three armed vessels built for Algiers, now probably arrived there, to be paid for by the Dey | | 68, 674. 15 |
| To be provided for | Doll^s | 142. 243. 22/100 |

But it is hoped that our Consul General will be able, if those armed vessels arrive safely, to cancel the demands for the large masts and other cumbrous and very expensive articles and reduce the claims of Algiers more than the amount of the cost of the vessels.

I should observe that the number of large masts remaining to be furnished is set at 39 only. This is certainly an error in the Purveyors statement; for I have heard of but three or four yet sent; but others of a smaller size have been forwarded, and these have been deducted from the original stipulation as if of the stipulated size.

I should further observe, that money only has yet been paid to Tunis: the furnishing of the stipulated stores (which will cost upwards of a hundred thousand dollars) has been suspended, until an essential alteration in one article of the treaty shall be effected, and on which our consuls are instructed to negociate with that power. If they succeed, they are to endeavour to substitute something less burthensome than masts and timber & other maritime stores.

In the original estimate presented during the present session, my object in proposing an appropriation of 100,000 doll$^{s}$ — — was not to provide for all that must eventually be furnished: but to discharge some balances of debts incurred, and to enable the Purveyor to forward some additional supplies. By the foregoing statement it appears that my estimate was too low; and that it will be expedient to make it up to about 140,000 doll$^{s}$ or 150,000 dollars, the latter in preference, seeing that in the course of the present year the value of 10,000 dollars, may probably be necessary for Tripoli. Expecting too, a favourable conclusion of the further negociation with Tunis, it would seem expedient to provide at least for a partial fulfilment of the original stipulations, — — say to the amount of 50,000 dollars, which would build one or two armed vessels (according to their size) and cancel the demand of upwards of 100,000 dollars. But if instead of armed vessels the new stipulation should be for *money*, this can hardly be expected to fall below the original stipulation for masts, timber, and maritime and military stores. And considering that nine months will elapse before the next meeting of Congress, it would be *safest* to provide for such a conclusion of the negociation — — say 100,000 dollars. — —

A state[ment] of former appropriations and payments and estimate of the sum wanting to discharge claims relative to the S$^{t}$ Croix boundary accompanies the documents relative to the Barbary affairs herewith presented.

I am very respectfully
Sir Your obed$^{t}$ Servant

TIMOTHY PICKERING

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

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

NORFOLK *23$^{d}$ February 1799*

SIR Since my last of 20$^{th}$ ins$^{t}$ I have visited Norfolk, and advis'd with M$^{r}$ Pennock relative to the supplies necessary for the *Ganges:* and have determined with him to replenish all her stores of provisions and water, to about 4 months expenditure, which I expect weather permitting will be accomplish'd e're the termination of the ensuing week.

As before intimated her wants in every other line are trifling as to value—let it suffice that every necessary shall be effected with all possible expedition

In my letters from S$^{t}$ Thomas I touch'd on a subject of trade, running in my opinion counter to the laws of our country — my attempts to investigate particulars were obviated, by the delicacy of those who could have satisfied me; excusing themselves from becoming (as they thought) obnoxious to the odium of being accounted informers.

Previous to my entering S$^{t}$ Thomas' harbour; I sent an Officer on shore, to the Commandant, requesting liberty of the port — and proposing to salute their Flag on proviso only of a return of Gun for Gun. He wish'd to have made a small difference, but on information that I was decided, it was agreed to: and I saluted their Fort with 15 Guns, which number was duly and promptly returned. On going on shore the Commandant expres'd to me much satisfaction on this point — wishing, as he said, by those marks of attention to cement a lasting friendship between the two Governments.

I have seen with much pleasure (in the public papers) your circular to the commanders in the Navy — relative to any attempt to take men from on board our Ships — which, had I known prior to my last letters, would have precluded the necessity of a few lines therein.

The health of the Crew of the *Ganges* continues as heretofore perfect, with some trifling exceptions: the most material of which is the pursers Steward who has been displac'd from that Station — and as it appears to me certain, he never will be of the least use in any other on board — I mean to grant him his discharge, which I hope you will approve.

I have the honor to be
&c. &c.

T. T. [THOMAS TINGEY]

Hon$^{ble}$ BENJ$^{a}$ STODDERT
*Sec$^{y}$ of the Navy.*

[NDA. Tingey LB, 1798–1800.]

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**To Joseph Waters, Agent for Ship building at Salem, Mass., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department February 23$^{d}$ 1799.*

M$^{r}$ JOSEPH WATERS
*Salem*

SIR It being necessary that a person of Character and Judgement should be appointed to Act as the Agent of the Public in superintending the equipment & of the Ship building at Salem by the patriotic subscriptions of your Citizens, and as you have been particularly mentioned to me for that purpose by the Committee, you will be pleased in future to Act in that Capacity, and I shall address you from time to time on the subject of that Vessel, and shall expect to hear from you as to her progress —

I shall send you Lists of Military Stores, Provisions &c which will be wanted; The Water Casks may be preparing and it will tend much to advantageous stowing as well as prove a great convenience on board to have them made generally of a large size.

A supply of Water for 220 Men for six months ought to be calculated on, but our Vessels generally in their construction, do not admit of as much room for Provisions and stores as is necessary, which perhaps may be the case with this Ship — You may therefore calculate on a supply of 4 Months at one Gallon p[r] day for each Man — this will require 26400 Gallons, and Casks of the following sizes ought to be procured if practicable. —

| | |
|---|---|
| 20 of 300 Gallons | 6000 |
| 60 of 200 " | 12000 |
| 40 " 150 | 6000 |
| 20 " 100 | 2000 |
| | 26000 |

These should be made of Staves proportionably thick, and bound with Iron Hoops — If Staves sufficiently large cannot be had, you must be governed by circumstances, and have the casks made as large as the Staves will admit of — They should be well soaked and rinced, and when filled should have a small quantity of lime put in them — It is of importance to attend to this, as inconveniences have arisen from the water turning sour, and smelling in New Casks. —

I have the Honor &C.

P. S. If you will commence this business immediately a remittance shall be made you for the purpose. —

[NDA. GLB, Vol. 1.]

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[23 February 1799]

**To Acting Lieutenant Samuel B. Brooks, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

Sir, From the first Day of March next ensuing, you are to consider yourself as a Lieutenant in the Navy of the United States, and act on Board this Ship as such, for which you are to consider this as your Order, untill a Commission is procured for you.

You must prepare yourself with the Naval Dress as a Lieutenant; Join the Gun Room Mess, conduct yourself in all Respects as becoming a Gentleman, and Officer, and at the Hazard of your Life, aid your Superiors at all Times in executing the Orders of the Ship, and supporting the Honor & Dignity of the Flag of the United States. If you want a little Money to give you an Outfit, the Purser shall furnish it. I am with every Consideration,

Your Obed[t] humble Serv[t]

U. S. Ship *Constellation*
*Bassateer Roads, St. Chris[topher,]*
*23[d] Febry 1799*

M[r] Samuel B. Brooks.

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

[23 February 1799]

**To Midshipman Enoch Brown, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

Sir, Having known your Father intimately for many Years; and considering your Youth, and hoping that you will so correct your Conduct, as yet to become a useful Member of Society, I give you the Opportunity of a fair Trial, by appointing you a Midshipman on Board the *Insurgente*, commanded by Lieutenant Rodgers. You will therefore repair on Board that Ship, on the 1st Day of March next ensuing, from which Time you will Commence the functions of a Midshipman & Your pay will at the Same time be augmented accordingly.

Your's with Consideration

U. S. Ship *Constellation*
*Bassateer Roads, St Christophers*
*23d Febry 99. —*
Mr Enoch Brown.

P. S. Lieutenant Rodgers is to place William Mc Hatton on the *Insurgente's* Books as Midshipman, and he is to receive Pay as such from the 1st Day of March next ensuing. A Master, and another Master's Mate will be provided as soon as eligible Characters are found, as well as all other necessary Officers.

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

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[23 February 1799]

**To Lieutenant John Rodgers, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

Sir, By my Account you have now the following on Board the *Insurgente*, including yourself, and all the Officers; and Men, to Viz; —

32 from *Constellation*
14 " *Montazuma*
13 " *Norfolk*
—
59
10 Frenchmen
—
69 total the 23d February 1799. —

You must visit the Prison Ship, when at Leisure, and every Spaniard, Portuguese, Italian, and in Fact Person of every Nation (Frenchmen, and french Negroes excepted) report to me, as I will detain, and oblige them to do Duty for being in the Service of France, fighting against the U. S. of America, contrary to existing Treaties. Let me know if above Account agrees with your List.

Your Obedient Servant —

Lieutenant Rodgers
Commanding the *Insurgente*

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



COMMODORE JOHN RODGERS, U. S. NAVY.

[23 February 1799]

**To Lieutenant John Rodgers, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

An Account of Officers, and Seamen &c. turned over, from the United States Ship, *Constellation*, Thomas Truxtun Esquire, Commander, into *La'Insurgente*, commanded by Lieut. John Rodgers, 15th February 1799 to Viz$^{t}$ —

Lieut: Rodgers, Commander
~~Lieut. Archer, 2d in Command.~~
Mr Davis, Midshipman.
Mr Sinclair, Ditto.
Mr Henry, Surgeon's Mate
Mr Smith, Master's Mate
Francis Donel [or Dorrel], Seaman 5th March
William Hacket, Seaman
Alexander Addams, Do
Nathan Brown, — Do
John Phillips, Do
John Finley — Do
Robert Johnson — Do
William Young — Do
William Armstrong — Do
Thomas Chisley Do
Matthew Rawlings Do
John Ballett — Do
John Jones — Do — 3d March
William Taylor, Ordinary
Charles Malon Do
Thomas Dennis Do
Conrad Baxter Do
Jacob Elsworth Do
Spencer Grayson Do
James Ash Do
John Rawlings Do
James Coyle Do
Henry Allen Do
William Howell Do
Wm McHatton(Midshipn) Do
Samuel Brown Do
1st Mate Enoch Brown, Midshipman
Joseph Atkinson, Boatswain
John Light, 5th March
John Ponsonby, Q. Master, 9th March
John Evans, Midshipman, 9th March
[One name obliterated], 9th March

Lieut. Rodgers,

Sir, You will find the Number and Grades per above List agreeable to my Order of the 15th which you have in Writing. Every other Man belonging to the *Constellation*, on Board your Ship, you are to return immediately by Mr Sterett.

I am,
Your Obedt Servant.

U. S. Ship, *Constellation*
*23d February 1799* —

[about 23 February 1799]

**Memorandum of Captain Thomas Truxtun, U. S. Navy, regarding personnel for *L'Insurgente***

| List of Officers & Men for the *Insurgente* when in regular and complete order for any ~~Cruize~~ Expedition. Commission, with all the Arrangements made finally by the Presidt of the U. S. confirming, or rejecting the present temporary Appointment. | Temporary Appointments for the *Insurgente* made by me — |
|---|---|
| One Captain | Lieutenant Rodgers, Commander |
| Three Lieutenants | Lieut: Archer, second in Command |
| One Master | |
| One Lieutenant of Marines | |
| One Surgeon | |
| One Purser | |
| One Surgeon's Mate | |
| One Boatswain | |
| One Gunner | Lieut: Macrea, of the Marines |
| One Carpenter | Isaac Henry, as Surgeon |
| One Sail Maker | Mr Davis, Mr Sinclair, Mr Brown, Mr M$^{c}$Hatton } Midshipmen |
| Eight Midshipmen | |
| Two Masters Mates | |
| Two Boatswain's Mates | |
| Two Gunner's Mates | Mr Joseph Shippen Smith, Master |
| Two Carpenter's Mates | Mr Evans, Midshipman. |
| One Boatswains Yeoman | Joseph Atkinson, Boatswain. |
| One Gunner____Ditto | John Light. John Ponsonby } Qr Masters |
| One Carpenters_Ditto | |
| One Coxswain | |
| One Sail Maker's Mate | |
| One Master at Arms | |
| One Armourer | |
| One Captain's Clerk | |
| One Cooper | |
| One Ships, or Purser's Steward | |
| Nine Quarter Gunners | |
| Eight Quarter Masters | |
| One Ships Cook. | |
| One Loblolly Boy | |
| Two Serjeants | |
| Two Corporals | |
| One Drum | |
| One Fife | |
| Thirty Marines which are as many as are necessary for a mere Cruising. Ship of this Sort. — | |
| One Hundred Able Seamen | |
| Ninety Six Ordinary Seamen, and Boys | |
| Total Compliment | As eligible Persons are found the blanks of temporary Officers will be filled up. — |
| 290 ~~200~~ Men | |
| ~~three hundred men~~ | |

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

**Extract from journal of James Pity, U. S. Frigate *Constitution*, 23 February 1799**

[Prince Rupert Bay.] Fresh Breezes. Bent the fore sail and hove Short at ½ past 6 P. M. weigh'd and came to Lea.

At 12 came by Gaudaloupe At 5 Englishmans head bore East 3 Leagues.

Saw 3 Sail Stand$^{g}$ to the Northw$^{d}$ made Sail & gave [chace] Saw the chace run into Monseratt at 10 Tack'd to the Southw$^{d}$ Punished Jn$^{o}$ Dade Seaman & Joseph Baker Seaman each with 12 Lashes for fighting cleaned between Decks at 12 Antigua west extreme N. E. b. N. 7 Leagues distant Monseratt W. N. W. 2 Leagues.

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 23 February 1799**

First part light wind & pleasant weather — at 4 PM the SW part of S$^{t}$ Thomas' bore SE b S Dist. 6 leagues from which I take my Dep$^{t}$ it being in latt 18.25 North and long. 64.41 West from London. Made Signals for the fleet to Close & keep with the Convoy before night — Reef'd the top Sails

Middle & latter parts pleasant & Steady breezes.

[Long'de ob'd. 64.53 W.
Latt'de ob'd. 19.45 N.]

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Saturday, 23 February 1799**

Light breeze & pleasant weather, all hands variously employ'd, the Convoy about 2 Miles a Stern, at 3 Exercised the Great Guns and Small Arms and muster'd all hands to their Stations in taking and veering Ship manoeuver'd them till 5 P M

Made and shortend Sail occasionally

At 5 A M got the short Gibb Boom in & rigged out the Long one

Gunner & his mate employd fixing double headed shot to the shot Lockers.

Meridian Moderate & pleasant, Convoy 2 Miles a Stern

Distance per Log — 60

[Lat. Observed 30 — 38 N
Long. Observed 56 — 52 W]

[LC, EPP, 1799.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 23 February 1799**

Spoke the Sloop of War *Richmond* Cap$^{t}$ Barron.

[NA.]

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[About 24 February 1799]

**To Lieutenant William Bainbridge, U. S. Navy, from Regis Le Blanc, Envoy of General Desfourneaux, etc., concerning his treatment while prisoner at Guadeloupe**

FROM THE AURORA.

SIR, I request you, to insert in your next Gazette a copy of a letter which I handed to you two days ago, containing considerations on certain letters, the wrong impression of which ought not to be suffered to remain.

R. L.

To WILLIAM BAINBRIDGE, Commander of the Schooner *Retaliation*.

SIR, I have read in Mr. Brown's paper of the 15th inst. an extract of a letter said to be written by you, when in Guadaloupe, to a friend of yours at St. Bartholomew's. The apprehensions manifested in it that you expected to receive from general Desfourneaux in answer to the letter you had written to him, an order for being put in close confinement. — The terms in which this article is expressed do not coincide with the terms of that very letter which you directed to him, and very little I dare say, with the treatment you have particularly received from him.

You will permit me to make use of the same mode to remove, if possible, the impression which your extract has probably made on the minds of many of your fellow-citizens, already and unhappily too much prejudiced against the French nation. You will not deem it improper that I should here compare the letter written by you, to your friend, at St. Bartholomew's, with the letter written by you to general Desfourneaux, to communicate to him some reflections, relating to a request made him to take again the command of the schooner *Retaliation*, to return her to the government of the United States, as a simple and friendly restitution.

"After what you told me yesterday, general, (this is your letter) "it appears, that your intention is to reestablish me in the command of "the schooner *Retaliation*. I take the liberty to lay before you some "reflections I have made on that subject, which proceed from my "duty as an officer, and from my gratitude for your politeness.

"Being established in my command, (added you) I cannot avoid "obeying the orders and instructions which I received from my "government. These instructions prescribe to me to seize all French "vessels. In not doing it I expose myself to be dismissed the service "of the United States, or to receive any other punishment which "may be inflicted by a court martial.

"On the other hand (such are still, or very near your own expres- "sions) can I permit myself after the treatment I receive from you, "in going out of your harbour, and especially after having given you "my parole of honor not to do it, can I permit myself to seize your "vessel; on the contrary honor and humanity will not permit."

You concluded by telling him the way of conciliating every thing, that is to say, what your duty required from you and gratitude for his politeness, which was to send back the *Retaliation* as a Cartel.

This is very near, I dare to affirm it, the contents of your letter, which I am ready to acknowledge, does honor to you in acting according to the dictates of your duty. Your frankness produced on general Desfourneaux, a very different effect from what you apprehended, an effect which it ought to produce on a man, who in knowing his own duty as an officer, could not but perceive what was the duty of another officer. You were perfectly free when you wrote that letter, I will do you the justice to think and say, that nothing forced it from you; it ought, therefore, to be considered as the free expression of what you felt then, as the expression of truth.

It has been publicly reported that you had been in close confinement during forty or fifty days, that you had been treated in common with the sailors. Is there one word of truth in these reports? I appeal to your own testimony, did you stay more than ten or twelve days on board the frigate *la Volontaire?* Were you not treated as an officer by captain St. Laurent and his officers? Did you not obtain from general Desfourneaux after the application made to him by captain St. Laurent and myself, the perfect liberty of going on shore and there to take lodgings? did not general Desfourneaux invite you several times to dine? did we not dine twice with him together? did he not offer you a seat at his table wherever you thought proper? did he not offer to supply you with what money you might be in want of? did he not in fact lend you some? did he not repeat frequently to you, that he did not consider you as an officer of a nation with whom we are in war, but as a friend and ally? did not his conduct throughout uniformly prove his sincerity, when you acquainted him that lieutenant Geddes had been confounded with white and black sailors, and he did not testify to you his astonishment and his regrets? did he not deliver you at the instant an order, prescribing to the director of the hospital to treat him as officer, and to put him consequently in a private room? has not Mr. Geddes been treated from that instant according to the order? He has frequently repeated to me since that time that he had no cause to complain; he is here, let him be questioned, he is a young man of honor, and I believe incapable of speaking otherwise than the truth, let him speak.

Among the American captains detained in Guadaloupe, had there been a single one put in prison, since the departure of Victor Hugues? Captain Bingham, and Mr. Miler, supercargoes, both of this city, who came passengers with you, have they been in confinement a single day? How many vessels were condemned since the departure of Victor Hugues? Did you not learn from general Desfourneaux, a few days before we left the island, being myself the interpreter for you and him, that knowing of an American vessel being taken, and sent to Point a Petre, by the frigate *l'Insurgente*, to have her trial, he had given immediate orders to set her free, and only invited the capt to exchange his cargo, which consisted of salted provisions, for sugar and coffee. These, Sir, are not suppositions; these are facts, these are convincing proofs of the change which has taken place in the government of Guadaloupe according to the orders of the French Directory, which shews their friendly disposition.

The American citizens, it is said have been detained several days, after the departure of Victor Hugues; this is true. But political reasons rendered that measure necessary: It was thought very essential to conceal from the British division cruising before our harbour, the departure of the frigate *la Volontaire*. The general feared with reason, that if some of them were once free, they might steal a boat, and take refuge on board the British vessels, and give them information of what was passing in our port. The flight of three American sailors, who stole out at noonday the boat belonging to the vessel

in which they were employed, and took refuge on board the British sloop of war cruizing there, fully justified the measure employed by general Desfourneaux; it being impossible in an island which has no settlement but on the sea, to send the detained people in to the back country, as is commonly practised on the continent; you have, Sir, a full knowledge of the above mentioned facts.

Again, is it not true, that several days before our departure, 27 of your captains, of whom a list has been sent to your government, went to St. Thomas's and St. Bartholomew's, with passports, of which General Desfourneaux granted them, at their *first* request, I made and presented for six of them at eleven o'clock in the morning, a petition for that purpose, and at four in the afternoon they got them; these are facts — they are this day on the continent, and may attest the truth of them.

Is it not also true, Sir, that when complaints were made by you to Gen. Desfourneaux, interpreted by myself, of the ill treatment your men suffered under the goaler, that he sent for that goaler, and menaced him in your presence, to dismiss him if his future conduct should be the same — what he did then, I ask you could he have done sooner? was all this made known to him before? So much employed as he was, and you can have no doubt of it, in appreasing movements of insurrection which were manifested in the different parts of the island. So much employed in endeavoring to prevent dreadful events with which the cololony was threatened; sick in bed during ten or twelve days, will they look upon it as a crime, not to have entered upon the direct details of his administration, such as that of goals, or a criminal tribunal; we must begin by extinguishing the fire which burns our house before we think of setting order in it; is it possible to organize a colony in one day? it requires a space of time to prepare that work, it requires another one for to settle at his post every public functionary.

These reflections will diminish, in the impartial and unprejudiced minds, the supposed wrongs with which Gen. Desfourneaux is charged in your late papers.

I am convinced, sir, after the principles of honor I think you possess, that the people who sent to be printed the pieces which have appeared, and especially the extract of a letter of St. Bartholomews, did not receive their instructions from you. I render to you the justice to believe that you would have said to them, when I wrote that letter to Gen. Desfourneaux I apprehended the reception it would meet with, my fears were ill grounded, my letter proved successful, my proposition was accepted.

This is, sir, a very long letter, but the essential details it contains, and on which I could not be silent did not permit me to abridge it. I owe them to the loyalty of Gen. Desfourneaux, I owe them still more to truth, if there is in the contents of it a single fact contrary to it, I solicit you to deny it in the face of the public.

I am, Sir,

Your most obedient,

REGIS LEBLANC.

[LC, NY, "ARGUS, or Greenleaf's Daily Advertiser", 26 Feb., 1799.]

**Extract from journal of James Pity, U. S. Frigate *Constitution*, 24 February 1799**

Moderate Weather Made and Shortend Sail as Occasion Required Muster'd Ships Company and read the Articles of War.

At 7 Monseratt W.S.W. 5 Leagues Antigua South extreme E.b.S. 9 Leagues.

At 9 Wore to the Southward off English Harbour and bro't too w$^{th}$ the Main Top Sail Aback Sent an officer & boats crew to land M$^{r}$ Ellery the Gent$^{n}$ rec$^{d}$ on b$^{d}$ at Prince Ruperts Bay. At 10 performd Divine Service.

[Latitude observed 17° 04$^{m}$ N$^{o}$]

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 24 February 1799**

First part pleasant Weather & Steady moderate breezes

At 3 PM saw 2 sail ahead — Made sail for them at 4 D$^{o}$ fir'd a Shott & brought one of them too sent the Boat on board The Brig *Harriett* of Charleston W$^{m}$ Cook Master — the other a Schooner from N York both bound to S$^{t}$ Thomas'

Middle part pleasant

Latter part D$^{o}$ weather & light winds

[Long'de ob'd. 65.01W.
Latt'de ob'd. 21.17N.]

[HS of Old Newbury, Mass. NDA photostat.]

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[25 February 1799]

**An Act for the augmentation of the Navy**

SECTION 1. *Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That under the orders of the President of the United States, and in addition to the naval armament already authorized by law, there shall be built within the United States, six ships of war, of a size to carry, and which shall be armed with not less than seventy-four guns each; and there shall be built or purchased within the United States, six sloops of war, of a size to carry, and which shall be armed with eighteen guns each, or not exceeding that force; all which ships and vessels shall be procured, manned and employed as soon as may be, for the service of the United States: And in part of the necessary expenditures to be incurred herein, a sum not exceeding one million of dollars, shall be, and is hereby appropriated, and shall be paid out of any monies which shall be in the treasury of the United States, not otherwise appropriated.

SEC. 2. *And be it further enacted,* That the President of the United States shall be, and he is hereby authorized to augment, at his discretion, the force of any ship or vessel, now in the service, or building for the service of the United States, by allowing an additional number of guns and men therein, beyond the established rate, and according to the respective size and capacity of such ship or vessel: And a sum

not exceeding thirty-five thousand dollars, shall be, and is hereby appropriated to defray the expense of such augmentation, and shall be paid out of any monies which shall be in the treasury of the United States, not otherwise appropriated.

SEC. 3. *And be it further enacted,* That the President of the United States shall be, and is hereby authorized to place on the naval establishment, and employ accordingly, all or any of the vessels which, as revenue cutters, have been increased in force, and employed in the defence of the sea-coast, pursuant to the act, intituled "An act providing a naval armament"; and thereupon, the officers and crews of such vessels, may be allowed, at the discretion of the President of the United States, the pay, subsistence, advantages and compensations, proportionably to the rates of such vessels, and shall be governed by the rules and discipline, which are, or which shall be established for the navy of the United States.

*Approved, February 25, 1799.*

[Statute III. Page 621.]

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[25 February 1799]

**To Captain Samuel Barron, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

SIR, I gave Mr Clarkson a Paper a few Days ago, containing Terms for entering Seamen, and requesting him to write to some Gentleman at Saint Thomas's to procure me all the Men possible for the *Insurgente*, as I was unacquainted at that Island, and he accordingly wrote to a Gentleman, and forwarded the Letter to him immediately.

You will call on Mr Clarkson for an Introduction to his Friend at Saint Thomas's, and in Conjunction with him on your Arrival there procure me all the Seamen, and Landsmen, Boys, &c. possible.

| | | |
|---|---|---|
| Able Seamen | 17 | Dollars per Month |
| Ordinary | 10 | — ditto |
| Boys | 6 | — ditto |

As soon as you procure all the Men that is possible at Saint Thomas's, return with them here, and I hope to see you early next Week.

I am Sir, very respectfully
Your Obedt humble Servant,

P. S. Enter all you can for 12 Months, and so down to three Months as you can get the Men to agree — —

UNITED STATES SHIP *Constellation*
Bassateer Roads, St Christophers —
25th February 1799 — — — — — — — —
Captn SAMUEL BARRON
U. S. Brig, *Richmond.*

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

[25 February 1799]

**To Monsieur Beauvarlet, one of the Administrators of the Colony of Guadeloupe, from Captain Thomas Truxtun, U. S. Navy**

Sir, On your Compliance with my Letter of the 14th Instant to General Desforneaux, I will release the french Seamen, captured on Board the *Insurgente*, and all the Officers, the latter to continue on Parole. You will observe that I leave you at Liberty, to use the Term, Prisoners, Captives, or Americans, as you may think proper.

I wish much to settle this Business with as little Difficulty as possible, but I cannot yield to the Arguments or Dictates of any Man, which are contrary to my own Judgement.

I am, Sir,
Your very Obedt Servant —

U: States' Ship, *Constellation*
*Bassateer Road 25th Febry 1799.*

Monsieur Beauverlat
*One of the Administrators of the Colony of Gaudaloupe.*

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

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**To Samuel Church, Joseph Allen, and George McLellan, Masters of American Sailing Vessels at Guadeloupe, from Captain Thomas Truxtun, U. S. Navy**

United States Ship *Constellation*,
*Bassateer Roads, St Christopher's 25th February 1799* —

Gentlemen, I have received your Letter of the 23d Instant. I am told you are not considered as Prisoners, but on the Contrary, you are at Liberty to leave Gaudaloupe, whenever you please. In my official Capacity, I must consider the real Interest of my Country, and in doing which, my Instructions form the Basis of my Conduct. I am certain your Situation, by being kept in a State of Suspence (with Respect to your Property) must be truly disagreeable, but I cannot relieve you, as you think proper to remain in Gaudaloupe to wait the Issue of your Trials. All the Americans that join me here, shall be provided for, and a Conveyance found them to the U. S.

I am Gentlemen,
Your Obedt Servant

To Messrs
Samuel Church
Joseph Allen
George McLellan
} Master of American Vessels Gaudaloupe —

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

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**Presumably to Rufus King, U. S. Minister, London, from Elias VanderHorst, U. S. Consul, Bristol, England**

Bristol *Febr 25th 1799*

Dear Sir. Since my last of the 1st Ultº I have been honored with yours of the 23d Inst. covering two Letters for Philadelphia, which I

have delivered to Cap[t] Martin of the American Snow *Ranger* bound to Baltimore. She is a very complete Vessel, Copper-bottomed, mounts 14 Carriage Guns and Sails remarkably fast — this Vessel & the *Planter* (of which I before advised you) intend sailing in Comp[y] and to run it — they are both now in King-Road but should you wish to write farther by them I think your Letter in [illegible] of Post would be in good time. — I am sorry you were not before advised of the *Ranger* — my being absent from Home for the last fortnight †was the cause. I therefore hope your goodness will excuse it, expecially as you may depend I shall take care to guard against the like in future. — The Vessels noted below are the Only Americans now here besides those I have already mentioned, but these will all Sail together under the first Convoy for the U States. I remain with great respect & regard

Dear Sir,
Yours very Sincerely

ELIAS VANDERHORST

Ships *Venus* } for
*Nonparel* } New York.

†I returned Home yesterday

[SDA. Bristol, Vol. 1, 1791–1799.]

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[25 February 1799]

**Protest of Captain John Johnson, Master of the Schooner *Betsey*, captured by the French Privateer *La Republicain***

[Translation]

Before the undersigned Notaries public in the Island Guadaloupe residing at Basseterre, appeared John Johnson master of the American Schooner *Betsey* of New York who being assisted by the Citizen Bernier sworn interpreter in the English Language (called for that purpose) and through whose means after having made oath before said Notaries Declared that having been detained in the Prison of this City of Basseterre from the moment of his arrival here until the fourteenth of this month, Coresponding with the 4[th] of March 1799 Ancient style, he hath not been able till this day to make his protest against whomsoever it may belong or in any wise concern for the Causes hereafter explained as follows —

That the appearer made sail in said Schooner *Betsey* under his command from said port of New York bound for the port of Laguira on the Spanish main with an assorted Cargo — That on the fourth of february last he left sandy hook, the wind being from the westward — the Seventh of said month he had a heavy gale of wind which obliged him to keep under reefed sails but seeing that the sea had become very high and breaking on Deck, and had stove in the stem of his boat he had layed to under reefed mainsail, the sea continually striking on deck, and by such quantities as to carry away part of the railing of the Larboard side pumping every hour, the winds from the westward — That on the eight of said month of february the wind moderated and he made sail and continued his voyage, nothing extraordinary having occurred until the 24[th] of said month, when being in Longitude 59 Degrees 58 minutes & in Latitude 17 Degrees 27 Minutes he discovered a sail which he thought to be a Cruiser

That the Deponent tacked ship and stood to the northward and Eastward, at four oClock in the afternoon it began to rain, at six oClock he lost sight of said sail, tacked about and stood to the South East On the next day about seven oClock in the Morning he saw a sail to the Eastward, standing to the westward, at eight oClock he crowded sail on her and steered course to the South west, but having discovered that she was a Cruiser, the Deponent ordered that every one should keep his quarters — at ten she distinguished her colours which were english, that he then hoisted his on the mizen peek and the pendant on the head of the mainmast, at Eleven oClock the vessel being within Cannon shot; fired at the schooner *Betsey*, to which she answered by firing two shots, that afterwards attacking him, she took down her english Colours and hoisted french colours, and all at once gave the *Betsey* a broadside, which he answered by his, and after that a General battle followed — But the Deponent perceiving that she was of superior force to his schooner and had above eighty men on board, struck to the privateer the *republican* Captain Bandin [or Baudin] of Besseterre Guadaloupe; it being then past twelve, this privateer had in fact 10 Guns six pounders, and ninety five men in Crew, with a Compleat set of small arms which did much Damage to the sails and rigging of the *Betsey* the Deponent himself having been wounded in the right leg — the twenty sixth of said month of february the Deponent came to anchor in the road of Basseterre, from whence he and his crew were brought on shore, and all confined in the prison kept for Criminals, on the next day they were carried and transferred to that of prisoners of war, the fourth of the above said month of march, the Deponent and his Super Cargo were taken out — that the people of the privateer had taken from the Deponent his watch a quadrant books and other effects together with all the Ships papers & have likewise taken from the Super Cargo a gold watch and other articles — On their arrival here the Deponent, his officers and Crew were brought before the Minicipality — The Deponent observed above all that after he had struck the privateer fired on his vessel upwards of fifty musket shots, For reason of all which circumstances and Dependencies the Deponent declared to us to protest, as in fact by these presents doth firmly protest, for all what he may protest lawfully in such cases, reserving in consequence to provide himself thereof, when he may choose proper and in time and place against whom it may belong, Act of which to him granted by said Notaries at his request to serve as need may require it — Done and passed it the Study [?], the Sixteenth day of the month of ventose, seventh year of the french republic one and indivisible, before noon, and the Deponent signed with said Notaries, and the said Citizen Bernier sworn Interpreter, on these presents, the minutes of which remain in possession of Vanchelet, one of them, after perusal of the same by them, first made and this interpretation by said interpreter, to said Deponent who declared to comprehend and understand the whole, thus signed to the minutes, John Johnson Bernier Interpreter with Serane Notary & Vanchelet notary undersigned

Collated
VANCHELET
*Not*

I Canut Robinson president of the Municipal administration of Basseterre Guadaloupe, Certify to all to whom it may belong that

the above signature is that of the Citizen Vanchelet Notary public in this Colony, that full faith shall be given to it in Judicature and thereout. In Testimony whereof I have signed these presents which are Countersigned by the Secretary Register and sealed with the seal of the tribunal — Certify besides that the Controll & Stamped paper are not made use of in this Colony — Given at the town house the 27th Ventose 7th Year of the french republic one and indivisible —

L.S. ROBINSON *presidt* L ROUNE *Secy Regr*

[Ct of Cl. French Spol. Case No. 1110.]

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[25 February 1799]

**Extract of a letter from Captain William Malcolm, late master of the Ship *Carolina*, dated Paimpole, 10 May 1799, regarding her capture by the French privateer, lugger, *Courageux***

"Before you receive this you must be acquainted of my capture on the 25th February, five weeks out, the Start Point distant four leagues, I was attacked by the French lugger privateer the *Courageux* of six guns and fifty men, when after an action of two hours he boarded and carried me with thirty men; having but a slender force to oppose with, which was weakened by two of my men being severely wounded in the early part of the engagement. I defended the property as long as there was a possibility of resisting, and now acquaint you I am detained here as a prisoner of war, and can form no idea when I shall be released; my people have been marched about 200 miles into the country. On writing to the Consul General at Paris he promises to demand my release, and if refused, to solicit my absence on parole."

[LC, Charleston, S. C., "Coliseum Museum & Savannah Advertiser", 10 Sept. 1799.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 25 February 1799**

Fine Weather Standg off and on English Harbour (Antigua) filld & made Sail to the Southward

at 5 $\overline{AK}$ to the Northward

at 7 N.E. end Grandterre bore S.S.E. 7 leagues. the S.E. end Antigua N.E.b.E. 4 Leagues.

at 5 N.E. end Grandterre bore S.S.E. 4 Miles

At Merdn Antigua N.W.½ W. 7 Leagues distance.

East End of Grandterre S.b.E. 5 Leagues distance

[Latitude 16. 46 Nº]

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 25 February 1799**

Pleasant weather & moderate breezes throughout these 24 hours 33 sail in Company, some of the fleet having bore away & left the Convoy —

Under short sail some of the fleet sailing very dull. —

Latter part all hands employ'd washing the vessell out between Decks &c

[Long'de ob'd. 65.28 W.]
[Latt'de ob'd. 22.19 N.]

[HS of Old Newbury, Mass. NDA photostat.]

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

U. S. SHIP *Constellation*, BASSATEER ROAD
*S^t Christopher's 26 February 1799* —

DEAR SIR, After referring to the several Papers here enclosed, which principally relate to the Business of the Frigate *Insurgente*, and my Correspondence with General Desforneaux, together with the final Arrangement made with Monsieur Beauvarlet, the Officer he authorized, and sent to effect an Exchange of Prisoners with me, I hope to find that all I have done will meet the Approbation of the President of the United States.

We are in Want of various Stores, but trust I shall soon hear of a Transport being arrived, and that I shall also find my Force augmented; for be assured, Sir, the immense Commerce from the United States to these Islands, makes frequent Convoys indispensably necessary. During the short Period, I have been in these Seas, near two hundred Sail of Vessels have sailed under the Protection of our Flag from this Island, bound to different Parts of the Continent, and I have now a Petition before me, from a Number of Masters of our Vessels at Antigua for a Convoy which I shall give, as soon as any of the Vessels of my Division (now out on Service) arrive, or I am enabled to leave this Road myself, whichever may first happen.

Admiral Harvey's good Disposition and that of the Commanders of all the British Ships of War on this Station towards our Men of War, and armed Vessels, is fully manifested by their polite, and friendly Conduct on all Occasions, and it has been no less my constant Study to cultivate a lasting, and social Intercourse with them, than it appears to be the Wish of all Descriptions of People here to see harmony and I shall continue to observe an Uniformity of Deportment towards every English Officer, and Subject I meet, as long as their Conduct shall be correct towards us.

I have dispatched the *Richmond* to Saint Thomas's, and have given Orders to Captain Barron, to procure immediately for the *Insurgente* all the Men Possible at that Place; at the same Time Lieutenant Rodgers her Commander, will use all the Exertions in his Power to enter American Seamen here. In Hopes soon to hear from you in Reply to this, and my other Dispatches (forwarded by the *Caroline*) I have the Honor to remain with great Respect, and Esteem,

Your most Obed^t humble Servant

Hon^ble BEN^n STODDERT
*Secretary of Navy.*

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

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**To Captain Richard Derby, U. S. Navy, from C. W. Goldsborough, for Secretary of the Navy**

[PHILADELPHIA]
*N Department 26^th Feb. 1799*

Cap^t RICHARD DERBY *Salem*

SIR The President of the United States, by and with the advice and Consent, of the Senate, hav^e appointed you a Cap^t in the Navy: I am instructed by the Secretary of the Navy, to make the communication to you; —

You will be pleased to communicate your acceptance or non acceptance of this Appointment. In the event of your acceptance, you will take the enclosed Oath and forward it to this office. — It is intended that you shall superintend the Construction of the Frigate building at Salem — you will therefore be pleased to give every necessary attention to this object.

I have the honor &c

C. W. G[OLDSBOROUGH] for
B. S[TODDERT]

[NDA, OSW, Vol. 1.]

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**To William Nicholls, Marshall of Pennsylvania, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 26th Feby. 1799.*

WILLIAM NICHOLLS Esquire
*Marshal.*

SIR Please to direct ten of the Prisoners at Lancaster, to be sent to this place — They are wanted to put the *Retaliation* in order for her return — and should be sailors — The Captains of the Privateers will write to an Officer among the Prisoners, to select the men — If they are furnished with Rations for four days, it may be sufficient to bring them to Philadelphia — A guard I presume will not be necessary. —

I am &c

[NDA, GLB, Vol. 1.]

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**To Major Commandant W. W. Burrows, U. S. Marine Corps, from First Lieutenant John Hall, U. S. Marine Corps**

ON BOARD THE BRIG *South Carolina*
*26th Fby 1799*

Majr WILLIAM W. BURROWS

SIR I have neglected writing for some time past on account of my not being able (before now) to give you any information in what manner the detachments were to be stationed, not knowing that Lt James was to return to the Northward I concluded (and so did Mr Simons) that he wou'd take Command of the first detachment, but he sais it was not your orders for him to do so, that they extended no further than to deliver the detachment you sent forward to me & for him to recruit in Charleston. I wrote him a Letter on the subject & now inclose you Copy of his answer, & hope I have not done wrong in so doing. I have taken Command of the first Detachment myself on Board of the *South Carolina*. Capt. Pain, who sails tomorrow on a Cruise to the Southward & do not expect to return under Two Months. I took the liberty of drawing a sett of Bills on you in favour of Mr Simons, the men being so much in want of a few little necessaries as well as myself before we went out that I cou'd not avoid doing it. I now inclose you a receipt Roll, the pay Roll being already forwarded by Mr S: — you will then be able to judge how much we were in want of the detachment you sent forward, it is almost an impossibility for to Recruit men in this Country. Captn Huger of the Artillerist

& Engineres is in the same situation with ourselves though he gives a large Bounty.

Lieut. Maine will take the Command of the 2nd Detachment on board of the *General Pinckney*, which vessel will be obliged to go to the Northward for the purpose of getting men, as it is impossible for her to get them here. Our Frigate will be Launched the 1st of May & shou'd be extremely obliged to you if convenient to let me have a Command on board of her as I am particularly acquainted with Capt. Cross & am convinced he will be able to give me a number of instructions that will be of infinate service to me — I remain

Dr Sir

Yours sincerely

JOHN HALL
*1st Lieut. Marines*

[MCA. LR, 1799]

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[26 February 1799]

**Capture of the schooner *Amity* of Columbia, Maine, by French privateer, *La Zaboa*.**

FRENCH GENEROSITY

Arrived at Gloucester on Thursday last, ship *Industry*, Sweat, 32 days from the bay of Hondras. Passenger, Capt. *Nathan Clark*, master of the sch. *Amity*, of Columbia, (Maine,) who relates the following: — That the said sch. was from the bay of Hondoras, bound to Charleston, and that on the 26th of Feb. Cape Antonio, bearing N. E. 6 leagues distant, was captured by the French privateer *La Zaboa*, of Cape-Francois, but last from the Havannah, and that Capt. C. supposes the vessel was sent to Campeche, a Spanish port; that the Frenchmen robbed the whole crew of every thing except what they had on; that the crew were obliged to leave their vessel, and come on board the privateer; that on the 6th March, the picaroon was captured by the English frigate *Maidstone*, and ordered for Kingston, and on our arrival there, the American Captains on hearing of our misfortune, politely gave us every assistance we stood in need of. On the 31st March, Capt. C. took passage in the sloop *Brilliant*, Kellog, of Nantucket, for Savannah, who in two days after leaving port, was again captured by the French privateer sch. *Prudent*, of 10 guns, who plundered and then sunk the *Brilliant*, and also burnt the sch. *Betsy*, Capt. Barney, of Rhode-Island, who was then in co. The privateer had taken the ship *Betsy*, Drysden, of Wilmington, and after destroying the two vessels, gave up the *Betsey*, and put all the Americans on board of her which was about 40, without any more provisions than what was then on board. On the 13th of April, the *Betsey* fell in with the ship *Industry*, Capt. Swett, of Newburyport, bound here, in co. which vessel Capts. Clark and Kellog got on board and arrived safe at Gloucester. ☞Capt. C. returns his most grateful thanks to his fellow countrymen, for their assistance, while in distress, and assures them, their humanity will ever be dear to him.

Arrived, at Newport, sch. *Sally*, Parsons, of Boston, 13 days from New-Providence. — Left there, *Two Brothers*, Eastabrooks, of Boston, sch. *Lydia*, Lumber, of Truro; and several southern vessels.

[LC, Boston, "Columbian Centinel", 4 May, 1799.]

[26 February 1799]

**Letter regarding capture of the British Ship *Cicero* by French Privateer *Democrat* and recapture by the U. S. Frigate *United States***

[From our Philadelphia Correspondent.]

For the following INTERESTING Letter from a Young Gentlemen of this city, belonging to the Frigate *United States*, Commodore Barry, we are indebted to the politeness of an obliging Correspondent:

ST. PIERRE, MARTINIQUE — SHIP *Cicero*,
*March 9, 1799.*

"I HAVE been here in this ship about 10 days, as prize-master — she belongs to Liverpool, was captured by the French privateer schooner *Democrat*, and re-captured by the frigate *United States* and sent in here. Her cargo consists principally of live stock, such as oxen, jack-asses, horses, &c. and is valued at about 30,000 dollars, of which I suppose one eighth will fall to us — She is a fine ship of 430 tons, mounts 20 nine-pounders, and carries 50 men, or rather 35 men and 15 boys. The privateer mounts 12 nine-pounders, and had 100 men. They fought two hours and an half, and after the French had boarded her, fought on the deck three quarters. Out of 50 hands on board, the captain and three men were killed, and 26 wounded. Could I but give you a description of the scene this ship presented when we first took possession of her, it would make your heart shudder. Never were men more inhumanly mangled, and much of it done too after they had given up. A little boy, who was a favourite of the captain, was ordered by the Frenchman to go aloft and haul down the colours— he cried, and said, he could not, which was the fact — The Frenchman immediately up with his cutlass and cut his arm almost off, and otherwise wounded him in several places. The Englishmen, there can be no doubt, fought like men; everything on board proves it. The French had been in possession of her about 36 hours before we recaptured her, during which time not one of the poor fellows who had been wounded, had been dressed, nor a single bucket of water thrown on the deck. They were in a perfect gore of blood, insomuch, that when the ship would roll with the heave of the sea, the blood in the cabin run from side to side in a perfect current.

The capture of this ship ought to be a serious lesson to our merchants, how they fit out the vessels. They put on board 10 or a dozen guns with twice the number of men, at the utmost, and then think she is able to cope with any thing she may possibly meet with. This is a great mistake. It is incredible how these Frenchmen fight, when driven to desparation. Having nothing to lose, and every thing to gain, wherever they see any thing that looks like plunder, nothing will deter them from attempting the most daring enterprize. The *Democrat* has taken two or three other ships of equal force, and carried them into Gaudaloupe. We found 30 Frenchmen on board this ship, who were put on board the frigate.

[LC "Connecticut Courant" 22 April, 1799.]

**Extract from journal of James Pity, U. S. Frigate *Constitution*, 26 February 1799**

Cloudy Weather At 4 Saw a Strange Sail bear$^{d}$ E.S.E. another S.E. at 12 Squally with Rain.

at 5 Saw a Strange Sail bear$^{d}$ E.S.E. made Sail and gave chace

At 9 Answerd the private Signal of the U.S. Ship *Geo. Washington* Wash'd and fumigated between Decks.

At 11 A.M. Saw 2 Sails bear$^{d}$ S.S.W. 12 Miles observ'd one to be in chace of the other Made Sail gave them chace.

At 12 the S.E. end of Deseada S.b.W. ½ W. 7 or 8 miles.

[Latitude observed 16° 08$^{m}$ N°]

[NDA.]

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**To His Excellency, General Desfourneaux, Commander in Chief of the Island of Guadeloupe, etc., from Captain Thomas Truxtun, U. S. Navy**

U. S. SHIP *Constellation* IN THE ROAD OF BASSATEER,
*Saint Christophers 27$^{th}$ Febry 1799* —

SIR, I had the Honor to receive your Letter of the 22$^{d}$ Instant (5th Ventose) and having finally made an Arrangement with Monsieur Beauvarlet for an Exchange of Prisoners, as per his Receipt of this Date, I gave immediate Orders, that all the french Seamen, (except a few, that it is necessary for me to send to America,) should be put on Board your Cartels, which will be respected by all the Ships of War of my Nation. You have demanded formally, that I liberate those Officers, who I permitted on Parole, and are now in your Island; this Demand, Sir, I cannot comply with, but Mess$^{rs}$ Petit Peire, and Devers, as well as the Surgeon, and Monsieur Burand, [?] [or Benand?] who was wounded, and cannot proceed by the present Oppertunity, I release intirely, and leave them at full Liberty; I shall expect in Return, that you will not be backward (should an Occasion occur) in showing the like Generosity. The Americans now with you, and those that the Fortune of War may hereafter put in your Power, I shall expect here according to the Agreement made with Monsieur Beauvarlet, and on a full Reliance of an Observance of good Faith on your Part. —

I leave for the present our two Governments to settle all Matters of Expence respecting Prisoners, in Consequence of Monsieur Beauvarlet's Assurances, that the Cartels sent to the United States from Gaudaloupe were dispatched at the Expence of the french Republic, and that no Reimbursement is immediately demanded, or expected in America.

As long as the Misunderstanding exists between our two Governments &c; it will afford me Satisfaction to find moderate, and humane Measures adopted by both Parties; and on this Account I have waived noticeing several Expressions in your Correspondence, that ought not to have dropt from an Officer of your high Station, especially one, who professes a conciliatory Disposition towards the U. S.

No high toned Expressions, or Threats will ever make an American swerve from his Duty; he takes his Post, when his Country calls upon him, and will there execute the sacred Trust reposed in him of defend-

ing the Honor of his Nation's Flag, and preserving her Interest. I am, Sir, with Respect, and great Consideration,

Your very Obed$^{t}$ humble Servant

To His Excellency Gen$^{l}$ DESFORNEAUX
*Com$^{dr}$ in Chief of the Island of Gaudaloupe & it's Dependencies &c. &c. &c. —*

[HS of Pa. NDA Photostat, Truxtun's LB, 1798–99.]

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[27 February 1799]

**Substance of a Conversation and Negotiation between Monsieur Beauvarlet (one of the Administrators of the Government of Guadeloupe, sent by General Desfourneaux) and Captain Thomas Truxtun, U. S. Navy, respecting an Exchange of Prisoners**

On Monsieu Beauvarlet's Arrival here from the Seat of the Government at Gaudaloupe, and delivering me General Desforneau's second Letter, he declared, that there were only about 25 Americans now on that Island, and that they were at Liberty to join me here, or go to Neutral Islands, as they pleased, but on this Offer being made to them, they thought proper to remain with their Vessels, in Preference to leaving Gaudaloupe, and gave as a reason, that they would wait the Decision of the Government, respecting the Acquittal, or Condemnation of their Ships. Monsieu Beauvarlet added, that the particular Agent did not consider the Americans, as Prisoners, and consequently could not admit of the Term being used, nor could he force them away. — I told him, that it was strange such a Doctrine should come from them at this Day, when for upwards of two Years past, Hundreds of our unfortunate Seamen had been confined in the Prisons of Gaudaloupe, and Prison Ships of their Ports, and that many of them had been treated in the most barbarous Manner, and further that General Desforneaux in his Letter to the President of the United States had absolutely used the Term, which I showed him in one of their own printed Copies: But notwithstanding all this I considered it immaterial, what he called them; that he was at Liberty to use the Term, Prisoner, Captive, or American as he thought proper, so that the Men were delivered to me here. He replied, that it was impossible under existing Circumstances to do it, but that I ought to release the *Insurgente's* Crew at all Events, in Consequence of their liberal Conduct towards our Men lately sent to America. I answered, that as I had made up my Mind, and saw no Reason, why I should alter my first Determination, I would write him a few Lines, which should put an End to all Argument, as he then would only have to comply immediately with my Proposal or not as he thought proper. ("For Copy refer to the 5$^{th}$ Page back.") [See letter to Gen. Desforneaux dated 27 Feb. 1799.]

After the Receipt of the foregoing Letter, Mon$^{r}$ Beauvarlet agreed to my Terms (with this Exception only) that as they had been at the Expence of sending two Cartels with our Seamen to America, and had neither demanded, or expected any Reimbursement from the United States at present, and had also brought down to this Place two Cartels for their People, he insisted upon my bearing the Expence

(but to be settled in Account between the two Governments hereafter) of the Flags I had sent up to Gaudaloupe, and that of the Crew of the *Insurgente*, while detained here, which, finding no better could be done, I finally agreed to, and he gave me a Receipt (copy of which I annex) for all their Men released including the Officers, and Others now on Parole. * * *

List of the Crew of the Frigate *Insurgente*, delivered to Monsieur Beauvarlet, amounting to Two Hundred, and ninety-seven Officers and Men, exclusive of the Captain, and fifty-one Officers, and Others sent to Gaudaloupe on Parole, which fifty two Persons are to adhere strictly to the Conditions of this Parole, to Viz$^{t}$ —

| | |
|---|---|
| On Board the Cartel, *Indent* two Officers, & 131 Men — Total — | 133. |
| On Board the Cartel, *Africa* various Officers, & Men | 136. |
| Detained in the Hospital, not being in a Condition to be sent on | 18. |
| Detained on Board *La Insurgente* to Viz$^{t}$<br>Michael Jarry, Boatswain<br>Lewis Lee Nagente, Gunner<br>John Francis Nagent, Carpenter<br>John Michael Jarry<br>Francis Depray<br>John Basile<br>Isadore<br>Bernard Toman<br>Joseph Colvinan<br>Pierre, a Negro | 10. |
| Officers on Parole as above mentioned | 52 |
| Total delivered including those on Parole | 349 |

U. S. Ship *Constellation*, Bassateer Road 27. Febry 1799 answering to the 9$^{th}$ of Ventose of the 7$^{th}$ Year of the french Republic

Signed. BEAUVARLET. Witness. ANDREW STERETT

N. B. 349 Prisoners delivered, including all the wounded, but some of them still remain in Hospital as p$^{r}$ List, being in a Situation not to be removed at present.

19 Foreigners detained

41 Killed, and since died of Wounds.

409 Total on Board the *Insurgente* at the Commencement of the Action.

[HS of PA, NDA Photostat, Truxtun's LB, 1798–9.]

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**To the Officer having the care of the French prisoners at Lancaster from Secretary of the Navy**

[PHILADELPHIA]

The Officer having the Care of the French Prisoners at Lancaster

*N. Department 27$^{th}$ Feb. 1799* — —

SIR An order will shortly be given for removing the Prisoners now in your Charge to this place to be sent to Gaudaloupe, but the Vessels in which they are to embark are not yet ready, one of them is now preparing, under the direction of a French Captain who requires the Assistance of ten Seamen to get her equipped.

I consent therefore to your liberating that number, and one of the Officers who is written to by the French Captain above mentioned will select them. —

Major Nichols the Marshal whose duty it is to attend to the business is now absent, and will not return for some time; I must therefore request that you will supply them with four days provision which will be sufficient to last them till they arrive here, and let them set off as soon as possible. —

I am Sir &c

P. S. Please to take a list of their names and enclose it to me —

[NDA. GLB, Vol. 1.]

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[27 February 1799]

**Letter to the Printers of the "Norfolk Herald" from Captain Thomas Tingey, U. S. Navy, concerning the transaction between HBMS *Surprise* and the U. S. Ship *Ganges***

NORFOLK, *February 28.*

*To the Printers of the Norfolk Herald.*

GENTLEMEN, EVER an enemy to misrepresentation, I must beg you to correct the statement, of the transaction between his Britannic Majesty's ship *Surprise* of 32 guns, and the United States' ship *Ganges* under my command.

It is true, that captain Hamilton of the above ship did send an officer on board, requesting information, whether any Englishmen were in my crew; observing that my assurance would be sufficient to prevent an officer being sent to examine their protections, I did not hesitate to say I considered all my crew Americans by birth or adoption — But I also observed to the officer, that there were no protections on board to my knowledge — the only one we carried in our public ships being our flag. This business terminated here. It is not true that the officer demanded a sight of my commission; but during his stay behaved with much politeness, and was in return, treated with all the civility I was capable of. Nor did I, as I have heard it represented, say any thing about my guns being a protection, if my flag was deemed insufficient.

As soon as the boat put off a second time to come on board the *Ganges*, being on the quarter deck with my officers, I declared to them my determination to fall there, sooner than suffer an investigation, or permit any man's name to be called over.

When the boat came along side again, it was with the surgeon; and with a polite message from captain Hamilton, requesting to assist him with some medicine he was in need of. But no apology was made for the message sent by the Lieutenant; nor was the subject thereof even mentioned by the doctor or myself.

Apprehensive that a similar circumstance might occur on a future day I thought it incumbent on me, to let my people know what they had to trust to. At evening, therefore, I caused all hands to be called, and when assembled, did pledge myself to them, that not a man should be taken from me, by any force whatever, while I was able to stand at my quarters — which declaration they received with three cheers, and high spirits.

THOMAS TINGEY.

NORFOLK, *Feb. 27, 1799.*

[LC, Conn. "Connecticut Courant", 25 March 1799.]

[27 February 1799]

**Engagement with French Privateer, by the Brig *Chatham* and the Brig *Lucretia***

EXTRACT FROM THE LOG BOOK OF THE BRIG *Chatham*, ARRIVED YESTERDAY FROM JAMAICA.

On the 27th Feb. at the S. W. end of Cuba, a brig hove in sight, which proved to be the *Lucretia*, of Boston, from Kingston, bound to Norfolk; — she hove too for us; immediately after we saw two schooners, whom we supposed to be both privateers, from their manœuvres. We consulted the captain of the brig, and he agreed to give us all the assistance he possibly could, as he was unarmed; we therefore hoisted out our boat, and got four men from the brig. At half-past 9, A. M. we were all ready for action. We saw the smallest of the two soon after, which appeared to us to be an American built vessel, captured by the enemy. At 10, A. M. the other hoisted French colors, and laid by for us, which as soon as we perceived, we hoisted our American ensign, upon which she gave us a heavy shot, when the action commenced, and lasted until 12 o'clock; we found our six-pound shot did not reach her till we got close in with her; when our shot reached her, she bore away for the shore, within the bar: we then lay too for her, till she came within shot of us, with her bloody flag at her fore-top-mast, and renewed the action, which continued about two glasses, when she bore away from us again. — At half-past 2 P. M. she again put after us with a man hoisted at the fore-yard-arm, and renewed action, with her bow-chases, which were very heavy guns, and we returned the compliment with our stern-chases. We supposed our shot did considerable execution, as there appeared to be great confusion on board the enemy. We were determined to defend ourselves to the last man, and bravely die at our quarters, sooner than be taken by this *Hellish* crew. We kept up a smart fire with our stern-chases till half-past 4 P. M. when she hauled her wind, and ceased firing, and we stood on our way to New-York, not thinking it prudent to chace her, our ammunition running short.

We had six 6's, and the enemy four 6's and 24, and a swivel, and 75 men, which the captain of the brig *Polly*, of Providence, from Kingston, bound to Providence, informed us next day, whom she had detained five days, and treated the captain extremely ill, beat the men unmercifully, and let her go, after plundering her of almost all her provisions, and every article they could lay their hands upon. The captain, second-mate, a man from the *Lucretia*, and cabin-boy, were slightly wounded.

[LC, Boston, "Columbian Centinel", March 23, 1799.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 27 February 1799**

Fine Weather in Chace to the S.S.W. At 3 Shortend Sail & Spoke the U.S.Schooner *Diligence* who Inform'd us the Schr under Desada was a French Privateer with whom she had exchanged Several Shott but the Frenchman running under the fort prevented his taking him. Phillip Paine Seaman fell fm Mizen top Sail yard and was Drowned. @ ½ past 4 fill'd and made Sail to the Southwd

At 7 East end Deseada N.b.W. ½ W. 5 Leagues. Dominico S.W.b. W. 12 Leagues. Tack'd as Necessary to keep our Station, @ 12 Deseada W.b.N. 7 Leagues Dist
[Latitude 16° 05$^{m}$ N$^{o}$]

[NDA.]

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**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Wednesday, 27 February 1799**

Moderate breeze & pleasant weather, all hands variously employ'd
At 7 P.M. dark and Squally with heavy Rain down Mainsail, lowerd the Topsails on the caps
At Midnight light Airs inclining to Calm
At 4 A M, Set Mainsail, Convoy about 3 miles a Stern
Made and shortend Sail occasionally
At Meridian moderate & pleasant
Distance per Log — 68
[Lat. Observed 29 — 10 N.
Long. Observed 53 — 5 W.]

[LC, EPP, 1799.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 27 February 1799**

Recaptured ship *Cicero* of Liverpoole she was Taken by the *Democrat* chased the privateer night came on & being so near Maria Galant — the Commodore tho't prudent not to chase her, we were then very close to the land.

[NA.]

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**To Master Robert Wells, U. S. Navy, to act as Lieutenant, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

U. S. Ship *Constellation*, Bassateer Road,
*S$^{t}$ Christopher's 28$^{th}$ February 1799* —

Sir, You will repair on Board the *Insurgente*, commanded by Lieutenant Rodgers, and perform all the Duties and Functions, belonging to the Station of a Lieutenant, in the Navy of the United States, and I will require a Commission for you as such. I am, Sir, with great Respect
Your very Obed$^{t}$ Servant

Mr. Robert Wells.

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

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

Norfolk *28$^{th}$ Feb$^{y}$ 1799*

Sir I am duly honor'd with yours of 15$^{th}$ instant and in conformity with the orders therein shall use every possible expedition in preparing the *Ganges* ready for your commands, which will now be speedily accomplish'd — when she will wait only for Your instructions.

I shall be able I expect in my next to transmit you a complete account of the provisions &c &c on board. — I have enquir'd into the state of the Crew of the *Baltimore*: and understand from Lieut[t] Speake, that all is quiet and peaceable — he will probably sail this day, or on the morrow, wind and weather permitting.

I have the honor &c

T. T. [THOMAS TINGEY]

Hon[bl]e BENJ[a] STODDERT

[NDA. Tingey LB, 1798–1800.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 28 February 1799**

Pleasant Weather People employ'd as Necessary. at ½ past 6 wore to the Southw[d] under double reefd Top Sails Deseada W. b. S. ½ S. 9 Leagues dist. Saw a Strange Sail bear[g] N. N. W. bore Up and made Sail @ 10 Answ[d] the private Signal of one of the U. S. Ships War. Employ'd Triming & painting the Ship.

At 11 Shortend Sail and wore to the Southward brot too & boarded the [*George*] *Washington* At ½ past 11 fill'd and parted company.

Saw Deseada S. W. b. S. 10 Leagues.

[Latitude 17° 01[m] N°]

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 28 February 1799**

First part pleasant & light Wind, At 2 PM saw 2 strange sail, some of the fleet bore away to the Westward.

Middle part pleasant & light breezes.

At Mer[dn] hoisted signals for the fleet to make the best of their way. — hall'd our wind to the N & East[d] & made sail

Ends pleasant

[Long'de obd. 66.22 W.
Latt'de obd. 24.15 N.]

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Thursday, 28 February 1799**

Moderate breeze and pleasant weather, all hands variously employd

Made and shortend Sail Occasionally, for the Convoy, about 2 Miles a Stern

At 8 P M. Squally with Rain

At Midnight, Pleasant

At 5 AM, Pleasant Weather got the Cables on Deck, clean'd the Orlop Deck & Sprinkled it with Vinegar, Numberd Seamens Hammocks Bedding &c.

At Meridian Light Airs inclining to Calm

[Lat. Observed 27 — 28 N.
Long. Observed 53 — 5 W.]

[LC, EPP, 1799.]

**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 28 February 1799**

Lay off and on at Pierre the officer & people left the prize Ship left Mr Caldwell in charge of the ship.

[NA.]

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**Circular letter of Secretary of the Navy apppointing Midshipmen in the U. S. Navy**

[PHILADELPHIA]
*Navy Department 1 March 1799*

Circular

SIR, The President has appointed you a Midshipman in the Navy of the United States.

You will be pleased to communicate your acceptance or non-acceptance of this Appointment without delay. In the Event of your acceptance you will be pleased to take the enclosed Oath & return it to this office; & hold yourself in a State of preparation to enter upon the duties of your appointment immediately when called upon. You have the Uniform of Navy Officers enclosed from your Government. —

The above Circular addressed to

Mr Geo. Washington Tew,
New Port, Rhode Island
Mr William Rhodes
New Port, Rhode Island
Mr James J. Leonard
New York
Mr William Axford
Trenton
Mr Hugh K. Toler
Newark
Mr Louis John Dugar
N Port R. Island
Mr Joseph Boss, tertius
N Port R Island
Mr Thomas Ellis
Newport R. Island
Mr Aaron F Cook, care of Colo Rhea
Trenton
Mr Simeon Martin
N Port R. Island
Mr Edward Ford
Port Tobacco Maryld
Mr James Ross Lancaster
Mr Will. Rhodes
New Port R Island
Mr David Polk
Dover, Del.
Mr Christopher Gardner junior
Charleston, S. C.
Mr John T. Ellsworth
Charleston S C
Mr Henry Morrison
Charleston, S. C.
Mr Homer Jennings
Baltimore
Mr Joseph Maxwell
Charleston S C
Mr Peter Bounetheau
Charleston S C

Mr Kennith McKenzie
Care of
George Dent Esquire
in Congress.
Mr Alexander Alexander junior
Charleston S. C.
Mr Jacob L. [or S] Motte
Charleston S. C.
Mr Joseph Pritcherd
Charleston S. C.
Mr Maurice Simons
Charleston S C
Mr Thos Deveaux
Charleston S.C.
Mr John Gallaway
Care of
J E Howard in Senate.—(Maryland)
Mr Thomas R. Hardenbergh
Care of
Mr Ryerson — Market Street Phil.

[NDA. OSW, Vol. 1.]

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

[PHILADELPHIA]
*N Department 1st March 1799*

Capt THOS TINGEY *Norfolk*

SIR I am very glad to hear of your arrival at Norfolk — I hope every thing is well on board.

I wrote a line a few days since, to meet you, and to request, that you would get provision & every thing you want from Mr Pennock, for another cruise. I have nothing to add on that subject, except that it will be of importance that you get ready as early as possible. — I cannot at this moment tell precisely the service you will go upon. — but shall write you in three or four Days.

The Congress have added 6 — 74 Gun Ships — & 6 of 18 to the Navy — have raised the pay & emoluments of the Captains — a little & doubled the rations of those on seperate Command. I will try to send you the Laws. —

I am Sir esteem &c &c

[NDA. OSW, Vol. 1.]

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**To William Winder, Accountant of the Navy, from Secretary of the Navy**

[PHILADELPHIA]
*N Department 1st March 1799*

WILLIAM WINDER, Esqr

SIR The *Ganges* having been manned with great expedition, at a time when our Coast was infested by the French Privateers — the Zeal of the Merchants of Philadelphia prompted them to promise something higher pay to the Seamen, than the Allowance regulated by the President — It seems there would be difficulty at this time, to get a general contribution from the Merchants to pay this differance, & that it must fall upon a few. — under such circumstances, I think it more honorable & more equitable, that the public should

pay this differance, than that it should fall on one or two Individuals — and that the same should be allowed, in the Settlement with Messrs Willings & Francis —

I have the Honor &c &c

[NDA. GLB, Vol. 1.]

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[1 March 1799]

**To Captain Thomas Williams, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

Sir, I have a Petition from various Masters of Vessels now at Antigua, requesting Convoy, you will proceed immediately to Antigua, and bring them down without Delay — they write me they will be ready to sail on Sunday 3d Instant. I am

Your Obedt Servt

U. S. Ship *Constellation*
*Bassateer Road, St Christophers*
*1 March 1799.*

Captn Williams
*Norfolk* Brig.

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

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 1 March 1799**

First part pleasant & light winds at 1 PM saw 2 strange sail one in the NE & the other in the SE at 2 saw the one in the NE to be a Ship Standing for us, kept our wind to speak her at 4 tackd to the Southd the Schooner tackd & Stood from us, at ½ past 7 brought the Ship too & boarded her — the *Victory* from Norfolk bound to Jamaica — out 14 days Isaac Harden[?] Master —

Middle part Cloudy & fresh breezes at 6 AM saw 5 of the fleet to the Nord & Westd

Latter part pleasant & Steady breezes — at Merdn tackd to Northd

[Long'de ob'd. 66.34 W.]
[Latt'de ob'd. 24.38 N.]

[HS of Old Newbury, Mass. NDA photostat.]

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

Norfolk 2d *March 1799*

Sir Being this moment inform'd of an express boat, being about to depart for Baltimore. I hasten to inform You, that in compliance with your order of 15th ultº we have proceeded to replenish the *Ganges's* stores. — I have put on board what I think will now be a sufficient quantity of ballast for her, for the time it's probable she may run without material repairs — The water and wet provisions is also completed — and other stores would have been more forward, but for a continuance of wet weather. — The spars here being so much superior to our white Pine, I have determin'd to get a new main topmast; in lieu of the new one made at Marcus hook, which never was good, and with which, we have had some trouble at Sea.

This spar will be ready on Monday, and the *Ganges* without doubt complete and fit to proceed as soon as your orders shall arrive.

I have the honor &c

T. T. [THOMAS TINGEY]

Hon$^{bl}$ BENJ$^{a}$ STODDERT

[NDA. Tingey LB, 1798–1800.]

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**To The Officer having the care of the French Prisoners, Lancaster, Pa., from Secretary of the Navy**

[PHILADELPHIA]

*N. Department 2$^{d}$ March 1799*

*The Officer having the care of the French Prisoners Lancaster*

SIR In my last I informed you that you would Shortly be required to send down an additional number of the French Prisoners to embark from this port, I now request that you will besides the ten already mentioned, liberate Sixty three, furnishing them with four days Provisions.

The enclosed letter to one of the Officers will save you the trouble of selecting them — It will be proper that a guard accompany them, and this service will I am told be willingly performed by the Militia. — A Guard of twenty will I suppose be sufficient —

I am &$^{c}$ &$^{c}$

[NDA. GLB, Vol. 1.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 2 March 1799**

Moderate & Cloudy. at 1. PM saw Deseada bearing S.S.W. Leagues. @ ½ past 6. PM saw a strange sail bear$^{g}$ NW. ½ N. wore to the southward and gave chace Deseada S.W. ½ W. 9 Leagues. @ 7. lost sight of the chace at ½ past 7. saw him stand$^{g}$ towards us bro't too with the main top sail aback and clear'd Ship for action during which time M$^{r}$ Jn$^{o}$ Hancock (Boatswain) was Accidentally shot thro' the Head with a pistol & expired Immediately wore round and spoke the British Frigate *Santa Margaretta* of 36 guns Cap$^{t}$ Parker. Sent an Officer on b$^{d}$ for the night Private Signals. @ ½ past 10. Committed the Body of M$^{r}$ Jn$^{o}$ Hancock to the deep with the usual Ceremonies At 9. AM Bro't too for the Cap$^{t}$ of *Santa Margaretta* to pay his respects to Cap$^{t}$ Nicholson.

[Lat ude In 17.17 N$^{o}$]

[NDA.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 3 March 1799**

Fine W$^{r}$ at 3. P.M. parted company with the *Santa Margaretta.* Cap$^{t}$ Parker after sailing in Company 16. hours. and using every Method to out sail us, being sensible of Inability tak'd to the Northward and Shortend Sail.

At 2 PM. saw a strange sail stand$^{g}$ to Northw$^{d}$ made sail and gave chace at 3. lost sight of her.

bore up & steerd West. untill day light supposing the chace had Steer'd in that Direction.

at 5 hauld our Wind @ 11. perform'd Divine Service @ ¼ past 11. saw a strange sail bear$^{g}$ East. Deseada S.S.W. 7. Leagues. Dist.

[Latitude In 16.38 N$^{o}$]

[NDA.]

**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 3 March 1799**

First part pleasant Wr & Calm
Middle part pleasant & moderate breezes — 3 AM squally in TG Sails at 4 Set F & M T G Sails At ½ past 6 AM tackd Ship to the N & Westd after a Sail which appear'd in sight at 8 spoke her — An English Sloop of War 6 days from Bermuda on a Cruise.

[Long'de ob'd. 64.36 W.
Latt'de ob'd. 25.34 N.]

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 3 March 1799**

Arrived at Prince Ruperts Bay found the Schooners *Scam[m]el* and *Diligence* there —

[NA.]

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**Circular of Secretary of the Navy, signed by Charles W. Goldsborough, appointing Lieutenants in the U. S. Navy**

[Philadelphia]
*Navy Department 4 March 1799*

Circular.

Sir, The President has appointed you a Lieutenant in the Navy of the United States, by the advice and Consent of the Senate.

You will be pleased to communicate your acceptance or non acceptance of this Appointment. In the Event of your acceptance, you will take the enclosed Oath & forward it to this Office — & hold yourself in readiness to enter the service immediately — You have the Uniform for Navy Officers enclosed —

The above Circular Notification was written to
Capt Thos Laing — Providence intended for the *Genl Greene*
Capt Robert Palmer — care of Capt Perry Newport
Mr Jeremiah Fenner — Care of Capt Perry
(Mr Saml Phillips — Care of Capt Perry
N.B. not sent)
Mr Richard Marner — New York
No 81 — Barclay Street.
Mr Will Smith — Charleston S.C.
Capt Isaac B. Hickbourne Charleston S.C.
Capt Will Flag Charleston S.C.
Mr John Smith — Charleston S.C.
Doctor Henry Tibbitts —
Care of Capt Perry —
Doctor Hector Orr.

I am Sir, with respect
Yr obedt Sert

Ch W G[oldsborough] for
B Stoddert

[NDA. OSW, Vol. 1.]

**To Secretary of State from R. Gamble**

RICHMOND *March 4th 1799*

SIR I am induced from a belief, that from Philadelphia — under your Auspicious [auspices] — a letter will more readily reach Colº Steele at the Natchez — than by any other route. I, at present can think of — Excuse therefore this trouble, & give it in *that mode*, the speediest conveyance that offers — The letter goes herewith —

You will no doubt be informed of the Capture of the French Frigate *L'Insurgentte* — by the *Constellation* U. S. Frigate — Whether such an event reaches you before this, or not — It may not be amiss to subjoin the Copy of an extract of a letter to Wm Pennock of Norfolk from Mr Bowler Cocke, Purser of the Armed Brigg *Richmond* — dated St Kitts Febr 11. 1799

"This day at 11. oClock A.M. — Bassetterre bearing N.E. dis-
"tant 4 Leagues. — fell in with the *Constellation* Frigate — having
"the *Insurgentte* Frigate her prize — She struck after loosing 50
"Men — and otherwise very much damaged — The *Constellation*
"lost three men only —

"The action commenced off Nevis — and after a running fight —
"came to close quarters — off Sandypoint when a severe Battle
"ensued, which lasted one hour and the French Frigate Struck her
"Colours."

I am with due regard
Your obt Humº Servt

R. GAMBLE.

Colº PICKERING, *Secretary of State.*

[Mass. HS. Pickering Papers, Vol. 24.]

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[4 March 1799]

**Extract of a letter from Captain Stephen Decatur (senior), U. S. Navy, of the *Delaware*, to the Secretary of the Navy, regarding capture of the privateer *Marsouin***

ON BOARD THE *Delaware*, OFF THE
*Moro Castle, March 5, 1799.*

SIR, "I EMBRACE the earliest opportunity to inform you, that last night, about 12 o'clock, we saw a sail standing atho't us; after giving her four guns, she hove too, and proved to be the privateer *Marsouin*, commissioned out of Cape Francois, which has expired several months. She mounts by her commisson one brass nine pounder in her hatchway, ten swivels, ten muskets, thirty cutlasses, bound from the Havannah to Cape Francois, with a load of beef and pork, as I understand. She was commanded by Capt. Hermaud."

Hon. B. STODDERT.

[LC, Conn. "Connecticut Courant", 15 April, 1799.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 4 March 1799**

Pleasant Wr at A to the Northward Deseada S.W. ½ W. 4 Miles distance @ 2. saw a strange sail bearg E.N.E. @ Dº A to the Southward at 7 Deseada W. b N. 7 Leagues Distant

at 6 saw a strange sail bear$^{d}$ N. E made sail and gave chace At 10 Observ'd the chace to haul by the Wind At ½ past 10 gave the chace a shot. out Boat & boarded her prov'd an American brig fm Carolina bound to Martinico At Merd$^{a}$ Deseada N. W. b W. 7. Leagues distant

[Latitude In 16.16 N$^{o}$]

[NDA.]

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[5 March 1799]

**To Lieutenant Thomas Calvert, U. S. Navy, U. S. Brig *Norfolk*, from Captain Thomas Truxtun, U. S. Navy**

Lieutenant CALVERT,

SIR, As the Brig *Norfolk* is now to depart for the United States without Delay, after leaving the Convoy per Directions given by me to Captain Williams, I do request and require, that you obey every Order of the said Williams, with Strictness that may tend to the Preservation of the Vessel from Enemies, or other Dangers, and that you hold yourself in Readiness to make a candid Statement of all such Circumstances as the Secretary of the Navy may require of you to relate on Oath, or otherwise, respecting recent affairs.

It has given me much Pain to hear of our Flag being so contemptuously spoken of, as it certainly has at Saint Christophers', in Consequence of the *Norfolk* not having captured that little insignificant Privateer chased by her last Week; But as I wish to do Justice to all Mankind, I suspend my Opinion for the present, untill a fair, and candid Investigation take Place before the Secretary of the Navy at Philadelphia.

An easy regular Deportment, with great Uniformity of Behaviour, firmness in relating with Truth and Justice every Matter, and Thing required from an Officer, will always recommend him to the Notice of his Superiors, and I have no Sort of Doubt, but you will observe this Sort of Conduct, and gain the Esteem of your very Obed$^{t}$ hble Serv$^{t}$

UNITED STATES SHIP *Constellation*
*Bassateer Roads S$^{t}$ Christophers*
*5$^{th}$ March 1799* —

[HS of Pa. NDA Photostat. Truxtun's LB, 1798–9.]

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[5 March 1799]

**Extract of a letter from Lieutenant Byrne, of the Revenue Cutter *General Greene*, dated off the Island of Cuba, March 9, 1799, relative to capture of Schooner *Marsouin***

"On the 5th inst. at 1 A. M. we fell in with and captured the schooner, *Porpoise*, [*Marsouin*], pierced for 12 guns, had 1 brass nine pounder and 26 men, loaded with provisions from the Havanna, and bound to Cape Francois — She sails very fast. Capt. Decatur took all the men out of her, and we have manned her between us. The *Governer Jay* was not in sight when we captured her. We are convoy-

ing another fleet of 20 sail bound to different ports in the United States, but none to Philadelphia. We send the prisoners home by the fleet. There are two cruisers ready to come out of the Havanna. We hope we may fall in with them.

[LC, Conn. "Connecticut Courant", 15 April, 1799.]

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[5 March 1799]

**Extract of a letter written on board the Cutter *General Greene*, regarding the capture of French privateer, Schooner *Marsouin***

ON BOARD THE *General Greene*,
*March 6, 1799.*

DEAR SIR, "Since I last wrote you by the *Lavina*, capt. Carson, via Philadelphia, informing you of our safe arrival on our station, we have been at the Havannah to water, and since that, have been convoying Americans to and from that port. We had not the good luck of falling in with an enemy till the 5th inst. when we came across a French privateer [*Marsouin*] who struck to us after the fourth shot. On boarding her, she proved to be a schooner pierced for 12 guns, and small arms, &c. and manned with 26 men. She had left the Havannah the day before we took her, and the captain had said, that in less than in 24 hours after he was out, he would have three or four Americans as prizes. His Commission having expired, he was bound to the Cape to have it renewed; but having about seventy barrels of beef and pork on board, he pretended when we took her, to consider himself as a merchantmen, and thought we would not make a prize of him; he was soon made sensible of his mistake. *They are all safe* on board the Commodore, [U. S. S. *Delaware*] and *in irons*. She and her cargo will amount to about 4000 dollars. Our Commodore means, when we return to port, to have her manned and armed out of the fleet, and being a fast sailer, she will certainly be an acquisition to our little squadron.

"There are at present in the Havanna, a cutter mounting 16 nines, and a schooner of 14 sixes; likewise another in a port to windward, with the sales of several American prizes on board, to the amount of nearly 40,000 dollars. We are continually on the *look out* for these gentlemen, and have not the least doubt before the cruise is over, we shall have the whole or part of them, and so clear this coast of these plundering pickaroons so ruinous to our commerce."

[LC, Conn. "Connecticut Courant", 1 April 1799.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 5 March 1799**

Moderate breezes & Cloudy Weather Deseada in sight Rec$^{d}$ several Articles from on board the American Brig *Juno* (spoke Yesterday) fill'd and made sail to the Southw$^{d}$ with the *Juno* in Company under Convoy at 6 S. E extreme Dominico S. b W. ½ W. 12 Leagues dist. Marigalante W ½ N. 9. Leagues. Made and shortened sail as Nec-

cessary to keep w$^{th}$ the convoy at 9 Tack'd and parted company w$^{th}$ the convoy N. W. end Martinico W. b. S. 3 Leagues. Sold at the Main Mast the effects several Men Deceased At Merd$^{a}$ Marigalante N. b W. 7 Leagues.

No Observation.

[NDA.]

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**To Captain Thomas Williams, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

U. STATES SHIP *Constellation*
*Bassateer Roads, S$^{t}$ Christophers 6$^{th}$ March 1799.*

Captain WILLIAMS

SIR, You will proceed immediately with the Convoy as far as the Latitude of 21° North, and then make the best of your Way to Philadelphia, and deliver without Delay my Dispatches (which I now hand you) to the Secretary of the Navy; and inform him; that it is of Importance to the Service, that the *Norfolk* be manned, and sails to join me again as soon as possible, as I wish to keep the small Vessels employed convoying Merchantmen, while I am looking out for Ships of War about Gaudaloupe, and in other Tracts where they cruize. After you leave the Convoy you are to make all the Dispatch possible, and speak no Vessel out of your Course, as it is of Importance for my Letters to be as nearly as possible with the Secretary of the Navy.

Much has been said of your not taking the little Privateer you chased some Days ago to the Northward of S$^{t}$ Christophers but as you will be with the Secretary of the Navy very soon, you will have an Opportunity of meeting your Officers all Face to Face before him. But I can assure you, those indifferent Persons, who saw the situation of your Vessel, and the Privateer, when she hove too, report unfavourably of you on Shore, however I wish every Man to have a fair Chance, and I leave you to make your Defence at Head Quarters, I am, Sir,

Your Obed$^{t}$ humble Servant.

Capt$^{n}$ WILLIAMS
U. S. Brig, *Norfolk*

P. S. The Passage under the Lee of Portorico called the Mona will be the clearest Passage for you to run through, there is no Privateer in the W. Indies, that I have been able to hear of but what you will be a full match for with the Men you have, say between 50 & 60, particularly when acting on the Defensive.

[HS of Pa. NDA Photostat. Truxtun's LB, 1798–99.]

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[6 March 1799]

**To B. Dayton from Captain Thomas Truxtun, U. S. Navy**

"SHIP *Constellation*"

SIR I have received your letter dated the 2$^{d}$ Feb$^{y}$ I presume however it is a mistake, and that it was written the 2$^{d}$ Inst. Some

Circumstances respecting the *Norfolk* Captain Williams, has induced me to Send her home, that vessel ought to have taken the French Privateer, She Chased Near to S$^{t}$ Eustatius, a few days ago, and why She did not, remains for Captain Williams to explain to our Government, on his arrival at Philadelphia. —

The Necessity I have felt in Sending this vessel home, weakens me a little on the Station, but I hope soon to have the *Insurgente* well Maned, and in addition to Some other vessels, I expect out, to Scour the Coasts of these Islands of all French Privateers. If it is possible for me to Call at S$^{t}$ Bartholomew's for the four American vessels bound home, I will do it with pleasure, but a great deal will depend on the wind, as I have a number of very Slow Sailing vessels in the fleet that I fear will fall to Leeward. —

Should I Not Call immediately for the vessels Now at S$^{t}$ Bartholomew's, I will relieve you and our Countrymen at that place, as Soon as it is in my power, and I request you will be Obliging enough to Make this known to them. —

I write you in great haste, but Remain
with great respect Your
Ob$^{t}$ humble Ser$^{t}$

UNITED STATES SHIP *Constellation*
*Bassateer S$^{t}$ Christ$^{ph}$ 6$^{th}$ March 1799*

THOMAS TRUXTUN

M$^{r}$ B. DAYTON

[LC, Mss, USN, 1775–1804 (1).]

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**Extract of a letter from an officer on board the Ship *Sally*, of Hartford, to his brother in New London, dated St. Croix, March 6, 1799, relative to engagement with a French privateer**

ST. CROIX *March 6, 1799.*

"On our passage from Barbadoes to this place under the lee of Gaudaloupe we fell in with a French privateer schooner of 10 guns and full of men, who engaged us; after exchanging four broadsides with her, she being dissatisfied with Yankee play crowded all sail and made off, night coming on we lost sight of her, not one man was injured on board our ship; our men behaved very well and stuck to their quarters like brave fellows."

[LC, "Connecticut Courant", Hartford, April 22, 1799.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 6 March 1799**

Cloudy W$^{r}$ saw 2 strange sail bear$^{g}$ W N. W. made sail and gave chace @ 5 answer'd the Signal of an English ship of War.

Shortend sail & came to the Wind with our starb$^{d}$ Tacks @ ½ past 6 Tacks to the Southw$^{d}$ Marigalante S. b W. 3 Leagues Dominico S S. W. 9 Leagues At 2 A.M. to the Northward

Made and Shortend sail as necessary Roused up the sails & cleard out the Sail room.

Deseada N ½ E. 7. Leagues Dominico S. W. b S. 9. Leagues.
[Latitude In 15.57 N$^{o}$]

[NDA.]

**Extract from journal of Ship *Mary*, Captian Gamaliel Bradford, Wednesday, 6 March 1799**

Rainy & variable winds — 7 pm past Gibralter. light winds all night. — 8 am calm — then, the wind breezes up. ENE and blows all latter part of these 24 hours a stiff gale — saw a large convoy coming from the Eward, standing into the Straits —

[Coll. of G. and E. W. Bradford.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown U. S. Navy, commanding, Wednesday, 6 March 1799**

First part pleasant weather & light breezes
Middle part squally & some Rain
At 10 AM saw a sail ahead & made sail for her
Ends with squalls of rain & light winds *Obs*$^{n}$ *not depended on*
[Lont'de ob'd. 58.47 W.
Latt'de ob'd. 22.24 N.]

[HS of Old Newbury, Mass. NDA photostat.]

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

UNITED STATES' Ship, *Constellation*
*Bassateer Roads Saint Christophers*
*7*$^{th}$ *March 1799.* —

DEAR SIR, I have dispatched the *Norfolk*, with a Packet to you, containing original, and Duplicate Letters, and other Papers, deemed by me proper to be early at Hand. Altho' this Vessel is much wanted, and several Others on the Station, it appears that her Services cannot be calculated on, while under the Command of Captain Williams. You will no Doubt investigate his Conduct, and do Justice by dismissing or acquitting him, according to the Proofs, that may be exhibited for and against the Charges of his Officers.

Should you dismiss Williams, and not have a proper Captain in View, I take the Liberty to mention Lieutenant Barron, now on Board the *United States*; this Officer is much esteemed by Captain Barry, and the Appointment would be highly gratifying to the old Gentleman. Another advantage would be, that the two Brothers acting together (Samuel Barron of the *Richmond*) would be a pleasant Thing, as I understand there is a great Cordiality, and Affection between them. An active Lieutenant might bring her out to me, if you think proper. I hope eligible Men will be found for our public Vessels, as we have many improper Persons now employed; some Deficient in one Respect, and some in another, but the only Way is to purge well at first.

As I consider the *Insurgente* one of the best calculated Frigates, now under our Flag, for the present War, I hope her Detention at Norfolk will not be great, when we return from this Station, as the Times of our People will be nearly out on our Arrival in America, I propose sending her to that Place, on Acc$^{t}$ of getting her easily manned, and fitted out while I go for the same Reason, further to the Northward;

and by being thus separated, our respective Business will be the more readily facilitated. I therefore for the Sake of Dispatch, recommend to you the appointing Commissioners to value this Frigate to the United States with every thing belonging to her, as it is not customary to libel national Ships of War when taken; the Commission of the Commander, and other Papers being sufficient, for the Judge of the Admiralty, to enter up her Condemnation immediately, but of this I only take the Liberty of mentioning a foreign Custom.

Monsieur Beauvarlet declared to me, on his leaving these Roads with the french Prisoners, and with Tears in his Eyes, that the Capture of *La 'Insurgente*, was the greatest Stroke they had met in these Seas, as they calculated on her for furnishing them with Supplies by Capture.

The frigate *Insurgente*, I understand, was launched about the Time the western Insurrection first broke out, and in Honor to those Scoundrels, it is said she was called *La 'Insurgente*, and afterwards put under the Command of Commodore Barney. *If this be the Case, it is singular she should be the first taken.*

I have taken out of the *Norfolk* a Part of her Crew, leaving between fifty and sixty on Board to defend her in Case of Need, and I trust you will approve of what I have done, as the Service will be benifited thereby. I am, D^r^ Sir, in great Haste with Sentiments of Esteem

Your very Obed^t^ and very humble Servant

Hon^ble^ BENJAMIN STODDERT
*Secretary of the Navy.*

P. S. Having supplied the *Montazuma & Norfolk* with a quantity of Bread, we are now very short & I fear will soon be obliged to purchase at a high Price here, the Quantity now on Board the *Constellation* does not exceed five Weeks Victualing, & that on Board the *Insurgente* is not great; in fact she was very indifferently provisioned, owing to the Scarcity at Guadaloupe.

[HS of Pa. NDA Photostat. Truxtun's LB, 1798–9.]

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**To Lieutenant John Rodgers, U. S. Navy, commanding the Prize *L'Insurgente*, from Captain Thomas Truxtun, U. S. Navy**

U STATES' SHIP *Constellation* BASSATEER ROADS
*S^t^ Christophers' 7^th^ March 1799*

SIR, You will proceed immediately up to these Roads, as soon as you are watered; advise with the Pilot, and beat up, without stretching far off: You will speak no Vessel in beating up, for I have no Idea of chasing, or running any Risk with the *Insurgente*, untill she is in a proper Situation with Respect to Men.

Put the Ship in the best possible Order, while you have Time, for I shall not be up for some Days, having to go as far down as Tortola. When Captain Barron arrives, receive all the Men, he may have entered for you at S^t^ Thomas's, and station the People as fast as you recruit, or receive them, but enter for twelve Months by all Means.

You must keep a good lookout by Night, and always be on your Guard by having every Thing ready for any Sort of Attack, particularly in your present Situation, there is always Danger in a Soldier

being off his Gaurd, and no ill Consequence can ever attend his being prepared. Report to me of Officers &c: on my Return as you find them.

I shall expect a complete Inventory of every Article in every Department when I return. You must have Patience to remain on Board, untill Things are differently situated, and then you can act as other Commanders. We have got Hold of the most desireable Prize, and Nothing must be risked to prevent showing her in the U States. I am in great haste

Your Friend & Obed$^{t}$ humble Servant

P. S. When you return anchor in a good Burth not too far out, nor too far in Shore. Look well out.

Lieutenant JOHN RODGERS Comm$^{dr}$ of the U. S. Ship, *Insurgente*

[HS of Pa. NDA Photostat. Truxtun's LB, 1798–9.]

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**To Captain Samuel Barron, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

U: S: SHIP *Constellation*, BASSATEER ROAD,
*S$^{t}$ Christophers' March 7$^{th}$ 1799* —

SIR, Having waiting in Expectation of your being here several Days ago, I am obliged now to leave this with a Convoy, and as it will be some Days before I return, have to request you will immediately proceed on Receipt of this Letter to Saint Bartholomews', and take all the American Vessels that are there under you Convoy, and conduct them safe through the Sambrero Passage, and as far Northward as the Latitude of 21° North, and then return to S$^{t}$ Bartholomews', and convoy to this Road M$^{r}$ Amory together with any other Vessel or Vessels bound hither. Should there be any American Ship or Vessels here on your Arrival bound home, take them with you, and on your Return from the above Service, fill up your Water at Old Road, and wait my Coming in for further Orders, taking Care to be ready to go out at the shortest Notice. I am, Sir, with great Respect and Esteem,

Your very Obed$^{t}$ humble Servant

P. S. Deliver to Lieutenant Rodgers, Commander of *La 'Insurgente*, all the Men you may have procured for that Frigate —

Captain SAMUEL BARRON
U: States' Brig *Richmond.*

[HS of Pa. NDA Photostat. Truxtun's LB, 1798–9.]

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**To David M. Clarkson, U. S. Agent, St. Kitts, from Captain Thomas Truxtun, U. S. Navy**

UNITED STATES SHIP *Constellation*
BASSATEER ROADS, S$^{t}$ CHRISTOPHERS',
*7$^{th}$ March 1799* —

DAVID M. CLARKSON, Esq$^{r}$

DEAR SIR, Please to deliver the two enclosed Letters, one for Capt$^{n}$ Barron, and the other for the Lieutenant, that may be charged

with the *Baltimore* out; and you will do, what I have desired therein, which the Captain will communicate to you; no more Water is to go off in Canoes, the Expence is too great; a Pilot for old Road must be furnished, and every Sort of Frugality observed, otherwise we shall have to rendezvous elsewhere, for our Government are obliged to be very saveing; you will therefore dispose of the Claret, and Casks on the best possible Terms, and have the Sales all complete before I return again.

Should any other Vessels of War arrive from the United States for to join me, desire them to fill up their Water, and be in Readiness to depart immediately on my Return here. I am, Dr Sir,

Your very Obedt humble Servant —

[HS of Pa. NDA Photostat. Truxtun's LB, 1798–9.]

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[7 March 1799]

**To the First Lieutenant of the U. S. Ship *Baltimore*, from Captain Thomas Truxtun, U. S. Navy**

Sir, I have been a long Time in Expectation of the Arrival of the *Baltimore*, and have been surprised at her not appearing sooner. Being now at the Point of leaving this Road with a Convoy, I shall not return for some Days, You will therefore call on Mr Clarkson, the Agent, and he will furnish a good Pilot when you will immediately proceed to Old Road, and fill up your Water, and then return instantly to this Road, where you will wait my further Orders.

On your Return here from watering in Old Road, you are to keep your Water daily filled up by sending your Boat on Shore to the Agent with Casks, and he must furnish it Day by Day without fail.

You are to have the *Baltimore* ready in every Respect for Sea in a Moment's Warning, as I shall very soon make every Arrangement so as to enable the Ship to proceed when I return, I am, Sir,

Your very Obedt hble Servant —

U. S. Ship *Constellation*, Bassateer Roads:
*St Christophers March 7th 1799* —

To First Lieutenant of the U.S.Ship *Baltimore*, who may have commanded her out from the U: States to St Christophers —

[HS of Pa. NDA Photostat. Truxtun's LB, 1798–9.]

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

[Philadelphia]
*N Department March 7th 1799*

Capt Thomas Tingey *Norfolk*

Sir I duly received your several Letters of the 18, 20 & 23d ultimo, which have been communicated to the President, who highly approves of the conduct you pursued with regard to the British Frigate you fell in with. — In two or three days I shall transmit Instructions for your future operations, part of which will be to convoy a Vessel having on

board the Consul for S$^{t}$ Domingo — This Vessel will sail from hence as soon as the navigation is open, and I mention the circumstance to you now, in order that you may prepare your Ship, and be in readiness to sail with the above Vessel when she appears at Norfolk which may probably be as soon as this letter —

I have the honor &$^{c}$

[NDA. OSW, Vol. 1.]

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**To Surgeon John Rush, U. S. Navy, from Charles W. Goldsborough for Secretary of the Navy**

[PHILADELPHIA]
*N Department 7 March 1799* —

Doc$^{t}$ JOHN RUSH

SIR The Secretary of the Navy has instructed me to enclose you a Commission as a Lieutenant in the Navy of the United States —

The object of transmitting you a Commission now, is to give you precedence in rank — It is not expected you will act under this commission until the expiration of the present cruise, when it will be optional with you to do it, or not; Your services as Surgeon for the present cruise, will be indispensably requisite; and you cannot act as Surgeon, and Lieutenant at the Same time —

C. GOLDSBOROUGH

[NDA. GLB, Vol. 1.]

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**To Major Commandant William W. Burrows, U. S. Marine Corps, from Secretary of the Navy**

[PHILADELPHIA]
*N Department 7$^{th}$ March 1799.*

Major W. W. BURROWS

SIR You are requested to place two Centinels on board or along side of the Schooner *Retaliation*, to prevent disorder, as the French men who now have her in care complain that they are interupted and insulted by some evil disposed Persons —

I have &$^{c}$

[NDA. GLB, Vol. 1.]

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**To Isaac Clason & Co., owners of the Ship *Hope* from Secretary of State,**

DEPARTMENT OF STATE
*Philad$^{a}$ March 7$^{th}$ 1799*

Mess$^{rs}$ ISAAC CLASON & COMP$^{y}$

GENTLEMEN The President has received your letter of the 4$^{th}$ instant, relating to the capture & condemnation of your ship *Hope* and Cargo at the Cape of Good Hope, from which sentence an appeal is entered in England.

That extensive injuries have been done to the commercial citizens of the United States, thro' the undue desire of gain in British cruisers and the corruption of some of their vice-admiralty judges, I entertain

no doubt: but when I have in other instances sought for *proofs* of corruption they were not to be attained. To "*represent* the iniquitous proceedings of the Vice-Admiralty courts" will avail nothing without *evidence* to substantiate the charge. If you can furnish evidence in your case, I beg you to do it. The President will cause our minister to make the proper use of it in London. The purity of the courts of justice in England, is a pledge of the desire of the British Government to render the Courts in its remote possessions alike pure: but it is impossible for that Government to ascertain before hand, in every instance, the real character of inferior judges, in places to which judicial characters of known eminence and reputation are not tempted to resort. The more it behoves the sufferers by their injustice to come forward with proofs which will justify their removal.

With regard to the prosecution of the appeal in the case of the ship *Hope*, I presume the Counsel employed by Captain Ferrier have examined the papers, and noted what further evidence (if any) will be necessary or useful in demonstrating your property in the ship and cargo; and such evidence you will of course procure and forward to London. If that precaution has been omitted, then you will doubtless think it expedient to review the copies of the ships papers, and if Counsel advise any additional proofs, to procure and forward them. M[r] King, our Minister in London, will be desired (if your further communications should suggest its utility) to aid your endeavours to obtain redress in a case apparently so oppressive.

I am Gentlemen,
Your obed[t] Servant

TIMOTHY PICKERING

[SDA. Dom. L. Vol. 11, 1798–1799.]

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**Extract of log of U. S. Frigate *Constitution*, Captain Samuel Nicholson, Thursday, 7 March 1799**

Moderate breezes and cloudy, Employd working up Junk Sailmakers employd making a Main Topsail, From 5 till ½ past 9 observed a Large Fire burning on the N E end of Marigalante. At 6 Tackd to the Southward P M At 7 Desceada N ½ W 3 leagues Merigalante W S W 9 leagues Made and Shortnd Sail as nessasary to work to Windward. At 12 Fresh breezes and Squally.

AM At 2 Tackd to the Northward. At Daylight saw Desceada N W by W 9 leagues, Employd stowing the booms and cleansing between decks, Carpenters employd occasionally

At 12 Desceada W by N ½ N, 12 leagues
Latt obs[d] — — — — 16 .08 North
Long[e] d[o] — — — — 60 .14 West

[NHS Col, NYHS.)

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**Extract from journal of Ship *Mary*, Captain Gamaliel Bradford, Thursday, 7 March 1799**

fresh gale continues all first part of these 24 hours — 5. oC. saw an Armed vessell in near the shore about a league a head — he shew first Spanish, then french colors and keept off — all night

moderate wind — stand off to Southward, 8. oC. tack in. wind starts. Northerly. and dies — saw two privateers, towards the land, board several vessells, and then bore down for us; at 10 am they attack us, and continued engaged till after noon — then sheered off —

[Col. of G. and E. W. Bradford.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 7 March 1799**

First part Moderate & Squalls of rain, at 3 PM picked up a Small boat, made all sail for our Chase but night coming on lost sight of her

Middle part moderate & Cloudy At midnight Lay by —

at 6 AM bore away & made sail

Latter part Cloudy & Squalls of rain

[Long'de ob'd. 57.5 W.
Latt'de ob'd. 21.09 N.]

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 7 March 1799**

Went on shore at Basterre Guadaloupe as a Flag of truce, exchanged, or sent on shore 33 prisoners.

[NA.]

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**To Secretary of State from Secretary of the Navy**

[PHILADELPHIA]
*8 March, 1799.*

D^r^ SIR M^r^ Harrison who mixes a good deal with the Merchants, called at my office this morning, to tell me there was great clamour at the Coffee House & generally all over the City — on acc^t^ of the Vessel to carry Doct Stevens being permitted to take provisions — That the Idea is, that she is to take 2000 bbls flour & other articles — & it is viewed as a thing to favor Individuals —

It is said that the Pres^t^ has no power to do this that he cannot permit a Vessel to take Prov^s^ to Hisp^a^ until he declares that place open for our Trade — & that it is questioned whether a Vessel with Prov^s^ can be cleared out.

I mention this, that you may know what is known — or said in the City — & may Judge whether the Vessel owner is exceeding his power.

I am D^r^ Sir
Yours &^c^

BEN. STODDERT.

[Mass. HS. Pickering Papers, Vol. 24.]

**To Tench Francis, Purveyor, from Secretary of the Navy**

[PHILADELPHIA]
*N Department March 8th 1799 —*

TENCH FRANCIS Esqr

SIR You will please to get made as soon as possible; a compleat suit of Sails for the Frigate *Constellation*, the dimensions of whose masts are particularly given in the enclosed list by Capt Truxton, and to which the Sail Maker must particularly attend — Capt Truxton recommends that Mr John Downs be employed to make them, The most approved European Canvas (says Holland or best english patent) must be used, and it is essential they be compleated by the 1st of May. —

The *Constellation* also requires —

4 Shroud Hawsers, cable laid, 10½ Inches in circumference & 120 fathoms each in length —

1 Cable — 19 inches in circumference & 120 fathoms in length

Great Care must be taken that these Cables are faithfully made, that the hemp be well cleaned, and all the tow taken out, otherwise they will not be durable — They must also be ready by the first of May —

I am, Sir &c.

For — — The enclosed list
see the
Estimate Book. [*] — — —

[NOTE.—[*] List not available.]

[NDA. Req. on US T, 1798–1803.]

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[8 March 1799]

**To Captain Samuel C. Jerry (junior), from Captain Thomas Truxtun, U. S. Navy**

GENTLEMEN, I have recd your Letter of the 5th Instant, and am much disposed to accommodate all my fellow Citizens, as far as in my Power lies. Since my Arrival on this Station I have dispatched various Convoys from this Island, of Vessels collected from all the Islands, amounting to at least two hundred Sail, belonging to the United States. Yesterday the *Norfolk* sailed with upwards of Twenty, and I wish you could have joined; however I expect the *Richmond*, the *Baltimore*, and the *Eagle* in every Moment, and I have left Directions for one of these to go over and convoy you as soon as it is possible, after my Order is at Hand. I leave this immediately on a Cruize to Leeward, where I understand, there are some french Privateers lurking. It was my Intention to give Convoys twice a Month, when I arrived here, but such is our immense Trade, that I have avaraged a Convoy once a Week, since I have been out. I repeat that you may rest assured, that every Accommodation and Dispatch shall be given to your Request, by Gentlemen

Your very Obedt & hble Servant

U. S. SHIP *Constellation*
*Bassateer Roads, St Christophers*
*8th March 1799.*

To Messrs
Capn SAMUEL C. JERRY Junr

[HS of Pa. NDA Photostat. Truxtun's LB, 1798–9.]

**To Lieutenant John Rodgers, U. S. Navy, commanding the Prize *Insurgente*, from Captain Thomas Truxtun, U. S. Navy**

UNITED STATES SHIP *Constellation*
*Bassateer Roads S^t Christophers' 8^th March 1799* —

SIR, You are to take John Evans on Board as a Midshipman, and give him a Chance, as his Father we know, and I wish to give him a fair Trial, his being hereafter confirmed, as well as the Others, will much depend on their Conduct, and the Report made of them to me on our Arrival in the United States of America.

As Ponsonby has been complained of, and Cowper and he cannot agree I think it best to remove him, he is to act as a Q^r Master with you, as also Jennings, if you chuse to take him, he is now in Jail. In Haste

Your Obed^t Servant

Lieutenant JOHN RODGERS
Com^r of the U. S: Ship *Insurgente.*

P.S. Mich^l Jarry [or Jany] Boatswain
John Franeway, Carpenter
Lewis Le Nagent, Gunner.
John Michael Jarry [or Jany] Boy, the above four Prisoners are to go to Jail, and be sent up to Gaudaloupe in next Cartel.

[HS of Pa. NDA Photostat. Truxtun's LB, 1798–9.]

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[8 March 1799]

**Action between American Schooner *Charming Betsey* and French Privateer *Revenge***

Account of an action fought off the harbour of Curracoa, on the 8th of March, 1799, between the private armed schooner *Charming Betsey*, of Baltimore, John Conway, master, mounting 8 four pounders and 20 men, and the French privateer *Revenge*, captain Colache, mounting 9 six pounders, and eighty men.

At 3 P. M. discovered a French privateer bearing down on us; she hauled her wind in our weather quarter and hoisted a red flag, hailed us where from and where bound? we answered from Curracoa to Laguira. She then ordered us to haul down our colours, which captain Conway refused. She then fired a volley of musquetry into the *Charming Betsey*, which was immediately returned. A close and warm action now commenced, which continued about three quarters of an hour during which time the privateer made two attempts to board us. The *Charming Betsey* received considerable damage in her rigging, spars, and sails, and both topmasts shot away, and the captain and 3 men wounded, bore away for the harbour of Curracoa, where she arrived and the privateer immediately after her. The privateer received considerable damage and had ten men killed and wounded, five of whom were thrown overboard previous to her arrival in port. The *Charming Betsey* would certainly have taken the privateer had her matches not given out, which prevented her from raking her twice, as her guns could not be got off.

**[LC, Conn. "Connecticut Courant", 15 April, 1799.]**

[8 March 1799]

**Extract of a letter from Captain Silas Swain, of the Ship *Molly* of Philadelphia, regarding encounter with French brig**

"LIVERPOOL, *23d March, 1799*

"On the 8th inst. at 8 A. M. I saw a cutter standing athwart us to the northward, we then steering an east course for Cape Clear, being only about 16 or 17 leagues from it, and had a fine breeze at N. W. — at half past 8 she tacked and stood for us; at 9 she was within gun shot, and on hoisting my ensign, she immediately ran up a French national flag at her topmast head, and fired a shot between our main and fore-mast, she then tacked and reconnoitred us, giving us her stern chases in going about. We retained our fire, and continued our course under our topsails, and I observed, in lat. 51, 20, N. she was coming up with us again, and at a quarter past meredian she recommenced firing, and running under our starboard quarter, attempted to board us, which was happily prevented, and we immediately exchanged broadsides; she then approached us on the larboard quarter within pistol shot, and gave us her other broadside, which we instantly returned; she then hauled off a little, removed her ensign to her main peak, and running up a pendant to the mast-head, immediately attempted again to board us on our starboard quarter, which was as before prevented — we then, exchanged broadsides twice, when she sheared off, hauled down her colors, and lay too.

"She was a fine new brig of 16 sixes, and full of men, was coppered, and sailed very fast.

"We have received considerable damage in our sails, rigging and hull, but thank God, have not lost one of our men. We found our quarters proof against grape shot, none having penetrated, tho' many struck us on each side."

[LC, Phila. "Claypoole's American Daily Advertiser", 8 May, 1799.]

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**Extract from journal of Ship *Mary*, Captain Gamaliel Bradford, Friday, 8 March 1799**

Calm — first part of these 24 hours. half past 2 pm small breeze at S. E. four Privateers laying about quarter of a mile to Eward, make sail, and the privateers after us, two of them come under the stern and continue to fire at us with round & grape shot, 'till near night, then leave us — Steer in for Malaga — set stud$^{s}$ sails and ryal — 10 pm bro't to a Danis[h] Brig that had been taken by one of the french Privateers — but as my commission did not authorize to meddle with any but french or American Vessells taken by the french, let her pass — at 5 oC Am anchored in Malaga Rode —

[Col. of G. and E. W. Bradford.]

[8 March 1799]

**From Captain Gamaliel Bradford, to his wife, Elizabeth P. Bradford, concerning engagement of the Ship *Mary*, with French Privateers**

[Ship *Mary*]
*Malaga March 8th [1799]*

My Dear Betsey I arrived safe here yesterday — * * * I have written to Messrs Head & Amory by another rout * * * I have given them Gentlemen a long account of a *bloodless* battle which we fought the day before yesterday, with three french privateers, but I will not tell you about it — least you laugh because our heads are not shot off — but if you could see the *Mary's* sails and rigging, and the shot that yet stick about the hull you might think that our heads had been in some danger — Thank heaven, and a protecting god we are all arriv'd in safety, good health and spirits — * * *

G. Bradford

[Col. of G. & E. W. Bradford.]

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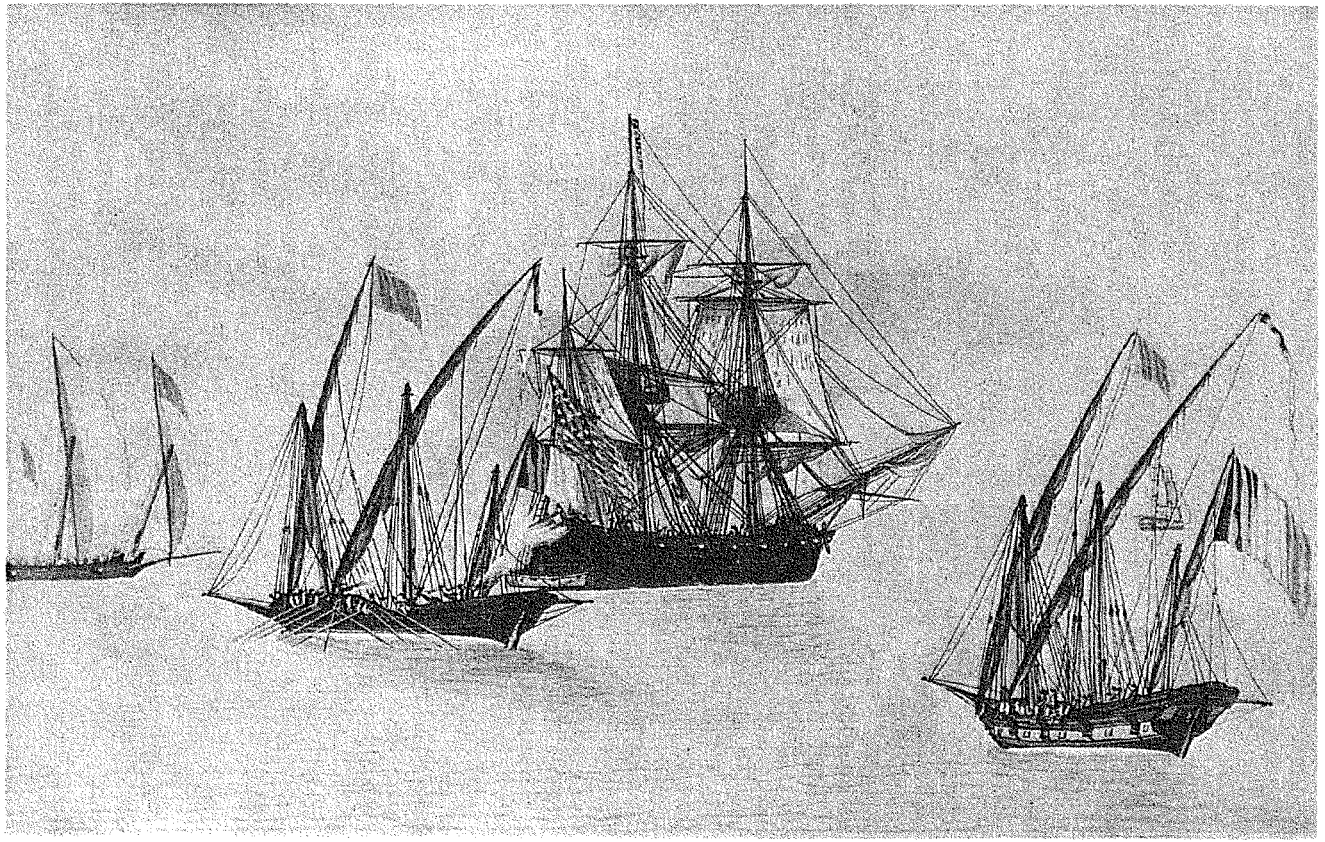
[8 March 1799]

**To the Secretary of State from David Humphreys, U. S. Minister to Madrid, Spain**

(Nº 188.) Madrid *March 19th 1799.*

Sir, I have learned from various quarters that the gallant defence made by our armed merchant vessels against French Privateers in several instances has greatly tended to inspire a respect in the crews of the latter for our flag. Captain Gamaliel Bradford, commanding the Ship *Mary* of Boston, carrying 25 men and 10 four pounders, has acquired much reputation by repulsing two French Privateers of Superior force and entering safe at Malaga a few days ago with a valuable cargo of fish and sugar. He had not a single man killed or wounded. The French Privateer soon followed him into the same port, having had two men killed and thirteen wounded — some of them mortally. Letters from Algeciras advise that the French Privateers which have so long infested the Streights of Gibraltar are now very cautious in not approaching near American vessels until it be ascertained, whether they are well armed or not. I have expected this resolute conduct on our part would have excited great irritation among the French and occasioned complaints from the Ambassador to this court against our armed vessels in the ports of Spain. He has hitherto been silent; and I know not on what principle to explain a late change in his public conduct towards me — he has invited me (with the Diplomatic Corps) to dine with him tomorrow, it being, I understand a national feast. I have excused myself from attending. — Indeed I had made a previous arrangement to go to Aranjuez in order to confer with Mr de Urguijo on several points of business, and especially to remonstrate against the conduct of the Governor of Malaga, who has manifested in a late instance unfriendly dispositions in regard to some citizens of the United States. — A conduct I am persuaded, which is contrary to the intentions of his Government. — Within a short time past I have experienced more prompt attention than heretofore to the applications which I have had occasion to make to the Department



SHIP MARY, OF BOSTON, ENGAGING THREE FRENCH PRIVATEERS OFF MALAGA, MARCH 8, 1799.

of foreign affairs. The King has lately ordered his Ambassador at Paris to reclaim of the French Government the American Schooner, *Alert*, Jacob Oliver master, captured near S$^{t}$ Sebastian in voilation of the Spanish Territory and carried into Bayonne. His Majesty has likewise, in consequence of a pointed representation from me, ordered the embargo to be immediately taken off from a cargo of Cod fish at Alicante (belonging to Mess$^{rs}$ Thomas C. Amory and Isaac Winslow jun$^{r}$) which the Governor had caused to be seized upon information of their being the produce of the English fishery. This prompt decision saves the almost ruinous delay and expence which must otherwise have resulted from a trial before the Supreme Council of War. For however well that Tribunal might be disposed to hasten their proceedings, it is impossible they should for years finish what is now before them. — At this critical conjuncture when it is well known that the French Ambassador Guillemardet and M$^{r}$ de Urguijo are far from being on friendly terms, I entertain hopes of being able to draw some informations from the latter which may be useful to us.

I have lately received an office from M$^{r}$ de Urguijo announcing that the port of Gibraltar is considered as blocked, and that the intercourse of Neutrals between that port and those of Spain will be regulated accordingly.

Captain Ingraham, who arrived from Tripoli at Carthagena a few days ago and is now in quarantine, has written to me that he has Dispatches for me which it is necessary for him to deliver with his own hand. I have replied that I conclude he did not know of the arrival of the Consuls for Tunis and Tripoli when he wrote, but that being now apprized of that fact as well as of the contents of the Dispatches of which he is the bearer, he would be able to judge of the expediency of his coming to Madrid — and I added that since my residence at this Court I had not been invested with the management of Barbary affairs, as a farther circumstance to enable him to make his arrangements.

I transmit herewith the copy of two communications from the Swedish Chargé des Affaires to me on the subject of my application (mentioned to you in a former letter) that Swedish armed vessels would take under their convoy merchant vessels of the United States which might be sailing in the same direction with the Convoy. In a posterior conference with that Chargé des Affaires, I have answered his question respecting the authority by which Danish vessels of war were in the habit of convoying American Merchantmen, that I only knew the fact without being able to ascertain the source from whence that protection originated, but at least that it must be by the approbation of their Government. * * *

Calepio, the Cisalpine Minister at this Court is recalled, to be Minister of foreign Affairs at Milan. No successor is named.

I send to you by way of curiosity the Pope's Bull allowing the subjects of His Catholic Majesty in Spain and the Canary Islands to eat Meat in Lent during the present war with England.

With sentiments of great respect and esteem

I have the honour to be,

Sir,

Your most obed$^{t}$ and most humble Serv$^{t}$

D. HUMPHREYS

P. S. I enclose an account of expences incurred by Mr OBrien for the support of American Seamen, & take occasion to reiterate my reccommendations of that Gentleman to the honorable notice of Government

D. H.

The SECRETARY of STATE, &c &c &c

[SDA. Disp. Spain Bk. 4. 1797–1799.]

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**Extract from Log of U. S. Frigate *Constitution*, Captain Samuel Nicholson, Friday, 8 March 1799**

Moderate and cloudy unbent fore and Main Courses and bent others. Sailmakers repairing Sails & repairing a Main topsail, Surveyd the Boatswains Stores loosd the small sails to dry PM at ½ past 6 Desceada W by S ¼ S 11 Leagues. At 8 Up Main Sail and Wore to the Southwd and came to the Wind At 12 Moderate breezes & cloudy

At Daylight Saw Desceada N W by W ¾ W 9 leagues

At 6 Wore to the Northward and came to the wind

Converted (the old Fore Topsail It being Unserviceable) Into old Canvas, Unbent the Jib and Bent another, Empld Washing and Fumigating between decks Carpenters as occasion requird. Broach'd a cask of Rum Contents 40 Gallons Short of contents 4 Gallons at 12 Desceada W by S

Latitude Observed — — — 16 .30 North

Longitude Observed — — — 60 .20 West

[NHS Col, NYHS.]

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[9 March 1799]

**To Andrew McKenzie from Captain Thomas Truxtun, U. S. Navy**

SIR, I have recd your Letter of the 22d Ultimo. The British Courts of Vice Admiralty, cannot take Cognizance of Prizes made by the Ships of War or Privateers of the United States of America, which you will see by our Treaty. Owners of Privateers should be very particular in their Orders, to Commanders employed by them, and the Neutral flags are not to be interrupted, or insulted, but in all Cases to be respected and treated with Kindness; at least such are my Instructions, from which I shall not deviate, and I advise others to be very cautious how they attempt to pursue a contrary Conduct, as the Honor, and Interest of the United States may be deeply effected thereby.

I have the Pleasure to subscribe myself,

Your very Obedt humble Servt

U: S: SHIP *Constellation*

*Bassateer Road St Christophers*

*9th March 1799* —

ANDREW McKENZIE, Esquire

[HS of Pa. NDA Photostat. Truxtun's LB, 1798–9.]

[9 March 1799]

**Men on Board *L'Insurgente*, the *Constellation*, and others**

On Board *La'Insurgente* all Entered. —

John Mohacah
Francis Antonia
Joseph Carkyre
Joseph Marce
Pedo Franco
Daniel Lee, (American Negro)
Paul Chaplee
Anthony Gomes
Puri, a Negro [or Piere]

} Spaniards

~~On Board the *Constellation*~~, (not entered)
~~6 Spaniards~~
~~2 Frenchmen~~
~~8~~

Entered on Board the *Constellation* &c:

Antonia Joseph, Ordinary Seaman
Maino Blanco, Dº
Tama Aguetan, Dº
Josep Antonia, Dº
Francisco Antonia Dº

} Spaniards

George Alexander, Ordinary
John Baptist, Boy,

} Frenchmen

One Frenchman Francis Pray sent on Board a British Merchant Ship (9th March, 1799)

Two Frenchmen, Vizt Barseil, & Trelear sent on Board the *Richmond* 10th March 1799 —

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

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[9 March 1799]

**Presumably vessels to be convoyed by Captain Thomas Truxtun, U. S. Navy**

| Type | Name | Belonging to | Masters Names | Bound to | Loaded with | Owner |
|---|---|---|---|---|---|---|
| ~~Schooner~~ | ~~*Thetis*~~ | ~~Alexandria~~ | ~~John Lemon~~ | ~~Martinica~~ | ~~flour~~ | ~~Wm Patterson~~ |
| Dº | *Little John* | ~~Baltimore~~ | ~~James Hall~~ | St. Thomas | ditto | |
| Dº | *President* | ditto | Perry Duncan | ditto | ~~ditto~~ | Wm Patterson |
| Brig | ~~*Zepher*~~ | Norfolk | Chamberlain | Martinica | ditto | ~~Mrs Myers~~ |

BRITISH VESSELS

| | | | | |
|---|---|---|---|---|
| Ship | *Melantho* | London | Richd Hardy | March 9th 1799 |
| Ditto | *Fanny* | Bristol | John Godfrey | |
| Schooner | *Mary* | St Croix | John Tatem | |
| Brig | *Two Friends* | Grenoch | David Burnett | |
| Ship | *Maria* | Liverpool | Thos Ritson | |
| Ditto | *Union* | Glasgow | Wm Dunlap | |
| Ditto | *Margaret* | Ditto | Hugh Patterson | |

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

**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*.**
**Saturday, 9th March 1799**

Light Airs inclining to Calm, all hands variously employ'd
at 4 P M caught 2 Dolphin
at 5 P.M. calld all hands and Read the Articles of War, after which John Thompson Seaman was punished with 12 lashes for disobedience of orders and Insolent behavour to the Master
Midle part pleasant breeze
Made and shortend Sail occasionally
Meridian Pleasant Weather the Convoy about One Mile astern
Distance per Log — 101
[Lat. Observed 20 — 33 N.
Long. Observed 56 — 35 W.]

[LC, EPP, 1799.]

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[10 March 1799]

**Circular Letter of Secretary of the Navy to Certain Midshipmen, U. S. Navy**

CIRCULAR TO THE FOLLOWING MIDSHIPMEN, CONVEYING THEM RESPECTIVELY, THEIR WARRANTS.

SIR, Agreeably to a Notification forwarded you on the 1st Inst — the Secretary of the Navy has instructed Me to forward you your Warrant as a Midshipman in the Navy of the United States; and also to observe to you, that your Pay & Rations commence from the date of your acceptance and taking the oath of Allegiance
I am &c

To
Alexander Alexander junior
Charleston, S. C.
John Gallaway,
Care of J. E. Howard Esqr Balt.
Mr Aaron F. Cook
Care of Col. Rhea, Trenton, N. J.
Mr Jacob L. [or S] Motte
Charleston, South Carolina
Mr Joseph Pritchard
Charleston S. C.
Mr James J. Leonard — New York
Mr Homer Jennings, Baltimore
Mr James Ross — Lancaster —

[NDA. OSW, Vol. 1.]

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[10 March 1799]

**To Captain Samuel Barron, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

SIR, As I intended to have sailed Yesterday, I left Instructions for you with Mr Clarkson, which you will attend to. You will get underway immediately after four P M of this Day, by which Time you can get what Stock you want, and proceed to Saint Bartholomews' with

the *Juno* now lying here, and any other Vessel that may be ready. I here deliver you a Packet for the Secretary of the Navy, which you will forward by one of the fastest sailing Vessels of the Convoy bound to New York, the Chesapeake, or Philadelphia, taking a Receipt from the Master which you will deliver me, when we meet, and you will direct the Packet being destroyed, in Case of Capture, which I hope will not be the Case, as it is of Importance to get it to the Government. You will put this Packet in Charge as aforesaid, when you arrive in Latitude of 21°, and not before. Success and Glory.

Your Obed$^{t}$ Serv$^{t}$

U: S. SHIP *Constellation*
*Bassateer Roads S$^{t}$ Christophers'*
*10$^{th}$ March 1799 —*
Cap$^{tn}$ SAM$^{l}$ BARRON
U. S. Brig, *Richmond* —

[HS of Pa. NDA Photostat. Truxtun's LB, 1798–9.]

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**To Captain Thomas Harvey, Royal Navy, Commander of H. B. M. S. *Lapwing*, from Captain Thomas Truxtun, U. S. Navy**

UNITED STATES' SHIP *Constellation*,
*Bassateer Road S$^{t}$ Christophers' 10$^{th}$ March 1799 —*

SIR, Some Time after I had the Pleasure of seeing you at Mess$^{rs}$ M$^{c}$ Lachlan and Thomson's; Captain Barron Commander of the United States Brigantine *Richmond* informed me, that his Boat had been stopt last Evening going on Shore with some Letters, and the Officer compelled to go on Board his Britannick Majesty's Ship *Lapwing* under your Command. I am willing to believe, Sir, that there has been some Mistake in this Business, and that you never could have given Orders to detain in the Manner stated to me, a public Officer going in a Boat, belonging to a Public Ship of a friendly Nation on any Errant, from this Road to the Shore; and under this Belief, I will not add for the present further than to observe, that I am aware of the Necessity of ascertaining all Boats coming near to a Ship of War at Night; but as those of a Man of War are easy distinguished from Others; I suggest the Idea of establishing in future a Watch Word &c: for every Night in the Week to be attended to by all Boats passing and repassing the Ships of War of our respective Nations, when at Anchor in this Road; It being my ardent Desire to cultivate Harmony, and to prevent what may lead to a disagreeable Tendency, especially as there is a great likelihood of our Intercourse into the Ports of each Other being very frequent. As I shall get underway immediately, you will be kind Enough to leave a Reply with Mess$^{rs}$ MacLachlan and Thomson who will deliver it to me on my Return, which will be in a few Days. I am Sir,

Your most Obed$^{t}$ humble Servant

THOMAS HARVEY Esquire
Commander of his B. M. Ship *Lapwing*

[HS of Pa. NDA Photostat. Truxtun's LB, 1798–9.]

**To William Crafts, Naval Agent, Charleston, S. C., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 10th March 1799.* —

WILLIAM CRAFTS Esquire
*Charleston.* —

SIR I have the honor to enclose Commissions for

I. B. Hichbourne
William Smith —
William Flag — — } as Lieutenants

and Warrants for

Christopher Gardner Junr
John J. Ellsworth
Henry Morrison
Joseph Maxwell
Peter Bounetheau
Maurice Simmons
Thomas Devaux } Midshipman

And also

a Warrant for Peter Trezvaunt — Purser —

These Gentlemen have been individually notified of their respective Appointments & you will be pleased to deliver their Commissions and Warrants. —

I have the Honor to be &c.

[NDA. GLB. Vol. 2–1799.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 10 March 1799**

Mild Weather @ 4 P.M. Wore to the Northward @ 6 Beat to Quarters

at 5 saw a strange sail standg to the S.E. wore to the Southward and gave chace @ ½ past 5 Answer'd the private Signal of a British Frigate Wore to the Northward & bro't too at 9. spoke the English Frigate *Santa Margaretta* @ ½ past Dº fill'd and made sail in Company with the *Santa Margaretta*

at 12 Deseada W.N.W. 9. Leagues
[Latitude In observed 16.12 Nº]

[NDA.]

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**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Sunday, 10 March 1799**

Fresh breeze & pleasant weather all hands Variously employ'd
at 2 P M Squally with Rain
Made & shortend sail occasionally
At Midnight Squally
The Convoy one Mile on the Larboard Quarter
Fresh Gales & Fair Weather
At Meridian Dº Weather
Distance per Log — 146
[Lat. Observed 18 — 7 N.
Long. Observed 57 — 41 W.]

**[LC, EPP, 1799.]**

[10–11 March 1799]

**Signals Issued by Captain Thomas Truxtun, U. S. Navy, U. S. Frigate *Constellation***

*Signals by Day.*

| | |
|---|---|
| To get Underway | A red, and a blue Flag. |
| To go into port again and anchor | Blue Flag, a white & a red Pendnant. |
| To make Sail | Blue, and white Pendnant. |
| To shorten Sail | Blue Flag, and a white Pendnant. |
| To tack, or ware | Blue & white Pendnt and a red Flag. |
| To disperse | White & blue Flag, & red & white Flag. |
| To follow Motions of Commodore | Red & white Flag, & blue & white Pendt |
| To sail in close Order | White & Red Pendt & white & blue Flag. |
| To speak the Commodore | Hoist your Jack at the main top Galt Mast Head. |
| In Distress | Hoist your Jack at the fore top Gallt Mast Head. |
| On seeing Land, or any Danger | Hoist your Ensign at Mizen Peek. |
| To hawl the Wind on Starbd Tack | French Jack. |
| To hawl the Wind on Larbd Tack | Dutch Jack. |
| To sail in open Order | Blue Flag. |
| A strange Sail, or Sails to windward | Red Flag. |
| a strange Sail, or Sails to Leeward | A white Flag. |
| To give Chace | A chequered Flag. |
| To quit Chace | A yellow Flag, and one Gun. |

In Case of parting, and meeting again, the first Ship that displays a Colour, will hoist a Dutch Jack at the Main, to be answered by an English Jack at the same Place; the first Ship that displayed the Signal, will then hoist her Colours, and stand towards the Other. If I want to speak the *Conquest ~~La~~' ~~Inourgente~~* I will hoist my Ensign in a Whist, where it can be best seen.—

N: B: Answer all Signals in the Day by hoisting a broad Red Pendnant

The *Conquest ~~La~~' ~~Inourgente~~* always to keep near to the *Constellation*, and to speak her berfore Sun down every Evening, and great Care is to be taken of Squalls by Night, or Day, that the Spars are not injured, or carried away &c: &c: —

*Night Signals*

| | |
|---|---|
| To tack, or ware | Five Lights in a Range one over the Other. |
| To make Sail | Three Ditto in Ditto |
| To shorten Sail | Two Ditto in Ditto |
| To heave to on Starboard Tack | Four Ditto in Ditto |
| To heave to on Larboard Tack | One Ditto, and one false Fire. |
| To speak Commodore | You must show two Lights horizontal (thus ⊗ ⊗) |
| In Distress | You must show two Lights in a Range one over the Other at six Feet as under thus, ⊗ ⊗ and fire two Guns. |
| On seeing a strange Sail, or Sails | One Light, and then speak Commodore — |
| On seeing Land, or Danger | Three Lights horizontal thus, ⊗ ⊗ ⊗ & one Gun. |
| To speak the *Conquest ~~La'Inourgente~~* | Six Lights in a Range, one over the Other. |

N.B. Answer all Signals at Night by hoisting One Light, and lowering it down, and then running it up again three Times at one Minute Interval.

[HS of Pa. NDA Photostat. Truxtun's LB, 1798–9.]

**To Captain John Barry, U. S. Navy, from John Gay, U. S. Agent, Martinica**

S$^{t}$ PEIRRE *11$^{th}$ March 1799*

DEAR SIR M$^{r}$ Adams delivered to me your esteemed letter of the 6$^{th}$ on the evening of Friday and immediatly gave notice of his arrival by your orders to take to Prince Ruperts such Vessels as could be got ready by the 12 this Day and will proceed with them this afternoon I have given him twenty five pounds four shillings which I carry to your debit. I am sorry I cannot yet spare M$^{r}$ Caldwell the return goods, Bricks & Coals are yet on Board — it was only Saturday we had this Ship Valued upon oath and under Warrant of Admiralty She has been removed and is only now Mooring, which when done the heavy Articles will be got out and the Bussiness closed — M$^{r}$ C. has been verry attentive and I wish him to carry with him a Statement of the finish —

| | |
|---|---|
| Sale of Stock is | £4453.13.— |
| Value of Ship | 6000.—.— |

This is all the progress I can yet Report — A Cattle Man promised two Trusses of Hay but not being able to sell the Cattle goes down with the Convoy to Your Bay where you will get it. That on Board the *Cicero* was entirely Rotton — The night she anchored four of her Cattle perished and seven asses died in the Yard when they were exposed to sale. We have nothing New No Packet nor Vessel of Short passage from Europe A Report prevails that War has been formally declared in Guadaloupe S$^{t}$ Eustatius & S$^{t}$ Martin by the French against the United States This shews how Des Fourneaux meant to blind you As he must have brought him Authority to declare War at such time as he saw fit — provided always that this Report is forwarded, we may suppose fairly the other.

I am Dear Sir always Yours

JN$^{o}$ GAY

[Barry P, Barnes Col, NHSC, NYHS.]

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

UNITED STATES SHIP *Constellation* UNDER SAIL
*before the road of Bassateer S$^{t}$ Christ$^{r}$*
*11$^{th}$ March 1799.*

DEAR SIR The best understanding having Subsisted between the American and British Ships of War; Since the first Appearance of the former in these Seas — I was extremely Sorry to hear a complaint from Captain Barron yesterday stating that his boat had been stopt, and an Officer taken on board the *Lapwing* frigate, Captain Harvey, who is a Son of the Admiral, Commanding the British Squadron on the Leeward Island Station, but as soon as I was apprised of this Circumstance I wrote to Capt$^{n}$ Harvey a letter on the Subject, of which the following is a Copy, and received an answer which is also annexed [*] I am of Opinion from particular inquiry, that the Officer on board of the *Richmonds* boat, in this instance, was rather imprudent, in passing first a head and then astern of the *Lapwing*, after Gun fire, for it often happens, that the boats of Merchantmen and from the Shore, drop near to Ships of War after dark,

in order to receive men disposed to run away, & that No disposition has been Shown, by his Britannick Majesty's Officers of the *Lapwing*, to offer any indignity or insult to our flag. We must be Cautious in making inquiries and examining Every important Subject, that has a tendency to National altercation or disquisition before the reports of young and inexperienced Midshipmen, are implicitely relied on, for these Young men may some times err, without intending it, from being Unacquainted, or taking up a Subject in an improper point of view; for my own part, I am determined never to brook an insult from any foreign Ship, but if necessary Support our Just rights at the Mouth of the Cannon; and I do assure you at the same time, that I am also determined, never to offer one to such as are in Amity with us, but on the Contrary, shall pay due respect, even to the publick armed boats of every friendly Nation —

I have the honor to be
Sir Your very Obᵗ humble Servant

T[HOMAS] T[RUXTUN].

P. S. The *Insurgent's* flag I have fixt to be a White flag at the Main—which you will please to have registered

Honᵇˡᵉ BENJᴬ STODDERT
*Secʸ of Navy.*

[*NOTE.—See Truxtun's letter, of 10 March 1799, to Captain Thomas Harvey, of H. B. M. S. *Lapwing*. Captain Harvey's reply is missing.]

[HS of Pa. NDA Photostat. Truxtun's LB, 1798—9.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Monday, 11 March 1799**

Since the 14ᵗʰ Ultimo, we have been employed in repairing the Hull, Rigging, and Sails, painting the ship, getting off Water, procuring more Men, and getting *La 'Insurgente* in a State fit to cruize in Company with us, tho' we have only been enabled to put 124 Men on Board of her as yet, including Lieutenant Rodgers, and various Officers as per List. I have, during my Stay in these Roads, kept the *Norfolk* and *Richmond* in constant Employment, convoying, cruizing &c: &: but am sorry to add in this Place, that I have finally been obliged to send the former Vessel Home, in Consequence of Captain Williams not having taken a troublesome, and mischievous French Privateer, that by all Accounts was certainly in his Power to capture. Since my last Arrival here, I have forwarded to the Secretary of the Navy various Dispatches to Vizᵗ —

Originals by Mʳ Yeiser, Via of Baltimore
Duplicates by Via of New York, forwarded by Captain Murray from Sᵗ Thomas' on Board the *Caroline*.—
Triplicates delivered to Captain Barron to forward, on his leaving the Convoy (in Latitude 21°) he is to take from Saint Bartholomews this Day or to Morrow.

At 8 AM. got underway, and stood by the Wind to the Southward, as did *La 'Insurgente*. At Noon the Road, and Town of Nevis bore S. E. B. E. Distance off that Shore three Leagues. Squally Weather, and Wind at East; stowed the Anchors and quartered the new Hands.

My sole Object in taking *La 'Insurgente* out with me at present, is to take the Chance of falling in with Commodore Barry, and getting

from him some more Men for her, as she has too few to carry her Home without Convoy, and I cannot well spare any more from the *Constellation*, without rendering, that Ship almost defenceless against a Vessel of equal Force.

[HS of Pa. NDA Photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 11 March 1799**

Fine W^r at 1. PM spoke the U. S. Sloop War *Merrimack* @ ½ past 1. parted company w^th the *Merrimack*
at 2 bore up in Company with the *Santa Margaretta*
at 8 Deseada W. S. W. 3. Leagues.
@ 5. Marigalante N N W. 9. Leagues @ 1. Wore to the Northward Dominico S. W. b W. 7. Leagues.
At Merd^y Dominico W. S. W. 7. Leagues.
[Latitude In 15.50 N^o]

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, United States Navy, commanding, Monday, 11 March 1799**

First part pleasant at 1 PM Shew Signals & was answer'd by the above Ships at ½ past 2 spoke them, the U. S. Frigate *Constitution* & the British D. *Santa Margarita* — Made all sail for Dominico 5 PM y^e highland of Guadaloupe bore WNW 11 leagues Dominico SW by S 12 leagues
At 8 AM spoke the *U. States* — Commodore Barry at 10 Came too with the best Bower anchor in Prince Ruperts Bay in 7 fath^m water

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Monday, 11 March 1799**

Moderate breeze & pleasant weather, turned reefs out of the Topsails & Reefd them a new
Made shortend Sail occasionally for the Convoy
hoisted Signals for the *Betsey*, answered.
at 8 P M. the Convoy about a Mile a Stern
At Midnight Moderate breeze & Cloudy.
At 4 A M wind and weather as above
All hands Variously employd, Scraping Quarter Deck &c
Pleasant at Meridian
Distance per Log — 134 Miles
[Lat. Observed 16 — 23N.
Long. Observed 58 — 48W.]

[LC, EPP, 1799]

**Circular Instructions from Secretary of the Navy**

CIRCULAR INSTRUCTIONS TO THE CAPTAINS & COMMANDERS OF VESSELS IN THE SERVICE OF THE UNITED STATES. —

[PHILADELPHIA]
*N Department 12th March 1799* —

SIR Herewith you will receive an Act of Congress "Further to suspend the Commercial intercourse, between the United States and France, and the dependencies thereof" the whole of which requires your attention — But it is the Command of the President, that you consider particularly the fifth Section, as part of your Instructions, and govern yourself accordingly. — A proper discharge of the important duties enjoined on you, arising out of this Act, will require the exercise of a Sound and an impartial judgment. — You are not only to do all that in you lies, to prevent all intercourse whether direct or circuitous, between the Ports of the United States and those of France, or her dependencies, in cases where the Vessels are apparently as well as really, American, and protected by American papers only, but you are to be vigilant, that Vessels or Cargoes, really American, but covered by Danish, or other Foreign Papers, and bound to or from French Ports, do not escape you. — Whenever on just suspicion you send a Vessel into port to be dealt with according to the aforement$^{d}$ Law — besides send$^{g}$ all her Papers — you should send all the evidence you can obtain, to support y$^{r}$ suspicions & effect condemnation. — At the same time, that you are thus attentive to fulfill the object of the Law, you are to be extremely careful, not to harrass, or injure the Trade of Foreign Nation with whome we are at peace. — A Misconstruction of his authority by Cap$^{t}$ Nicholson in relation to a Vessel of friendly Nations, captured by the French renders it necessary that I should make some explanatory observations on the Subject — Our Laws direct the capture of all Armed Vessels, sailing under authority or pretence of authority from the French Republic. —

A Vessel captured by the Cruisers of France must be considered as sailing under the authority of France & It is scarcely to be supposed that in times like the present, when few Vessels sail without arms a captured Vessel, in possession of the Captors, will be so circumstanced as not to come under the description of an Armed Vessel, within the meaning of our Laws. To justify a recapture nothing is necessary but that the Vessel be provided with such means of annoyance as will render her dangerous to an unarmed American Vessel, in pursuit of Lawful commerce.

If however the Vessel cannot be considered an armed Vessel within the meaning of our Laws, you are not to recapture her unless you should have probable cause to suspect that the Citizens of the United States, or persons resident therein, have some Interest in the Vessel or Cargo. — It is always your duty to recapture American property, and property of Persons resident within the United States, whenever found in possession of the French on the high Seas. —

I have the Honor &$^{c}$ &$^{c}$

[NDA. OSW, Vol. 1.]

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

[PHILADELPHIA]
*N Department March 12th 1799* —

Capt THOMAS TINGEY

SIR You will receive this letter by Lieut Henry Kenyon, who has served with Capt Bainbridge in the Schooner *Retaliation*, was taken on board her by the French, and has just been exchanged with a number of her crew — They were here without employment, and as you are in want of a Lieut and some Seamen, I thought it advisable to order them to join you — Mr Kenyon is a young [man] who has been regularly bred a Seaman, has conducted himself to the satisfaction of Capt Bainbridge, and will I hope prove usefull to you — I cannot yet ascertain the exact number of men he will take with him — he has engaged for their passage at Eight dollars each, which Mr Pennock will enable him to settle for. — It is probable that the Vessels which are to join you from Charleston may be in want of men, in which case, this addition will enable you to supply them; should they join you as was intended. —

If you do not receive your Instructions by Lt Kenyon, you will certainly receive them in a few days, and possibly they may direct you to call at Charleston.

I have the honor &c

Copy of this Letter sent to Capt Murray on his arrival at New Castle, 13 May 1799

[NDA. OSW, Vol. 1.]

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**To Captain Richard V. Morris, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*N Department March 12th* — 1799 —

Capt R. V. MORRIS,
*N. York*

SIR Messrs J. & E. Watson in their letter of the 31st January in reply to enquiries respecting the progress of the Ship *Adams*, inform me "That she was by Contract to have been launched in the month of December, but from the impossibility of depending on the promises of Tradesmen &c it was difficult to judge when she would be launched, but believed it would not be later than the Middle of March, in which case she might sail by the first of May;" It would give me great pleasure if you can confirm this report, by informing me that she will be ready for Sea by that time, as it is of importance that she should join early the other Ships of War — You will please to write me on the Subject, let nothing be left undone to accelerate her launching, and equipment, and inform me how soon you can begin to recruit to advantage, that Instructions may be given you for that purpose —

I have the Honor &c

[NDA. OSW, Vol. 1.]

**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Tuesday, 12 March 1799**

Moderate Breezes, and fair Weather with smooth Water. At 6 AM saw a Ship of War in our Wake, standing after us; tacked and stood towards her, and then made the British private Signal for the Day, which she answered, and immediately after she thru out the British Frigate *Lapwing's* private Signal as fixt between us, when I in Return hoisted my private Signal, which being understood by her, and our Ensigns respectively having been displayed, each stood on his own Course.

At half past 11 AM saw a Sail a long Distance to Leeward, which I take to be a common Island Drogher.

All Hands employed repairing Rigging, and doing various other Jobs, that are necessary to keep in good Order the Apparatus, Tackle, and all the Appurtenances of every Department. At Noon Bassateer Gaudaloupe bore from us by Compass E. S. E. six or seven Leagues Distance; continuing by the Wind beating up for the said Road, in Order to see what is at Anchor there.

[Latt'de. ob'd. 16°.14′ N°]

[HS of Pa. NDA photostat.]

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**Extract from Journal of James Pity, U. S. Frigate *Constitution*, 12 March 1799**

Moderate Breezes & Cloudy

at 4 PM. Saw a strange sail bear$^{d}$ N. b E. made sail and gave chace @ 7. shortend sail and boarded an American ship fm Savannah bound to Martinico

At — 9 Marigalante S. W. b W. 4 Leagues Distant

@ 7 — Saw a strange sail stand$^{g}$ to the Southw$^{d}$ bear$^{g}$ W. b N.

Washed and fumigated between Decks.

At Merd$^{n}$ the S E. End Dominico S. W. b W. 7. Leagues. Distant.

[Latitude In 15.18 N°]

[NDA.]

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**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Tuesday, 12 March 1799**

Moderate breeze and pleasant Weather, all hands Scraping Quarter Decks &$^{c}$ &$^{c}$

Made & Shortend Sail occasionally for the Convoy about half a Mile a Stern

Pleasant at Midnight

at 6 AM Made Signal for Store Ship, answerd

Pleasant at Meridian

[Lat. Observed 15 — 35 N.]
[Long, Observed 60 — 4 W.]

[LC, EPP, 1799.]

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

[PHILADELPHIA]
*Navy Department 18th March 1799.* —

Capt THOMAS TRUXTUN
*W. Indies.* —
Per Capt TINGEY

DEAR SIR I received this day, with heartfelt pleasure, your dispatches of the 17th Ult° containing besides other papers, letters of the 4. 10. 14 & 17th February — and your correspondence with Barry.

The letters were immediately laid before the President, who desires me to communicate to you, his high approbation of the whole of your able and judicious conduct in the West Indies — and to present to you, and through you to the Officers and Crew of the *Constellation*, his thanks for the good conduct, exact discipline, and bravery, displayed in the Action with, and Capture of the French Frigate, *Insurgente*, on the 9th of February. — I must however add, that he observes, and all the Officers of Government, indeed all others I have heard speak on the subject, join in the observation, that this is nothing but what we expected from Truxtun. —

I wish the attempt to refit the *Insurgente* in the West Indies, and to Man her, may not be beyond your powers. — I fear it will not be in your power to replace her masts — Men I suppose can be spared from the other Vessels — & the *Baltimore*, tho' long delayed at Norfolk, will I hope join you with a provision Vessel, before you feel the want of Provisions. —

Rogers certainly deserves to command her, — but as his continuing in the command of so large a Ship, might hurt the feelings of some of our valuable Captains, the Commander must some time hence be changed. —

If Murray should be in the West Indies, when you receive this, it might be gratifying to him, to take the command of this Frigate. — Tho' I have written to Murray, I have not mentioned this subject — but leave it intirely to you, to be managed as you please. — the *Baltimore* was sent out for Rogers — or he might take command of the *Montezuma* — Speake is not equal to the command of the *Baltimore*, nor is he intitled from his standing to promotion — to avoid offence to Barry, one of his Lieutenants must have one of the Ships — He prefers Barron, but unfortunately Barron is only his third Lieutenant —

Capt Tingey who is the bearer of this, has also dispatches for Barry. — The season is approaching, when we shall want Vessels on our Coasts, I have therefore directed the return of the *Montezuma* — the *George Washington* and the Frigate *Constitution*. — You will perceive by the Instructions of this date, that your ideas in relation to the recapture of the Vessels of friendly Nations very nearly correspond with those entertained here — I very sincerely hope, that the Commanders of the British Ships, will pursue the wishes of their Nation, in offering no insult to our Flag — and that the Commanders of our Ships will cultivate by all proper means a good understanding with them. — It is the Interest of both Nations, to preserve peace and friendship with each other, and it would be a circumstance greatly to be lamented, if imprudence on either side, should interrupt

the harmony that ought to prevail. — Referring you to other letters which you will receive herewith, I remain with best wishes for your future success & glory. —

Dear Sir &c &c

[NDA. OSW, Vol. 1.]

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

[PHILADELPHIA]
*Navy Department 13th March 1799.* —

Capt ALEXANR MURRAY
Per Cr TINGEY

SIR I have received all your Letters to the 13th of February, which have been regularly communicated to the President, who has repeatedly expressed his intire satisfaction with your conduct, and the high opinion you had inspired him with, of your solid judgement, and solid worth. —

It is well known to him, and to your country in general, that your services have been highly important, and if they have not been attended with Brilliancy, the fault has not been in your want of enterprize or bravery. —

Your letter of the —— of February gave me real pain — nothing was ever farther from my thoughts, or the thoughts of the President, than to do any act, which might imply distrust of you, — or which could wound your feelings. —

It is true, that in Capt Truxtun's instructions I mentioned the *Norfolk* as one of the Vessels which was to join him — but to join him after the end of the cruise with you, which I beleived would happen very quickly after his sailing from the Chesapeake. It never was expected that you would meet him in the West Indies. I calculated the length of the cruise from the quantity of Provisions — that you would have to supply the *Retaliation*, who could carry only for six weeks — and that your cruise could last but little more than three months. Hence has arisen the circumstance, which has given you pain. —

Enclosed you will find a list and a short Sketch of the substance of the Laws passed in the late Session of Congress, respecting the Navy. — I am gratified that you stand high enough on the list of Captains to take command of one of the Frigates — I think of the one at Norfolk for you, but cannot at present make permanent arrangements. —

If this should find you in the West Indies, you will please return by what route you think best, to Philadelphia. —

We must have some ships on our Coasts in the Spring and Summer. — Other Vessels will also be ordered to return — with which you may cooperate or otherwise, as you shall judge most for the interest of the service. —

I have the honor &c

[NDA. OSW, Vol. 1.]

[13 March 1799]

**To Mr. Spoors, Minister of the Batavian Marine, from W. Vans Murray, U. S. Minister to The Netherlands**

Duplicate THE HAGUE *14th March 1799.*

CITIZEN MINISTER, A Brig which in discription corresponds with the *Mary* of Boston, the property of Citizens of the United States, I am to night informed, has been taken by a French armed vessel very near to a Battery of this Republic, under which she lay at Anchor and under supposed security as being under the protection of a friendly nation. I understand Citizen Minister, that this violation took place yesterday, and that the papers of which the *Mary* was plundered were sent to the French Agent at Helvoet.

Barely to state such a transaction will I am sure awaken the activity of the Batavian Government whose loyalty will immediately command the restoration of the brig and her papers to the Captain.

Accept Citizen Minister the assurances of my perfect respect & Sincere esteem.

W. V. MURRAY.

Citizen SPOORS, *Minister of the Batavian Marine*

[Mass. HS. Pickering Papers, Vol. 24, p. 310.]

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[13 March 1799]

**To W. Vans Murray, United States Minister to The Netherlands, from Mr. Spoors, Minister of the Batavian Marine.**

(Copy)
Duplicate

*The Minister of the Batavian Marine—*
To Mr W. V. MURRAY,
*Minister Resident of the United States &c.*

The HAGUE *15 March 1799* —

CITIZEN MINISTER! Being informed yesterday that an American brigg had been taken by a French privateer within the limits of the Batavian Dominion, I commanded immediately her restoration to the Captain, and should have given you notice of it. but receiving this morning information that the Brig (being the *Mary* of Boston) Capt Hall mounting eight Guns and provided with American letters of Marque) has attacked the french privateer near the coast of this Republick. I am obliged to stop both the Brigg and the privateer till it will be known whether this has happened upon Batavian territory or on high Sea.

Accept Citizen Minister the assurances of my true respect.

Signed SPOORS.

[Mass. HS. Pickering Papers, Vol. 24, p. 311.]

[13 March 1799]

**To Mr. Spoors, Minister of the Batavian Marine, from W. Vans Murray, U. S. Minister to The Netherlands.**

Duplicate

THE HAGUE *18 March 1799* —

SIR By an express which I received this evening from Rotterdam, bringing the sworn testimony of the pilots of the armed vessel the *Mary* of Boston, I find that there is no ground to treat the case as if it related to a question of prize or not to a *French* privateer. The *Mary* was not (according to the above mentioned evidence) taken by a French privateer, but *arrested* by the Commander of the Battery of Odorp [Adorp] in Goree, who ordered the Pilot Peter Kwijn to carry her to Helvoet roads. The Battery of Odorp cannot make a prize of an American vessel for a French Privateer. It may come in the aid of the law of this Republic to cause its limits to be respected; but because an American armed ship exerts her right of self-defence and uses these rights with even delicacy towards a disturber of the trade of America and Batavia, this battery and its Commander cannot lend an influence to serve a French Corsair

It will not Sir, be deny'd that the *Mary* had a right to fire upon a French Privateer at sea, even in Limits, if that Privateer evinced clearly an intention from her approaches and other appearances of boarding or attacking her. The true attack is in these indications. Defence, though the first shot, is still defence. To admit a contrary principle is to consign our trade to this Republic, to the Warehouse of Flushing or the Tribunals of Douay.

The perfect respect of Cap[t] Hall of the *Mary* for this Republic, agreeably I am certain to his Commission & Instructions, was manifested when with the French Privateer astern, he went on shore with his papers, to wait on the Commanding officer He thus threw himself on the good faith of a friendly power. It is impossible after this that there can be any hesitation in this Government in declaring that there is no question respecting any pretended Capture by the French Privateer & that the *Mary* is not in any respects a prize.

If any doubt can remain with respect to a presumed violation of the Batavian Limits, that, Sir, is a fair question of discussion; but for the present I reclaim the *Mary* as an armed letter of Marque of the United States, from the good faith of the Batavian Government into whose hands She in fact put herself at Goree, when had she expected embarrassment here She could and would have fought her way against the French Privateer, whose prize she was not, and cannot be if the Battery of Goree is Batavian, of which there is no doubt.

Accept Sir, the assurances of my perfect respect & esteem &[c]

W. V. MURRAY.

M[r] SPOORS, *Minister of the Batavian Marine*

[Mass. HS. Pickering Papers, Vol. 24, p. 312–313.]

[13 March 1799]

**To Mr. Spoors, Minister of the Batavian Marine, from W. Vans Murray, U. S. Minister to The Netherlands**

Duplicate

THE HAGUE *20 March 1799* —

SIR, It is with great pleasure that I discover the error into which my Rotterdam intelligence led me. The impression under which I had last the honour of addressing you, was, that it was a question, whether the *Mary* of Boston was or was not, in the event of a decision, to be considered as a prize to the French Privateer. I trust it will be found that the privateer did intend to take the *Mary*; that she manifested that intention so evidently that the Government of this Republic will not mistake the first firing in defense for a violation of the respect due to its Sovreignty and Limits.

Your amicable declarations towards the Govern[t] of the United States, Sir, will be extremely pleasing to it, because from its respect for this Republic it can and will reciprocate those feelings with a cordial Sincerity, & I beg you Sir to accept the assurances of my personal esteem & very high respect.

W. V. MURRAY.

M[r] SPOORS *Minister of the Batavian Marine*

[Mass. HS. Pickering Papers, Vol. 24, p. 315.]

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[13 March 1799]

**To Mr. Spoors, Minister of the Batavian Marine, from W. Vans Murray, United States Minister to The Netherlands**

Duplicate

THE HAGUE *21[st] March 1799.* —

SIR As there is no question whether the *Mary* be a prize to the Luggar, but as the sole point of discussion is on the charge of having violated the Batavian Limits, I request that the Captain of the *Mary* be allowed to conduct his ship up to Rotterdam or elsewhere on giving security for any penalty which the laws of the Republic impose in such case, of violating Limits, to be recovered if the charge be made out.

I also pray Sir, that the Ships papers and Commission be restored to the Captain of the *Mary* and that an immediate order be given to Suffer the letters of every sort brought by the *Mary* to be disposed of by Captain Hall, as their detention cannot throw any light upon the sole point in view, viz: Infraction, and may be of great consequence in a mercantile light.

I further request, Sir, that inquiry be made on one point infinitely more important than any which has yet been before us, I mean the order imputed to the Commander of the Fort at Goree, in consequence of which, part of the *Mary's* crew was taken from her & transferred to the Privateer and part of the crew of the Privateer was put on board of the *Mary!* The good faith of this Government, Sir, I am certain will pursue this inquiry and punish the author of so

insulting a condescention towards the French Privateer against the flag of the United States An appeal to the sensibility of this Government is unnecessary. To state the imputed order of the Batavian Commander of the Fort of Odorp, is enough.

Praying you, Sir, to consider the value of a speedy order for the liberation of the *Mary* in the State in which she was found when the French got in possession of her by order of the Batavian Officer at Goree on the Security above named, for the restoration of the Captains Commission & Ships papers and the letters on board.

I beg you, Sir, to accept the assurances of my high respect &ᶜ — —

W. V. Murray.

Mʳ Spoors, *Minister of the Batavian Marine &ᶜ*

[Mass. HS. Pickering Papers, Vol. 24, p. 316–17.]

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[13 March 1799]

**To W. Vans Murray, United States Minister to The Netherlands, from Crol, Secretary of the Minister of the Batavian Marine**

(Copy)
Duplicate
Private

The Hague *22ᵈ March 1799*

Sir The Minister of the Marine has charged me to inform you, that the Executive Directory has concluded [to] conform to his proposal in the case of the *Mary*, and that tomorrow the order shall be given that the Captain (on giving Security) may conduct his ship to Rotterdam or to any other place he pleases.

I beg you Sir to accept the assurance of my perfect respect.

Signᵈ Crol. *Secʳ*

*The Minister Resident of the United States.*

[Mass. HS. Pickering Papers, Vol. 24, p. 318.]

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[13 March 1799]

**To Mr. Spoors, Minister of the Batavian Marine, from W. Vans Murray, United States Minister to The Netherlands**

Duplicate

The Hague *4 April 1799*

Mʳ Murray presents his very respectful compliments to Mʳ Spoors and amicably reminds him of a very important part of a Note which he had the honour of addressing to him about twelve days since, *relative to the conduct of the Commander at Goree*, by whose written order Capᵗ Hall says the French took possession of the *Mary* and turned out eight of her Crew as prisoners, on board the privateer. Mʳ Murray has waited on Mʳ Spoors to have the pleasure of conversing with him. He Saw the Secretary but Mʳ Spoors was in the Country.

Mr. Spoors *Minister of the Batavian Marine &ᶜ*

[Mass. HS. Pickering Papers, Vol. 24, p. 320.]

[March 13 1799]

**Articles of Agreement between Secretary of the Navy and Samuel Hughes of Havre de Grace, Md.**

Articles of Agreement entered into this thirteenth day of March 1799 between Benjamin Stoddert, Secretary of the Navy of the United States, for and in behalf of the said States of the one part, and Samuel Hughes of Havre de Grace in the State of Maryland of the other part. — as follows —

First. — The said Samuel Hughes doth hereby engage to deliver, at his own proper cost and Expence, for the use of the Navy Department of the United States, at a Wharf on the Bank of some River Creek, or water of the Chesapeak, where a decked Vessel of Sixty tons burthen can load and unload; in the course of the ensuing year Fifty Six Iron Cannon of a Calibre to carry a ball of 32 pounds, Fifty Six to carry a ball of eighteen pounds, and Thirty Six to carry a ball of nine pounds, agreeably to such models and of such weights as may be determined on by the Secretary of the Navy. —

Second. — The said Cannon are to be cast in the solid, and bored truly; so as that the diameter of the bore shall correspond exactly to each given Calibre, to be perfectly straight and in the center of the piece from the muzzle, to the Breech. —

Third. — The said cannon shall be proved in the same manner as is fixed on, in a Contract entered into by the Said Hughes with the Secretary at War, under the direction of such person or persons as may be appointed by the Secretary of the Navy or his Successors. —

Fourth. — The Secretary of the Navy shall allow, and cause to be paid to the said Samuel Hughes, for every Ton weight of Cannon so cast, the sum of one hundred and thirty Dollars immediately upon the delivery of the Same. —

In case any disagreement should arise with respect to the fulfilment of any part of this Contract two persons shall be chosen by each party, and should they disagree they shall chuse a fifth, and the decision of these five shall be final. — In Witness whereof the parties to these presents have set their hands & Seals the day & year above mentioned —

Sam[l] Hughes
Ben. Stoddert

Sealed & delivered in presents of

G. Cottringer

I acknowledge to have received on Account of the foregoing Contract Ten thousand Dollars. —

Sam[l] Hughes

[NDA. Contracts Vol. 1.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Wednesday, 13 March 1799**

Light Winds, and moderate Breezes, intermixed with changeable Weather, had all Hands at Quarters, and employed as before.

At 7 AM saw a Sail in the N.W. Quarter, gave Chace, and at 9 ditto spoke an American Schooner from S[t] Vincent, bound to S[t] Kitts' for Convoy Made Sail again, and stood to the Northward.

At Noon Bassateer Gaudaloupe bore East, ten Leagues Distance, and the Body of Montserrat N. B. E. Distance ten Leagues.

HS of Pa. NDA Photostat.]

**Extract from journal of James Pity, U. S. Frigate *Constitution*, 13 March 1799**

Moderate Weather employ'd at sundry Jobbs. @ 2 saw a strange sail bear$^{d}$ E N. E. Tack'd to the Northw$^{d}$ and gave chace @ 4 $\overline{AK}$ to the Southward made and shortend sail as necessary at 7. Lost sight of the chace Tack'd to the Northw$^{d}$ and shortend sail Martinico S. S. W 3 Leagues

@ 11 $\overline{AK}$ to the Southward @ 2 $\overline{AK}$ to the Northward

at Day light saw a strange sail bear$^{d}$ S W. b W. Made sail and gave chace @ 7. answerd the Signals of the Commodore [Barry] @ 10 shortend sail and kept Company with the Commodore [Barry] at Merd$^{a}$ Marigalante West 3 Leagues distant.

[Latitude 15.10 N$^{o}$
Longitude 60.54 West]

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday 13 March 1799**

[Prince Rupert Bay.] First part squally & rain at 3 PM one of the fleet got in the rest beating in, at 5 PM. Carry'd out the Kedge anchor at 6 took in the boats

Middle part Squally & rain

At 6 AM got out the boat & brought off one load of ballast. Latter part pleasant Employ'd on Ships duty.

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Wednesday, 13 March 1799**

Moderate breeze and pleasant weather, all hands variously employ'd, measured the log line, found it right

at 5 P M carried away the Main Topsail Tye made and shortend Sail Occasionally

Moderate and Cloudy at Midnight the Convoy ½ a Mile a Stern

Moderate and pleasant at 6 A M

at noon saw the Island of Dominica bearing W S W. distance 10 Leagues, hoisted an American Jack at M$^{n}$ T M$^{t}$ Head & Fired a Gun Signal for the Convoy about 5 Miles a Stern

[Lat. Observed 15 — 34 N.
Long. Observed 62 — 05 W.]

[LC, EPP, 1799.]

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[13 March 1799]

**Extract from log book of the Brig *Two Sisters*, concerning voyage commencing 13 March 1799, convoyed by U. S. Brig *Richmond***

Brig *Two Sisters*, Folger, of New York, sailed from St. Bartholomews the 13th of March, under convoy of the brig *Richmond*, Samuel Barron, and in company with the ship *Juno* and schooner *Argus*, of N. York, and schooner *Harriot*, capt. Rush, of Boston. Left at

St. Bartholomews, the brig *Fanny*, of Baltimore, Wm. P. Barns, and the brig *Penelope* of New York, J. Brown; they were taken and brought in on the 12th by a French privateer from Guadaloupe.

Two schooners from North Carolina, captain Smith and capt. Fullar, were taken and carried into St. Martins; one schooner into St. Eustatia, and two into Guadaloupe, all within a few days. March 21, on our passage home, spoke the schooner *Lucy*, of N. Haven, capt. Engle, from Savannah, ten days out, bound to St. Bartholomews, in long. 69 lat. 29 40. March 27, in a heavy gale of wind and rain, lost one of my men off the bowsprit, by the name of Elisha Gardner; it being in the night and very dark, we could not render him any assistance. The 28th passed a brig full of water and dismasted, with some of her spars alongside; had her bowsprit standing, her image a woman's head, painted white, but no person to be seen, in long. 72 10, lat. 36 14, in the Gulph Stream.

[LC, Phila. "Claypoole's American Daily Advertiser", 6 April, 1799.]

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[14 March 1799]

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

UNITED STATES SHIP *Constellation*
*Bassateer Road S^t^ Christophers 16^th^ March 1799* —

DEAR SIR, Since I had the Honor to write you on the 7^th^ Instant by the *Norfolk;* I have captured off the Road of Bassateer Gaudaloupe, a Letter of Marque Schooner called the *Union*, mounting 6 Carriage Guns, and navigated with Thirty two Men (Lading Provisions, and Dry Goods) and have brought her into this Road, but have not determined as yet what to do with Vessel and Cargo (Men are precious, and the Risk of sending her Home great, in Fact I cannot well spare an Officer, on Account of equipping the *Insurgente*) my Time having been occupied altogether since I arrived, dispatching a Cartel to Gen^l^ Desforneaux with the Prisoners, and replying to his Letter of the 7^th^ Instant, handed me on my anchoring in this Road.

I think the *Union* would make a valuable Tender, and to cruize against small Piccaroons of which there are several doing much Mischief in the Neighbourhood of S^t^ Martins, and Saint Bartholomews; If I can fit her out as a Cruizer, and conclude to do it; I shall appoint two. or three of the most respectable Gentlemen at Bassateer acquainted with shipping to put a fair, and reasonable Valuation on her to the United States and inform you accordingly as soon as it is done. So many Circumstances occur at a Distance from the Seat of Government, on which it becomes necessary for an Officer to act from his own Judgement, or let the Service suffer, that I often feel myself embarrassed not a little for Want of particular Instructions; but I hope in any Event, my Zeal in the Cause will entitle me to expect, if not altogether the Approbation, the Protection of the President of the United States. I have the Honor to be, Sir, with great Respect & much Esteem

Your very Obed^t^ & humble Servant —

Hon^ble^ BENJ^a^ STODDERT
*Secretary of the Navy* —

[HS of Pa. NDA Photostat. Truxtun's LB, 1798–9.]

**To Captain John Barry, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

UNITED STATES' SHIP, *Constellation* OFF
*Bassateer Gaudaloupe March 14th 1799* —

DEAR SIR, I have heard Nothing from you, since Captain Barron of the *Richmond* brought me your Dispatches. The *Norfolk* I have sent to Philadelphia, in order that Captain William may answer the Secretary of the Navy such Questions as he shall put to him, in Consequence of various Charges exhibited by his Officers for shortening Sail, and quitting Chase of a french Privateer (Williams) after the said Privateer had received great Injury from his Chase Guns, and had absolutely hove to &c: &c: &c:

A Number of indifferent People no Way interested, saw the whole of the above Business from Saint Kitts, and blame Williams much, but as it is right that the Man should have fair Play, I will suspend my Opinion of him for the present.

Since I left Saint Christophers' I have been cruizing about in various Directions, and having stretched under Bassateer, Gaudaloupe, in Expectation of seeing you; this Morning I cut off from that Road (when close in) a Schooner called the *Union*, commissioned as a Letter of Marque, mounting 6 Carriage Guns, and having 32 Men on Board from Saint Thomas bound in, with a Cargo of dry Goods, and Provisions of very considerable Value. I am now proceeding with the Prize to our Rendezvous, St Christophers, where I hope to arrive to Morrow. I have heard of your sending a valuable Prize into St Pierre's, Martinica, on which I congratulate you. I am, Dear Sir, sincerely

Your Friend, and very humble Servant

JOHN BARRY Esquire

[HS of Pa. NDA Photostat. Truxtun's LB, 1798–9.]

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[14 March 1799]

**To Robert Thomson, Commander-in-Chief of all H. B. M. Leeward Charibbee Islands, from Captain Thomas Truxtun, U. S. Navy**

SIR, Yesterday Morning, being close in with the Road of Bassateer, Gaudaloupe, I cut off and captured, a Letter of Marque Schooner of six Guns, and 32 Men [the *Union*] from Saint Thomas's bound in, having a valuable Cargo of Provisions, and dry Goods on Board; I have to request your Honor's Permission, to land and confine in the Jail the Prisoners; unless it will be convenient for you to accommodate me, by letting the Government Schooner run up as a flag with them to General Desforneaux. I am with great Respect,

Your very Obedt humble Servant.

U: S: SHIP, *Constellation* BASSATEER
*Road St Christophers 15th March 1799.*

Honble. ROBERT THOMSON Esquire
*Comdr in Chief of all his B:M:*
*Leeward Charibbee Islands &c:&c:&c:*

Mr Herbert will receive all the American Prisoners, General Desforneaux shall deliver him, & return with them here with all convenient Speed —

U: S: Ship *Constellation* Bassateer
*Road, St Christophers 16th March 99*

[HS of Pa. NDA Photostat. Truxtun's LB, 1798–9.]

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[14 March 1799]

**To Lieutenant John Archer, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

Sir, You are to proceed on Board of the Prize, and I will send you a Copy of my Commission, as soon as it can be made out. You are to keep as near to me as possible, untill you arrive at Bassateer, St Christophers, where you will proceed, should we unfortunately part, and then anchor well in Shore. I send you also one of the Prisoners, which you must cause to work. I am
in Haste Your's &c:

Lieut Archer.
U. S. Ship *Constellation* off Bassateer
*Gaudaloupe 14th of March 1799* —
7 o'Clock —

*List of Men for the Prize.*

Mr Archer×
Mr Porter×
Michl Clansie×
— Hornsby
John Smith
John Frazer
George Appa
} Returned on Board.

N:B: One Hour after Delivery of the above, sent a Copy of my Commission on Board the Prize —

[HS of Pa. NDA Photostat. Truxtun's LB, 1798–9.]

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**To William Pennock, Navy Agent, Norfolk, Va., from Secretary of the Navy**

[Philadelphia]
*N. Department Mar 14. 1799.*

Sir The bearer Lieut Blouch commands a Vessel [the *James*] that has arrived as a Flag of Truce at Wilmington No Carolina, and being informed that there are Six French Prisoners at Norfolk, he is desirous of taking them with him to assist in navigating the Vessel, to which I consent, and you will please to cause them to be delivered to him, taking duplicate Receipts, One of which you will send to me with a List of the Prisoners Names.

I am Sir
Your most obed. Servt

William Pennock Esqr
*Norfolk.*

[NDA. GLB, Vol. 1]

**To the Officer having the care of the French prisoners at Burlington, New Jersey, from Secretary of the Navy**

[PHILADELPHIA]
*N Department 14th Mar 1799.*

SIR Be pleased to deliver to Lieut Blouch, Six of the French Prisoners who are under your care, for which he will give you duplicate Receipts, one of which you will please to send to me with a list of the Prisoners Names — He will select such as he thinks most suitable for Navigating a Vessel [the *James*] which he commands as a Flag of Truce, and it will not be long before Orders will be given for the liberation of all the Prisoners under your charge.

I am Sir
Your most Obed Servt

*To the Officer having the care*
*of the French Prisoners at Burlington.*

[NDA. GLB, Vol. 1.]

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

[PHILADELPHIA]
*N Department 14th March 1799 —*

WILLIAM CRAFTS Esquire
*Charleston So Carolina*

SIR This letter will be delivered to you by Lieut Blouch who commands a Flag of Truce [the *James*] lately arrived at Wilmington No Carolina, and who will take a number of French Prisoners from this Country in exchange for Americans who came with him from Guadaloupe. — There are nine Frenchmen I think at Charleston, and as Lt Blouch will have business there it will [be] conveniant for him to take charge of them — you will be pleased therefore to cause them to be delivered to him, taking duplicate Receipts expressing their names, one of which receipts please to enclose to me. —

I have the honor &c

[NDA. GLB, Vol. 1.]

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**To Amaziah Jocelin, Navy Agent, Wilmington, N. C., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 14th March 1799 —*

AMAZIAH JOCELIN Esqr
*Wilmington No Carolina*

SIR The Bearer is Lieut Blouch commander of the Flag of Truce *James* lately arrived at your port, who returns with a View to bring the Vessel to this place for the purpose of conveying the French Prisoners to Guadaloupe. Should there be any at Wilmington, you may deliver them to Lt Blouch taking duplicate Receipts one of which please to transmit to me, with a list of their names. — As Lt Blouch in unacquainted with our coast he has requested that a pilot may be furnished him, to bring the Vessel round — Be pleased to engage a person of this description, and also put on board as much provision, as you think will suffice for the number of persons, until their arrival here — you will take regular vouchers for these Expenditures and transmit them with your accounts in due time for Settlement —

I have the honor &c

[NDA. GLB, Vol. 1.]

**To Mrs. Thomas Truxtun, Perth Amboy, N. J., from Secretary of the Navy**

[PHILADELPHIA]
*N Department March 14th 1799* —

Mrs TRUXTUN
*Perth Amboy.*

MADAM It is with pleasure I inform you that I have received Letters from Capt Truxton to the 17th of February, Eight days after his honorable Victory, at which time he was in good health, and spirits, but so much engaged in preparing his dispatches, that he had not leisure to give you this information himself. — Permit me to congratulate you on his Success, and if you wish to write to him, an opportunity will offer in a few days by which I will forward any letters you may enclose to me; I think it probable you will not see him before June. —

I have the Honor to be &C.

[NDA. GLB, Vol. 1.]

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[14 March 1799]

**Action between the Ship *Cygnet* and the British Schooner *John and Edward***

FROM THE LOG BOOK OF THE SHIP CYGNET, CAPT. GORE, IN 30 DAYS FROM JAMAICA.

"Thursday, March 14, at 2, P. M. saw a sail standing towards us from under the Cuba shore: at half past 3, finding she came fast up with us, and seeing she was a very low schooner, cleared ship for action. At 4, tacked ship and stood down for her. At quarter before 5 she being very near us, fired at her; she still standing for us, gave her another gun, at which she hoisted English colours and gave us a shot. Not chusing to trust to their colours, we hoisted an American ensign, and kept up a constant fire about 40 minutes; when she got on our larboard quarter, and hailed us, when finding them to be English we hove to, and then they boarded us, and used us very ill, by beating us off the deck.

"In the action our cook was killed by a musket shot. They immediately put us all on board the schooner, except captain Gore, and confined us in irons.

"The schooner is named the *John and Edward*, of New-Providence, J. Miller, master. Nine men and a prize master took charge of the ship.

MARCH 17. "At 2, P. M., saw several sail; and at half past four three schooners, a sloop, and a ship, under American colors. The sloop fired a shot and we brought to. The boat came from the sloop and ordered us under the ship's lee. At 5, several boats passed to and from the commodore Decature, on a cruise. At eight the commodore got us liberated from the schooner, put their men on board and made sail.

"We learn that four men were killed on board the schooner."

[LC, Charleston, S. C. "Coliseum Museum & Savannah Advertiser" 19 April, 1799.]

**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Thursday, 14 March 1799**

The first, and Middle Part of these Twenty four Hours, fresh Breezes, accompanied with some Squalls of Wind and Rain. At 6 PM. Redondo bore NNE. six Leagues Distance. Tacked & stood to the South Eastward by the Wind, and at half past 5 AM saw a Sail, gave Chace, and at 6 ditto the Chace hoisted french Colours; fired two Shot towards her, at the latter, she struck to the *Constellation*, and proved to be the french Letter of Marque Schooner *Union*, Piere Miatte Master mounting six Guns, and having Thirty two on Board in Number, from Saint Thomas's bound to Bassateer Gaudaloupe, having a Cargo of Provisions, and dry Goods on Board; at the Time the Prize struck her Colours, Bassateer Town bore E. S. E. about three Leagues Distance.

As soon as the above Vessel struck, I hailed Lieutenant Rodgers, which was under the Lee, and desired him to speak the other Schooner under English Colours then about six Miles to Leeward, which he did. She proved to be a Schooner from Saint Vincent, bound to Montserrat, and Antigua, mounted six Guns, but had no Letter of Marque's Commission on Board.

The latter Part of this Day light Airs inclining to Calm, Chased a Sloop in the N. W. which at Noon showed Danish Colours; and at the same Time the Town of Bassateer Gaudaloupe bore S. E. B. E. between four and five League Distance.

[HS of Pa. NDA Photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 14 March 1799**

Pleasant Weather @ 1 Tack'd to the Southward

Marigalante W.S.W. 4 Leagues Petitt Terre N. E. b E. 2 Miles saw 3 strange sail. Made sail and gave Chace Com[o] [Barry] In Comp[y] @ 4 spoke the U S. Brig. *Pickering* of 16 guns and the Ship *Herald* of 20 Guns with 2 American Brigs under convoy @ ½ past 5 bore up and made sail for Prince Ruperts bay all in company.

@ 10 came too In Prince Ruperts bay with the best Bower found the U S. Ship *Merrimack* and 26 sail Merchantmen Prince Ruperts head N[o] 74.20 W. Rollos [?] head South 6.40. East. 3. Miles distant. at 11. Moord ship

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack* Captain Moses Brown, U. S. Navy, commanding, Thursday, 14 March 1799**

[Prince Rupert Bay.] First part fresh breezes & pleasant all hands employ'd at sundry Jobs & getting Water & Wood &[c]—— A number of Americans beating in under Convoy of the U. S. Schooner *Scammell*

Middle part moderate, the fleet all in at anchor [Prince Rupert Bay.]

at 10 AM Commodore Barry came in with the U. S. Ships *Constitution & Herald* & 2 brigs *Pickering & Eagle* & a Store Ship with provisions for the fleet

Ends pleasant &[c]

[HS of Old Newbury, Mass. NDA photostat.]

**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Thursday, 14 March 1799**

Moderate breeze and pleasant weather, all hands variously employ'd bending Cables at 2 P M Saw 2 Sail in the N W quarter, hauld for the strange Sails, Cleard ship for action, hands, to quarters, at 3 discovered them to be 2 Frigates, wore Ship and Stood for the Store ship, at 4 hoisted Signal which was answerd from the Frigates by which we knew them to be Americans, shortend sail at 5 Spoke the U.S. Frigate *U States* Commodore Barry, and the U.S. Frigate *Constitution* John Nicholson[*] Commander The Commodore desired Capt Preble to Speak with the Store Ship, and order her to haul wind, to the Northward, and lay by till morning which was immediately complied with at 6 P M. Saw a Brig bearing South of us, shortend Sail, kept all hands at their Quarters at ¼ past 7, the Brig bearing South, proved to be the U.S. Brig *Eagle* Capt Campbell at 8 the Commodore ¼ Mile a head, lay too till 5 A.M, when the Commodore bore up & Men of War and, Convoy followed for Prince Ruperts Bay, at 9 came to anchor in 5 Fathoms water, with the small Bower, Tho Southward most part of the Bay bearing S S W¼ W. Northward Mast point W b N. The Flag Staff in the Fort W N W, hoisted the Barge out and the Capt went on board the Commodore, found laying in the Bay the U. N. States Ship *Merrimack* and about 40 Sail of Merchantmen

[*Samuel Nicholson Commanded the Frigate *Constitution*.]

[LC, EPP, 1799.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 14 March 1799**

Spoke the ship *Herrald* & Brig *Pickering* with Store Ship under their convoy —

[NA.]

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[March 14 or 15 1799]

**To Mr. Labatut, Merchant at New Orleans, from Simon Thevenot, commander of captured schooner**

NASSAU NEW PROVIDENCE *19th March 1799* — SIR & FRIEND — I now inform you that I have been brought in to Providence; after having been at sea seven days, and after having escaped the British Squadron under cover of the night; at the distance of 4 or 5 leagues from the Havana I was met by the American Frigate *Delaware*, one armed Schooner and Boat, in company with two other Schooners, all Americans: they took possession of me and made sail for the Havana. To the eastward of the aforesaid port they fell in with an English Brig called the *Hero*, being still in possession of me & during the time I was on board of the American Frigate, the Captain of the said Frigate took his speaking trumpet and informed the English Brig that it was a Spanish Schooner and that he might dispose of me — The Privateer boarded me, that is to say sent some of his people on board before I returned myself. Thus you see that I was taken by the Americans, they have run several vessels on shore as they gave chase to all they saw.

I beg you will be pleased to represent this to the Commerce of New Orleans — The Schooner *Wilcof* (suppose *Wikoff*) has been brought in here and declared a good prize, altho' she informed the Privateer that there were five spanish vessels astern of her — I am going to endeavor to purchase the vessel. My Compliments at home & to all our friends Adieu Yours without reserve — Signed, SIMON THEVENOT

P. S. The Captn General has signified to the Americans not to cruize off the Spanish coasts —

To Mr LABATUT Merchr at New Orleans recommended to the care of the Capn by SIMON.

19th March 1799. I am just informed that the Captain of Mr Wilcofs Schooner died this day, please to communicate this to Mr Wilcof — Respecting the armed American Ship I beg you will enquire of a passenger called Mr Caillet who was a Prisoner on board of the Privateer who took me, and have his deposition taken before a notary and send a copy to Gimbal — Signed. THEVENOT.

[SDA. Spain Notes. Bk 1, A 1794–1806.]

[Enclosure 1]

DEPOSITION OF Dn MODESTO BIZARD.

In the City of New Orleans this 9th of May 1799, Dn John Baptist Labatut in confirmation of what he alledges presents as a witness Dn Modesto Bizard Apostolical Roman Catholic, residing in this City, who through the medium of Dn Pedro Derbigny public Interpreter took the oath required by Law, Before God and the Cross, to declare the whole truth, and after examining the preceeding document says That fifteen days after the deponents capture by an English Privateer called the *Hero*, being then on board of her they spied four Sails bearing down on the said Privateer, and the privateer likewise bore down on them: that when they drew near the deponent was informed by a person of the aforesaid Privateer who spoke french, that one of them was an American Ship of War, with her tender, and that the other two vessels were a french Privateer captured by the aforesaid Ship, and the vessel commanded by Dn Simon Thevenot: That afterwards the deponent heard the Frigate Speak the Privateer *Hero*, and the said privateer answered in English which the said deponent does not understand: that afterwards the Captain of the *Hero* alone got into a Boat with several seamen & proceeded on Board of the aforesaid Frigate, and his Lieutenant with another officer of the said Privateer went on board of the Schooner commanded by Dn Simon Thevenot, but the deponent does not recollect if it was before or after the return of the aforesaid Captain: that when the Frigate retired she hoisted a blue flag, which the Deponent having observed he enquired the meaning thereof and was informed that it was the signal of relinquishment which the aforesaid Frigate made of the said Schooner: that after the Frigate and other vessels had departed the aforesaid Schooner drew near the Privateer, and the deponent with Don Gabriel Caillet, likewise a Prisoner on board of the privateer were transferred to the schooner and two passengers on board of the latter were put on board of the privateer, leaving the aforesaid Thevenot on board of the said schooner: that after these exchanges had taken place the Schooner

proceeded to Providence, and that respecting the circumstances of this case the aforemention'd Dⁿ Gabriel Caillet can likewise inform: And the Deponent says that what he has here declared under oath is true, and this deposition having been read to him he confirms and ratifies it; he says he is about 45 years old — and has signed this deposition together with the Interpreter and Dⁿ Wᵐ E. Hulings Vice Consul of the United States who was present at the taking of this deposition, all which I (the notary) certify to be true. — M Bizard — Wᵐ E. Hulings — Pedro Derbigny — Before me

Signed. ESTEVAN DE QUIÑONES Rˡ Nʸ

[SDA. Spain Notes. Book 1 A, 1794–1806.]

[Enclosure 2]

DEPOSITION OF DON GABRIEL CAILLET

Immediately afterwards presented himself Don Gabriel Caillet residing in this City & an inhabitant of New York, who through the medium of the said interpreter, in the presence of the aforesaid Vice Consul and before me the present Royal Notary, took the oath required by Law, before God and the Holy Cross promising to declare the whole truth, and after examining the tenor of the foregoing document and the citation made of him by Dⁿ Modesto Bizard, says that the aforesaid deposition is true in all its parts which he confirms and ratifies and declares to be strictly conformable to what happen'd; he adds that this event of the Capture of Dⁿ Simon Thevenot happened the 14 or 15th of March of this present year, and in sight of the land near the Havana, distant about 3, or 4 leagues, as the heights of Managua could be easily observed: that as the deponent understands the English language he does hereby explain what was respectively said by the Captains of the Privateer *Hero*, and of the Frigate, as likewise what was said by the people of Thevenots Schooner, which was as follows: The Captain of the Frigate asked the Privateer who he was & was answerd English, the Privateer asked the same question of the Frigate, and as soon as he knew it was a vessel of war, the Capⁿ of the Privateer went on board of her; whilst he was there Thevenots Schooner passed near the Privateer and the second in command of the said privateer asked what she was & from whence she came; to which the Schooner answered in English that she was Spanish, that she came from New Orleans and was bound to the Havana: that as soon as the Captain returned on board the Second in Command informed him what the Schooner had said, and that then, the Capⁿ of the aforesaid Privateer asked the Capⁿ of the Frigate what he intended doing with the Schooner he replied that he could do nothing as he had no right to her, & that he might dispose of the said schooner as he pleased: and the deponᵗ declares under oath this to be the truth and having heard read this his deposition he confirms and ratifies it, and says he is about 42 years old, and he signed this with the said Interpreter & Vice Consul, which I (the notary) declare to be true. — Wᵐ E. Hulings — Gabriel Callier — Pedro Derbigny — Before me

Signed — ESTEVAN QUIÑONES, Rˡ Nʸ

[SDA. Spain Notes. Bk. 1 A, 1794–1806.]

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

[PHILADELPHIA]
*Navy Department 15. March 1799.*

Cap$^{t}$ JOHN BARRY
*West Indies.* —

SIR I have no letters from you, later than the 1$^{st}$ February — I am sorry that your health was not quite restored: which however, I attribute more to your vexation for not being able to fall in with the Monsieurs, than to the effects of the climate. —

I hope you have since that time been more fortunate, and that you have mastered your indisposition, as well as I have no doubt you have all the Frenchmen you have seen. — I have information of your having been joined by the *Constitution* — the *George Washington* and the *Merrimack*. I make no doubt you have since been joined by the *Portsmouth*, the *Herald*, the *Pickering*, and the *Diligence*, the *Scammel*, and the *Eagle* — and I possess the most intire confidence, that you will have so employed this force, as to afford the greatest possible protection to our Commerce; and the greatest chance of punishing the Depradators upon it. —

The season is now approaching when more than the force we have at present, will be necessary on our Coasts. — You will therefore, be pleased to order, to Boston without delay, the *Constitution* — and to New Port, the *George Washington*. — If these Vessels should have more provisions than will be necessary for their return, it will be proper for you, to direct what can be spared, to be distributed to the other Vessels under your Command, which will enable them to continue longer in the West Indies, without more Supplies from the Continent — the Pursers of the Vessels delivering will take care to obtain the proper Receipts for the Provisions delivered. —

I am sorry Cap$^{t}$ Nicholson could not discover that the British Ship recaptured by him, was sufficiently an armed Vessel to come within the meaning of our Laws. — The Instructions of the 12$^{th}$ ins instant contain explanatory observations on that subject. — As I do not find enough of these Instructions to distribute to all the Vessels under your command, you must supply the defect by your orders. —

I have written to Fletcher to call at S$^{t}$ Thomas' — and wait a day for any specie, that M$^{r}$ Hiller, or other persons wish to send to the owners of it in the United States. — You will judge of the propriety of ordering Nicholson to touch there also — this will be in their course. — Cap$^{t}$ Tingey will place himself under your command — Should your health, or other circumstances make it necessary for you to return to the Continent, you will in that case communicate in time your intentions to Captain Truxton, on whom the command will then devolve. — I mention this as a possible case, from the indisposition you complained of, — I hope it is not a probable one. —

It is expected that in six or seven weeks the Island of S$^{t}$ Domingo, may be opened to our Trade; in which case it will be proper to employ a part of the force under your command — perhaps a considerable part — to protect our Commerce to that Island; — should this event take place, before you hear from me again on the subject, you must act as you shall judge best for the Interest of our Country in the protection of its Commerce. —

It may be proper in the event alluded to, that you should move with nearly the whole of your force, — to that station, sending to Cap[t] Truxtun two or three of your Vessels — say a Ship of 20 Guns, and a Cutter, to enable him the better to occupy the ground you both occupy at present. — In the meantime, I pray you let none of our Officers & Crews grow sick by being in harbour — The British die, & what is as bad get languid by the climate in the Wext Indies — we shall experience the same misfortune, if our Vessels remain too long in the West Indies, and if they are not continually employed while in those Seas. Nothing is so destructive as harbours — I long to hear that you have sent Cruisers to Curacoa — and also towards Laguayra — Three degrees to the Eastward of the longitude of Porto Rico — & two degrees to the Eastward of Longitude of Barbadoes, I understand to be cruising grounds for Indiamen — You will no doubt pay the proper attention to this subject. Any Vessels besides those I have mentioned which you may at any time suffer to return — You will order to Norfolk, New York, Philadelphia or Rhode Island — these are places where they can get supplies of provisions readily, — the Cutters from the southward, must return to one of these places. — Philadelphia is best for the Cutters only. — Cap[t] M[c]Niell will be the oldest officer under your Command, after Nicholson leaves you — Cap[t] Tingey next — I hope you will give these Gentlemen — indeed all the Commanders, opportunities of distinguishing themselves — & inspire by all the means in your power, a Spirit of Enterprise and bravery among officers and men. —

You will receive a Letter from M[rs] Barry who I understand, is very well. —

Wishing you great success and honor, I remain &[c]

P. S. Your Letters written after the arrival of the *Pickering* & the *Herald* with Provisions, will determine as to sending any more. —

I have the honor to be &[c]

[NDA. OSW, Vol. 1.]

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**To General Desfourneaux, Commander-in-Chief of Guadeloupe, from Captain Thomas Truxtun, U. S. Navy**

UNITED STATES' SHIP *Constellation*
BASSATEER ROAD SAINT CHRISTOPHERS
*15[th] March 1799.*

SIR, Your Letter of the 20[th] Ventose (7[th] Instant) I received this Day, having just returned from a Cruize, on which I captured the Letter of Marque Schooner *Union*, Pierre Miaille Master from Saint Thomas's bound to Gaudaloupe, and now send you by the Cartel Schooner called the *Thomson*, John Perkins, Master all the Crew, and Passengers of said Vessel except four, which is necessary for me to detain; and I request you will cause to be delivered to M[r] Herbert, the flag Officer on Board the Cartel, a Receipt for them, and to send me in Return all the Americans confined at Point Petre, which I have an account of.

It is very extraordinary, that after so many ineffectual Attempts as have been made to blind the American Character by Men acting under the Power, and Government of France, that the same Conduct

should be continued by you at this late Day, when every American's Eyes are open, and all looking with Abhorence, and Indignation on such Proceedings, as France, and her Agents have, and are still observing towards them.

I have assured you, that no unarmed french Vessel, or Neutral bound to your Island, or otherwise would be molested by us; You on the other Hand gave me the strongest Assurances, that you would not alter the friendly Conduct you had determined to pursue on your first Arrival in the West Indies, and would consequently protect American Property, altho' you had on first hearing of the Capture of *La 'Insurgente*, determined on a contrary Conduct, but on Reflection immediately revoked the Orders you had given. But, Sir, so different to these Promises do I find your Acts, that I have this Day received an Account of three American Vessels being taken far to the Northward in Latitude 26° North by a Privateer that sailed under your Orders from Guadaloupe previous to the Capture of *La 'Insurgente*, and six Others that have lately been taken, and sent in to S$^{t}$ Martin's, and Saint Bartholomew's, two of which have been already sold without any Admiralty Process whatever, and at a Time when General Desforneaux is writing me, that he has Advices from France in Thirty one Days, which leaves no Doubt of a Certainty of the subsisting Differences being speedily settled.

It was no more than reasonable for me to suppose that my Reply to the first Letter you wrote me on the Subject of *La 'Insurgente* would have been sufficient, but notwithstanding that Reply which was conclusive on my Part, you have had the Effrontery to dictate to me a second Time, and proceed as before with your Threats, which I again inform you, will forever be disregarded by me. *La 'Insurgente* has, by the Arms of the United States at Sea, become an American Frigate, and as such I trust she will always continue, while her Timber, and Iron remain united.

You talk of being sensible of Insult to your Flag in the Case of the Capture of that Ship; Methinks I see the Blushes that were painted in your Cheeks, when you committed to Paper such Expression; have your Nation not been in the Habit of insulting the Flag of America, robbing her Citizens of their Property, when pursuing a lawful and harmless Commerce, and barbarously treating our defenceless People made Captives by your Vessels of Force for upwards of two Years? What, Sir, has been our Conduct in Return; have we not even stooped beneath what one independent Nation ought ever to do to another under any Circumstances, for to endeavour by pacific Means to bring you to a Sense of Reason, and to hear the honest Sentiments of our injured and insulted Government and People, but to every Effort of this Sort you have been deaf, and Depredation and all Sort of Injury and Disgrace has continued with you to be the Order of the Day; and at the same Time that you have been adding new Insults to new Injuries, you have effected to lead us to believe; that the System of Iniquity that has all along been practiced in Gaudaloupe has been changed since your Administration, tho' I have evident Proofs to the Contrary every Day.

You tell me that as you see how I treat french Prisoners in my Hands, so you will treat all Americans at Gaudaloupe, who can every Day prove evident Protection. Let me, Sir, for the Sake of Humanity request that you will be kind enough to relax from that

rigorous Conduct, that I am well informed has been lately observed towards the Americans with you, and treat them in Reality, as I have always behaved to Prisoners of War, and then — Sir, I shall consider myself obliged.

Mr Urquhart a Supercargo of a Vessel lately from New York, and carried into your Island, a Gentleman of Respectability, and several Others, contradict all your assertions as to your mild Conduct towards Prisoners. Mr Urquhart, whose Situation ought to have intitled him to Respect, and more particularly his Gentlemanlike Deportment which has been no Security against every Indignity, that could be offered; he was thrown into a common Jail among Criminals, and then fed on poor and scanty Allowance, besides being robbed of every Thing he had with him; On the Contrary, what has been my Conduct towards Prisoners — Not the smallest Trifle, has ever been taken from either Officer or Man; they have been fed on the best of Provisions, and even the Master of the *Union* now sent to you will testify, that he has not only been suffered to take with him his private Baggage, but whole Pieces of Merchandize which he claimed as being purchased for his immediate Use.

You say I attacked *La 'Insurgente* by Surprize. I deny the Fact to you, and to the whole World. You, and Captain Barreaut (all that may be said to the Contrary notwithstanding) was well acquainted with the Acts of Congress, authorising the President of the U. States to direct the Commanders of our Ships of Force to subdue all Ships of War, sailing under the Authority of the french Republic, or the Agents of the french Republic, and the Copy of the President's Instructions to our Commanders aforesaid, you procured when you captured the *Retaliation* as I have been well informed; but, Sir, in Addition to this, I met the *Insurgente* in open Day, and in a time of open War with the British, by whom she had been continually watched, when in Port, and hunted when out of Port, consequently was, as is all Ships of War, as fully prepared for meeting an Enemy, as she could have been, if an Express had been sent to the Commander, that I should make an Attack on him, whenever we met.

Again on *La 'Insurgente's* first discovering of the *Constellation*, as a Deception she hoisted American Colours, on seeing mine; but when I made Signals that she could not answer, Captn Barreaut threw off the Mask, hoisted the tricoloured french Flag, and fired a Gun to Windward, and this was a Signal to me of his being an Enemy, and a Challenge to fight him, which I accepted, and continued bearing down on him; and when I was near enough to commence the Action, I did it, as I would do again, for I have no Idea of holding a Parley with a Ship of War, when it is evident, that not Arguments of Words, but those of the Cannon only will make her yield; Another Matter is, if you know any Thing of the Principels of naval Tactics, or Sea Fighting, you must be convinced of the Advantage Monsieur Barreaut would have had over me from the Position of our Vessels on that Day, if I had suffered him to have put me off my Gaurd for a single Minute by holding a Conversation, that could have been of no Avail, especially as I perceived, as the Event proved; that he was well prepared to meet my Intentions, for our Matches were scarsely put to the Guns, before he answered in the same Sort of Language, as I addressed him in. You may

be as much mortified with the Loss of *La 'Insurgente*, as I am pleased with having taken her, but no undue, or unmanly Conduct can better the Matter; She is my Prize, and my Nation's Ship; and it is too late in the Day for me to ever suffer an Advantage to be taken of me in the Line of my Profession, in Consequence of your Arguments, or that of any other Enemy.

As to a Declaration of War, I have only to observe, that your Nation commenced the War, and carried it on for a Length of Time, without any Formality of that Sort, and we have from sad Necessity been obliged to make Reprisals in Return of a certain Description of Vessels, and I fear if you do not cease with your Depradations on our Commerce, we shall be drove to go further; for at the very Moment I was going to close this Letter, I was called from my writing Desk to hear the Complaint of Captain Mountly, Master of the Ship *Commerce* of Portland, Massachusetts Bay, who has been boarded, plundered and otherwise ill treated by a Corvette from Cayene, (as she hailed) as also by a Brig from Gaudaloupe, which two Cruizers had taken four American Vessels pursuing their lawful Commerce, without having either Arms, or contraband Goods of any sort on Board, and the *Commerce* would have been captured, but she was of too little Value.

It is needless for any further Correspondence to take Place between you and me on the Subject of *La 'Insurgente*, and I request you will not mention her to me again.

I was not disposed to get out of Humour, when our Correspondence commenced, but you have carried Matters beyond what my Nature, and Philosophy can well bare. I have the Honor to be, Sir,

With great Consideration —

His Excellency
GENERAL DESFORNEAUX
*Com^dr in Chief of Gaudaloupe*
*& it's Dependencies &c. &c. &c.*

[HS of Pa. NDA Photostat. Truxtun's LB, 1798–9.]

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**To Regis Leblanc Envoy of General Desfourneaux & Special Agent of Executive Directory at Guadeloupe, from Secretary of the Navy**

[PHILADELPHIA]
*N Department 15^th March 1799*

M^r REGIS LEBLANC

SIR In answer to your letter rece^d this morning I have the honor to say, that I have no dispatches to send to Gen^l Desfourneaux, — yet I would wish the General to believe, that acts of Kindness, and humanity shown to the American who may fall into his hands, will certainly be reciprocrated towards those of his Countrymen, who may be in the power of the Government of the United States. — And that it will be in the power of the Officers of the French Nation, to dictate the treatment which captives on both sides shall receive. —

I have the Honor &C.

[NDA. GLB, Vol. 1.]

**To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of State**

[PHILADELPHIA]
*Department of State March 15th 1799*

STEPHEN HIGGINSON Exqr
*Boston,*

Dr SIR I have your letter of the 5th and a prior one relative to your ship *Pattern*, captured & carried into St Domingo; and have conversed with the Secretary of the Treasury, who considers all the ports in that Island under French government, and consequently prohibited. But I think it probable that the intercourse will be opened in six or seven weeks: for in that time I expect our Consul General, Doctor Edward Stevens, now ready to sail for Cape Francois, will have certified to the President of the United States that Toussaint has suppressed privateering and all further depredations on our commerce. In the mean time I will recommend the ship *Pattern* to the attention of Dr Stevens; and if furnished with more particular information, will transmit it to him, should any conveyance present before the intercourse shall be renewed.

I am very respectfully &c

TIMOTHY PICKERING

[SDA. Dom. L. Vol. 11, 1798–1799.]

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**To Robert Hamilton, Marshal at Newcastle, Del., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department March 15th* 1799. —

ROBERT HAMILTON Esquire
*New Castle* —

SIR You will please to liberate the French Prisoners now under your care and deliver them to the Bearer taking duplicate Receipts for them, one of which receipts please to send to me with a list of the names. —

I am Sir &c.

[NDA. GLB, Vol. 1.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Friday, 15 March 1799**

Moderate Breezes with some Squalls of Wind and Rain. Being in daily Expectation of having the *Baltimore* out from the Chesapeake, I determined to run down (with my Prize) to Saint Christophers, where it is expected she will arrive, and at 10 AM we both anchored in the Road of Bassateer Bearings, and Depth of Water nearly as when in Port last. Find that General Desforneaux during my Absence had sent a Cartel for the remaining Prisoners, which were delivered him by D. M. Clarkson, Esquire, temporary Agent of the United States of America.

[HS of Pa. NDA Photostat.]

**Extract from journal of James Pity, U. S. Frigate *Constitution*, 15 March 1799**

At Anchor Prince Ruperts bay. Pleasant Weather overhauld the fore & main Yards. @ 4 PM. the U S Ship [*George*] *Washington* Anchord here with 9 sail Merchantmen being part of her Convoy. bound to America Sent 50 Water Casks on shore.

Anchor'd here the U S Schr *Dilligence* Recd sundry stores fm the Store Ship. employ'd as Necessary

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 15 March 1799**

[Prince Rupert Bay.] First part pleasant weather at 3 PM the U. S. Ship [*George*] *Washington* came in with a small fleet of Americans at 4 Dd the U. S. Schooner *Diligence* came in — — —

Middle part light breezes & Cloudy weather, Several Americans beating into the harbor

Latter part Squally with Rain — — —

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Friday, 15 March 1799**

[Prince Rupert Bay.] Moderate breeze and pleasant weather, employd in mooring Ship, at 3 P M careend ship to port blackd the bends, and scrubb'd the Bottom down to the Coppers arrived the U S. Ship *George Washington*, Patrick Fletcher esqr Commander, 7 Sail in Offing. continued a Lieutenants watch

Midnight Pleasant weather

At 5 A M careend ship to Starboard, Scrubbed the Bottom, & black the Bends, borrowd the Store ships Long Boat and 5 Puncheons to fill up our water, which with the Assistance *Constitutions* Boats & Casks we compleated watering ..... Got every thing in Readiness for Sea

[LC, EPP, 1799.]

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**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 15 March 1799**

Arrived at Prince Ruperts Bay with the above vessels —

[NA.]

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

(Copy)

FRIGATE *United States*
*Prince Ruperts' Bay March 16th 1799.*

SIR I have the honor to inform you, that I have received your favors of the 16th December and 29th January last, to which I shall pay the most pointed attention — I hoped when I last wrote you, I should have been able, by this time, to have given you a good account of the French Cruisers and their Prizes, but it appears to me, they are

all gone to some other part of the world; for ever since I came into these Seas, I have been constantly cruising and every Vessel under my command, except such as were employed convoying Americans, and every French Cruiser we have seen two miles from the land, has been taken except one Schooner of 12 Guns, and She had a Ship with her belonging to Liverpool of 20 — 9 Pounders, which we recaptured; and were within half a mile of taking the Schooner, but night coming on, favored her escape and, she got under cover of the Fort. —

In my last I informed you, that I wrote to Captain Truxtun to send me one of his Brigs to convoy a number of American Merchantmen blocked up in Surinam by 2 or 3 French Privateers, but before his Brig arrived, the Ship *Portsmouth*, Captain M$^{c}$Neill, and the Revenue Schooner *Scammel*, Cap$^{t}$ Adams come into this Bay, and as soon as they could be got ready, I ordered them on that service, with orders to M$^{c}$Neill to keep as far to windward as possible, not only when he left the Fleet, that he would be able to fetch this place, but to keep clear of English Cruisers by being very far to windward; a few hours after the *Portsmouth* and *Scammel* sailed the latter sprung her Bowsprit, Captain M$^{c}$Neill without any plausible reason took all the men from Captain Adams, except what were barely able to get her into port, at the same time acknowledging he had his full complement of men — such unwarrantable conduct merits notice and I think ought not to pass with impunity; for what purpose is it to send a Vessel here, if she is to have her men taken from her at the caprice of any Officer — if I had it in my power he should never treat another public Vessel in the same manner. —

About the middle of April, I will leave this, and take Nicholson with me, and cruise on our Coast to protect the European Ships; I will leave a few Vessels hereabouts with orders to call here every 15 or 20 days, when they may run short of Provisions, or to receive your instructions — at present I dont know whom I shall leave here to command, nor do I think it very material as I shall point out to each Vessel her cruising ground — I should not leave this untill I had your further instructions, but the time of so many of my people expiring about the middle of May, will compel me to be in the Delaware about that time. —

You express a wish that I should recommend my Lieu$^{ts}$ and Midshipmen, — of those whose merit best entitles them to promotion, I will be particular, of the others I will speak in general terms — M$^{r}$ Ross my first and M$^{r}$ Mullowney my Second Lieutenants I think will make as good Captains as any I see here, but my third Lieutenant James Barron, is as good an Officer and as fit to command as any in the service, and I hope when you do promote him, you will give him a Ship that will enable him to do credit to himself and honor to his Country. —

Mess$^{rs}$ Banning, Sommers, and Decatur, Midshipmen, will make good Lieutenants for small ships or Brigs — My sailing master would make a good Lieutenant, and perhaps we might get a man as well calculated for a sailing master as he — but if it did not interfere with the public business, I should be glad, if the appointments would not take place untill I see you. — I yesterday fell in with the Brig *Pickering*, and Ship *Herald* with the store Ship from Boston, she came very opportunely for I had but three days Beef and Pork on board, I wish she had been left entirely under my direction, I could

have got store room at the Garrison here for what we could not take out of her, and she might have been dispatched in 4 or 5 days, however I am not certain whether I shall not take that step yet, the Captain is gone to Rosseau, and when he returns I will conclude on it. —

I have landed 91 Frenchmen in Guadaloupe for whom I got a Receipt from Monsr Beauverlet, Marine Agent, who informed me there were but 20 Americans at Basseterre, and 20 at Point Petre, I desired he would send them to me, as I wanted to send them to Truxtun, but he said they were doing business and would not leave the Island at that time — I asked him what buiness, he replied selling their Cargoes and taking in others, and from what I can learn there are several Americans trade there with fish &c and I can't find that there have been more than one or two Vessels taken into Guadaloupe this winter, indeed I do not know how they could get them, the English and our Vessels have watched it so close — they pretend to say, that they don't take Americans unless they have naval stores on board, — but it is well known, they have spoke some Vessels laden with lumber, and after cutting their spars so as to render them useless let them go, — I am of opinion it is a piece of Finesse in them, as the present Governor of Guadaloupe, is taking more arbitrary steps then even Victor Hughes, for as soon as any French Prisoners are sent on shore, they are immediately put on board a prison Ship for the benefit of the Republic, from whence they are drafted to man their cruisers when they are ready for Sea. —

A report prevails here, that the Islands of Guadaloupe, St Eustatia and St Martins have formally declared War against America, but I can't find that there is any foundation for the report, if it were so, I should have known more of it, for it is not more than 10 days since I landed the last of the Prisoners, and at that time they seemed to be of quite a different way of thinking — for they had a report that the *Marquis de la Fayette* was coming out to America with full power to negotiate a peace. —

Be assured, sir, I shall write you every opportunity, and give you full information respecting our affairs here. —

I have the honor to be sir

Yours very humble Servt

(Signed) JOHN BARRY. —

P. S. I don't know what I shall do with the remainder of the provisions which is very trifling — inclosed you have the Manifests of the Cargoes of the Fleet under convoy of the Ship [*George*] *Washington* & Brig *Pickering*.

[NDA, photostat.]

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

[PHILADELPHIA]

*Navy Department 16th March 1799*

Capt THOMAS TRUXTUN

*West Indies.* —

Per Cr TINGEY

DEAR SIR I enclose you a copy of my Letter to Barry, such parts of which as are applicable you will consider as addressed also to you — and the whole, in the event therein contemplated. —

I send you by Captain Tingey the articles you wrote to be sent you, invoice of which you will receive. — You will receive herein the substance of the Acts which have passed respecting the Navy — They are not printed or I would send the Acts — The Rules for the government of the Navy passed nearly as you saw them, — except that the Bounty for Guns and Men is greatly increased. — I am anxious for the arrival of the *Montezuma* — I have written Murray to that effect — If my Letter should escape him, pray tell him so if you see him. —

If Barry got one of the Brigs I hope he sent you another Vessel — the interference I hope will prove to have been justified by the object — I have not time to say all I wish to say — indeed, having such confidence in your good sense, it is not necessary for me to say much. —

As I do not send a sufficient number of copies of the Instructions of the 12th instant for all the Vessels under your command, you will supply the deficiency by your orders — Your Sails are making, and I hope will be ready for you on your return, which I wish to be about the time you mention — and yet am anxious that you should have the West Indies for a time to yourself. —

I have the honor &c

[NDA. OSW, Vol. 1.]

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

Off Porto Rico *March 16th — 1799*

Benjᵃ Stoddert Esqʳ

Dear Sir The above [see enclosure] is a Copy of what I had the honor of writing to you, previous to my Officers going on shore, You will now find some corroborative enducements, to send vessels to this Station, and to cruise from Bonaire to Laguira, calling off Currocoa, occasionally, for any supplies, they may want, such as water or any kind of refreshments, which can be procured upon better terms, than almost any Island in the West Indies; I find our commerce in that direction, is very extensive, and quite unprotected, for this purpose, if you could spare one Frigate, and a Small Vessel, to go in and out the Harbour for information, or to bring out supplies when wanted, I think you would find them well employed, and would probably soon destroy this nest of Pirates. —

Mʳ Phillips, our Consul, who came of[f] to see me, with the Governers Secretary, has promised to represent this business fully, to our Government — The Governers Secretary, brought me a very polite invitation from him, to bring my Ship into Port, with every offer of friendly civility, which I chose to decline, thanking him for his Courtesy — He was desired to inform me, that it was his wish, to give our trade, all the encouragement in his Power, but the fact is he is a mere Cypher; the Frenchmen can do as they please in defyance of him, who I believe would wish it otherwise, and would soon check their Piracies, in the Harbour, and they are kept actively employed, and had I been two days sooner on the station, I might have saved $100,000 to America — But I was unfortunately delayed longer than I expected, with a small Convoy from Sᵗ Thomas's; In that time two very valuable American Prizes were carried in, belong-

ing to New York, and one of our Baltimore Schooners, had a very severe action, close off the Harbour, but effected her escape, the Frenchman lost several men, & three were wounded on board the American. — Did I not see the necessity of taking off the present Convoy, consisting of five Vessels, of which I enclose you a list, I should tarry some time on that Station, tho we are by no means a proper Vessel for the purpose, we do not sail fast enough to catch any of the privateers, and we have been so long on our Cruise (Rigging Sails worn out, and such a general consumption of provisions, and stores, of every kind) that I see the necessety of getting to America, as soon as possible, and when I leave the Convoy I shall see what further services I can do to Leeward, and then proceed on, for I am pretty well worn out myself, as well as our Ship, having been only about twelve, or fifteen days in Port, altogether, since we left the Chesapeake — I am only sorry that I have not been able to render more service to my country, but it has not been for want of exertions on our part, some allowance must be made for the Vessel I command, and when you see her I hope to convince you, that she is not the Vessel for doing credit to the Commander, be he who he may — Since I have cruised off Curracoa, I have kept the Privateers in Port, and several American Vessels have arrived in the interim — The Prisoners I have landed, and enclose you a receipt for them, from the Governer, as there is no licenced French Consul here. — I find by our treaty with Holland, that there are favorable stipulations for our Commerce, and upon my further enquiries with the Governer, he informed me, that all recaptures, sent into Curracoa, will be considered as American property & protected as such —

My Purser has signed an account for Sundries furnishd by M$^{r}$ Phillips, by my orders, for 339.7 pieces of eight, 254 of which is for the ship, the remainder for my Officers, as P. Acc$^{t}$ which will be exhibited. —

I am most respectfully
Yours

Signed A. MURRAY.

[Enclosure]

ON BOARD THE [U. S. S.] *Montezuma*
*Off Curracoa March 9$^{th}$ — 1799*

BENJ$^{a}$ STODDERT Esq$^{r}$

DEAR SIR I am this moment sending M$^{r}$ Bunbury (our 2$^{d}$ L$^{t}$) on shore in the Brig. *Volunteer*, of New York, that I fell in with off S$^{t}$ Croix bound here, she was then in the hands of the British privateer, *Scourge*, of Antigua, mounting 16 Guns, who was making very free with what suited their purposes, as I could not tell whether she was French or English, I was obliged to fire several Shot at her, before she bore down — I ordered both Cap$^{ts}$ on Board, and upon knowing their different accounts of the business, I could do no less, than make the privateer restore the plunder, and dismissed her — The Brig followed me, and the next day we fell in with the French Brig, *Les Amis*, Cap$^{t}$ Mallott pierced for 16 Guns, but had only 6 on board, and 16 men, which I captured, and from the condition of her sails, and rigging and little provision on board, I was obliged to order her for Lucea, on the north side of Jamaica, where I intend to call in my route to America — She was from Porto Rico, bound to S$^{t}$ Thomas's

laden with lumber, and a few bales of Cotton, which would answer there, but would be of no service in America — I have wrote to a friend of mine there, to try to dispose of both Vessel, & Cargo, if the thing is practicable, conditioning to have a regular condemnation sent on from America, which the Governor of Antigua tell me might be done, if so, I will take care to have a survey on the Condition of the Vessel, to shew cause why she was disposed of there, she is well copcered, & a fine looking Brig, has been a Guineaman, the whole properly we value at $9000 —

Mr Bunbury has orders from me, to negotiate an exchange of prisoners here, or to get a receipt for what I have on board (say 12 in number) from the French Consul, — He is likewise to inform himself particularly, as to the condition of our Commerce, whether there are any distressed American Seamen there, wanting a passage home or Vessels wanting convoy, and what Privateers may be on the Station, — If I find that our presence is not wanted here, I shall then proceed homeward & collect information as I go — But I have had so many delays, that I doubt whether I shall be able to see you till the latter end of April —

[A. Murray]

[NDA, photostat.]

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**To Captain Patrick Fletcher, U. S. Navy, from Secretary of the Navy**

[Philadelphia]
*N Department March 16th 1799* —

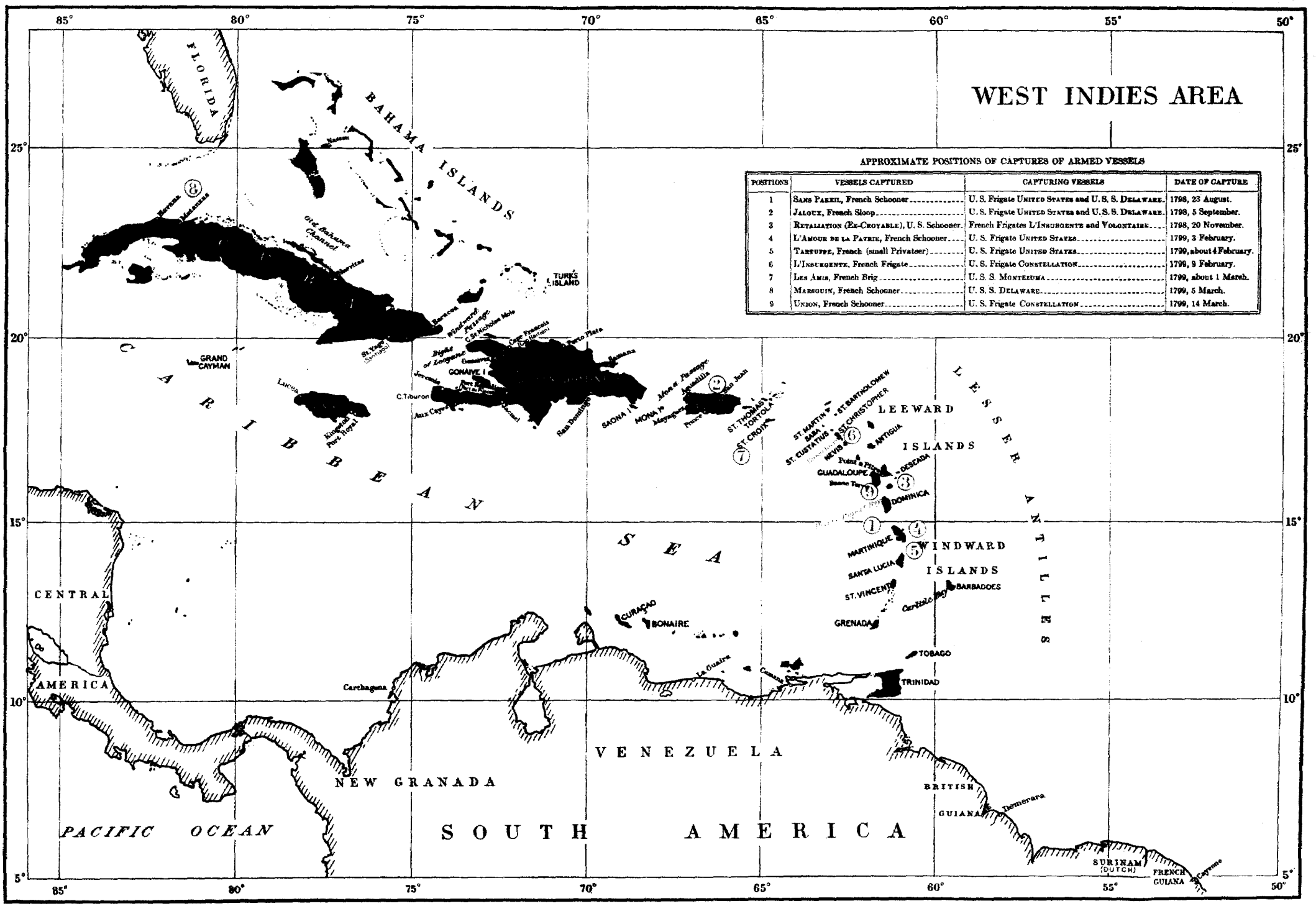
Captn Patrick Fletcher
of
Ship *G[eorge] Washington*
Per Cpt Tingey

Sir You will receive Orders from Commodore Barry, to return with the Ship [*George*] *Washington* to Newport, Rhode Island, — On your way thither you will please to touch at St Thomas's, where you are to apply to a Mr Hiller who will probably ship by you a quantity of Specie, which you are to receive on board, as well as any Similar remittances which other Merchants at that place may be desirous of making. — On your arrival at New Port you will take immediate measures to have the whole safely deposited in the Bank of Providence, subject to the orders of the different persons to whome it may be addressed. —

I request that previous to your Return to New Port you will cause each Officer who has the care of public stores to make an exact return of what will be required to Compleat the Ship for another cruise, and to prevent extravagance, confusion, or delay, these Returns should be submitted to you in time for your examination, to be countersigned by you and delivered immediately on your Arrival, to Messrs Gibbs & Channing at Newport, who will supply what may be necessary. —

I have the Honor &c

[NDA. OSW, Vol. 1.]




MAP OF WEST INDIES AREA.

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

[PHILADELPHIA]
*Navy Department 16th March 1799*

Captain SAM[l] NICHOLSON
Per C[t] TINGEY

SIR You will receive orders from Commodore Barry, to return with the *Constitution* to Boston. —

I have to request, that you will cause each Officer who has the care of the public property, to make returns of what will be wanted at Boston, to send out the Ship, on a cruise: — and to prevent extravagance — confusion or delay, these returns should be submitted to you, in time for your examination, that they may be counter signed by you, and delivered to Stephen Higginson Esquire on the first arrival of the Ship at Boston. —

I have the honor &c

[NDA. OSW, Vol. 1.]

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**To William Macpherson, Controlling the services of Pilot Garret Hulsecamp, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department March 16. 1799.* —

WILLIAM MACPHERSON Esq[r]

SIR I wish to dispatch a Pilot Boat to the Ship *Ganges* lying in Hampton Roads and have applied to Garret Husslecamp, but he informs me that he is under your controul and cannot engage without your permission — Will you be pleased to inform me if he can be spared for this service. —

I have the honor &c.

[NDA. GLB, Vol. 1.]

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

[PHILADELPHIA]
*Navy Department 16. March 1799.* —

Capt THOMAS TINGEY
*Norfolk.* —
[U. S. Ship *Ganges*]

SIR The Ship *Kingston*, now on her way to Cape Francois, will touch at Hampton, or at least shew herself to you, with a white Flag on the fore top Gallant Mast — an American Flag on the main Top Gallant Mast, and will fire two Guns to leeward. —

This Vessel will carry Doct[r] Stevens the American Consul General, to the Town of Cape Francois, in S[t] Domingo, to which place you will take her under convoy. — I presume you may leave her in sight of the harbour — it is not meant that you should risk going in; but if you should hear of no superior French force in that quarter you may hover about for a day or two, to give Doct[r] Stevens an opportunity to influence Tousant to invite you in — in which case it may be useful. But you will be cautious and guarded, and Conduct yourself with your usual prudence and good sense; — and if you should have an interview with Toussant, with your usual address.— It is our policy to conciliate the good opinion of that General, and his people. —

You will not however in any event remain but a few days about Cape Francois — it being important that Barry & Truxtun should get the dispatches intended for them — some Sail Cloath &ᶜ which Truxtun wrote for, I have sent by the Pilot Boat, and hope the *Ganges* will have room enough to take it in. —

Some of the Vessels under Barry's Command are to return — you will for the present, place yourself under his command — he has Vessels enough to make two or three divisions, for enterprizes, & I have directed him to afford you opportunities to distinguish yourself; Nicholson will return — & there will be but M$^{c}$Neill your Senior Officer. —

Enclosed you will find Instructions of the 29$^{th}$ December 16$^{th}$ Jan$^{y}$ — & 12$^{th}$ March, none of which I believe, you had before received. —

I also send you the substance of the Laws respecting the Navy which have passed this Session. Wishing you great Success & great honor.

I remain D$^{r}$ Sir &$^{c}$ &$^{c}$

[NDA. OSW, Vol. 1.]

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**To Samuel Smith, Baltimore, Md., from Secretary of the Navy**

PHILA$^{a}$ *16 Mar 1799*

SAM$^{l}$ SMITH Esq$^{r}$
*Baltimore*

SIR, The Treaty between Tousant and the British amounts to no more than a Truce for the War — Stevens is not to treat with a British Agent — & is to do no more than to make a Bargain for our Trade during the War with Toussant. He can go no farther than the Law.

I really have been so taken up with Navy Affairs, as to know no more about the Ship that is to carry Stevens, than that her Name is the *Kingston* and that she is to be convoyed by Tingey, who was bound to the West Indies.

I send by Tingey, orders to the *Geo Washington* of 32 guns — about returning to New Port, to call at S$^{t}$ Thomas' & take Specie from M$^{r}$ Hiller & others — & to lodge it in the Bank at Providence.

I am d$^{r}$ Sir: &C.

[NDA. GLB, Vol. 1]

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**To General Etienne Desfourneaux, Commander-in-Chief of, and Particular Agent of the Executive Directory at Guadeloupe, from Secretary of State**

General ETIENNE DESFOURNEAUX,
*Particular Agent of the Executive Directory at Guadaloupe and its dependencies.*

DEPARTMENT OF STATE, *Philadelphia March 16. 1799*

SIR, Your letters to the President of the United States should have have been addressed to the Department of State: They have however been submitted to his consideration. The *Retaliation* being on the point of departure with french prisoners, in exchange for the Americans you liberated, I must reply in a few words.

I can only observe, that the depredations committed on the commerce of the United States by french armed vessels, in violation of the law of nations, obliged the United States to take such measures as they judged best adapted to protect their commerce and to cause their rights to be respected. One measure has been to restrain and prohibit all commercial intercourse between the United States and every part of the french dominions. These restraints and prohibitions cannot be withdrawn, unless their cause be first removed. The depredation of French armed vessels must wholly cease. Their conforming to the *laws* of the *french Republic* will not satisfy. The depredations of which we have so long complained, have originated in those laws. But when the French Republic, or any island belonging to it shall cease to violate our rights by such depredations, so that the President of the United States may deem it safe, expedient, and for their interest to remit and discontinue the restraints and prohibitions above mentioned — our commercial intercourse may be renewed. For your further information, I take the liberty of inclosing the law of the United States for suspending the commerce between the two nations.

I am with due consideration Sir, &c.

TIMOTHY PICKERING.

[SDA. Dip. Cor. Inst. to Min. Book 5, 1798–1800.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Saturday, 16 March 1799**

[Basseterre Roads, St. Christopher.] Employed dispatching a Cartel to General Desforneaux at Gaudaloupe with the Crew of the Prize Schooner *Union*, and preparing my Dispatches for the Secretary of the Navy to go Via of New York by a Vessel now ready to depart for that Place.

[HS of Pa. NDA Photostat.]

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**Extract from log of U. S. Frigate *Constitution*, Captain Samuel Nicholson, Saturday, 16 March 1799**

[Prince Rupert Bay.] Moderate Breezes and cloudy, Employd overhauling the rigging PM Unbent the Fore and Main topsails to repair. Set up the bobstays and Stayd the Lower Masts AM light airs and cloudy Employd Watering Bent the Fore and Main Topsail Broachd a cask of rum Contents 40 Gallons

[NHS Col, NYHS.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Sunday, 17 March 1799**

[Basseterre Roads, St. Christopher.] All Hands employed repairing the Rigging &c: &c: &c: and at 11 AM got underway, and run down to Old Road to fill up my Water, as did *La'Insurgente*, and at Noon anchored abreast of the watering Place about a Cable's Length from the Shore, in six Fathoms Water, veered about ⅞ of a Cable, and then sent all the empty Casks on Shore instantly to be filled; dispatched my Packet by Edward my Servant to Mr Clarkson to deliver to the

Captain of the Vessel bound to New York as mentioned in my Letter of the 16th Instant.

To anchor in the Old Road in the best Birth; let go your Anchor opposite a small black Rock on the Shore, a little to Windward of the Town, when the Point of Nevis is just shut in, with that Point of Saint Christophers next to Windward of a Fort above old Road.

[HS of Pa. NDA Photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 17 March 1799**

[Prince Rupert Bay] at Anchor — Wind at East. Empd watering and clearing ship for sea. recd 49. Tons Water. Sent a Quantity of the Ships fish on shore it being bad. recd sundry stores from Store Ship Supply'd the U S Ship *Herald* with 220. gallons Rum & Recd fm her one hundred pounds Cheeze & 7. bushels potatoes.

[NDA.]

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**Extract from log of U. S. Frigate *Constitution*, Captain Samuel Nicholson, Sunday, 17 March 1799**

[Prince Rupert Bay] Moderate breezes and Cloudy.

PM Employd Watering and clearing Ship for Sea

AM Fresh breezes and rain Employd as nessasary Recd 49 Tuns of Water. Sent a quantity of Ships fish on Shore. Recd Carpenters Stores from the *Polly* the American Store Ship Supplyd the U S Ship *Herald* with 220 Gallons of rum. Recd from the *Herald* one hundred pounds of cheese and 7 bushells of potatoes —

[NHS Col, NYHS.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 17 March 1799**

[Prince Rupert Bay.] First part fresh breezes & Cloudy weather Employ'd as usual took on board 5 Cask of water At 5 PM the Schooner *Diligence* went out — —

Middle part light airs & Squalls of rain —

Latter part moderate breezes & Pleasant — —

[HS of Old Newbury, Mass. NDA photostat.]

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

[U. S. S.] *Montezuma* 18th March 1799 —
*Off Mona Island.*—

Benjamin Stoddert Esquire

Before I part with the present fleet having been detained with them two days longer than expected, it may not be amiss to give you the occurrences of those days — previous to my getting up with the Mona passage I fell in with a Danish Ship and a Sweedish Brigg, which we boarded, bound to Hamburgh who beged much for my protection from the British Privateers, as they were from St Domingo,

I told them I could give them none, but they were welcome to keep with the fleet if they chose, which the Ship availed herself of, but the Brig could not keep up — the next day we fell in with a very large Brig, and a Schooner bearing down for us, not knowing what to make of them we perceiving them to be strangely armed prepared to receive them, and shortned sail for them to come up, I then hoisted my signal for British Vessels, but they not being noticed, I flattered myself we were about to try the temper of our mettle, as our Crew was in the highest spirits, but as usual upon hailing, she proved to be the British sloop of War, *Deligence*, of 18. 32 Pounders of a new construction, & 4 18 Ditto and 130 Men, Commanded by Robert Man Esquire, a Vessel of a large burthen, and built for deception, I asked the reason why my signals were not answered, and the Lieutenant who came on board assured me they had them not, — I then gave them to him, when he made sail after the poor Dane and took him for tryal — & this day we fell in with his Majesty's Frigate the *Trent*, of 38 Guns in the passage, — who answered my signals, and assured me that there were no Cruisers here, but themselves, so shall part with the fleet with an assurance of their going home unmolested —

I am Your most obᵗ
humᵉ Servᵗ

A. MURRAY. —

P. S. It may not be amiss to inform you that both these men of War were very polite and civil, offering their services if required — they asked me if the fleet I had with me were all Americans and under my protection, I told them they were and all trading upon legal grounds, upon which no further questions were asked. —

A. M. —

[NDA photostat. ]

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

[PHILADELPHIA]
*N Department March 18ᵗʰ 1799* —

Capᵗ THOMAS TINGEY.
*Norfolk.* —

SIR With this letter you will receive Two for Capᵗ Barry, one for Nicholson, one for Fletcher, and one for Capᵗ Murray; — Prince Ruperts Bay in Dominica, is the place of Rendezvous, for these Vessels; You have also enclosed two Letters for Capᵗ Truxtun whose place of rendezvouse is Sᵗ Christophers, and you will be pleased to deliver these letters as soon as possible after you arrive in the West Indies. — The Ship *Kingston* sailed yesterday, but I hope you will receive these dispatches before she joins you. —

I have the Honor &ᵉ

[NDA. OSW, Vol. 1.]

**To William Winder, Accountant of the Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 18th March 1799. —*

Mr WILLIAM WINDER

SIR It appears to me, that the Marines not employed on board ship, must be considered as doing duty on shore. — That while they are employed on shore, they should be allowed just the same extra emoluments, as are allowed to the Infantry under similar circumstances, I mean, if they are employed to do duty in Towns or Garrisons, that they should have the same extra allowances which are made to the Infantry in Towns and Garrisons. — When they are employed on board of Ship, they can be allowed nothing but their pay and Rations. —

I am Sir &c

[NDA. GLB, Vol. 1.]

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

[PHILADELPHIA]
*N Department 18th March 1799 —*

WILLIAM CRAFTS Esqr

SIR I am honored with your letter of the 18th Feb. It will be very desireable that you purchase the 6 24 pound Carronades wanted for the quarter deck of the Frigate *John Adams* — The other Guns and every other thing wanted from hence, shall be supplied in time. — The provisions I shall depend on your procuring. —

I wish you had been more particular on the subject of the live Oak timber you say the planters are desirous to supply. I want to contract for all the material pieces for 6 Ships of 74 Guns — I have been taught to expect, that in Georgia, it might be obtained, delivered at proper landings and to correspond with the moulds to be furnished, at 25 Cents pr foot — It is possible I shall in a few days write you again on this subject. —

I have the Honor &c.

[NDA. GLB, Vol. 1.]

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**To Elias Hasket Derby of Salem, Mass., from Ebenezer Shillaber**

GIBRALTAR *March 18th 1799 —*

Mr ELIAS HASKET DERBY

SIR I arriv'd off Cadiz after a passage of 27 days where i was boarded by the fleet stationed of that port and forbid going in Admiral Keith ordered me to Continue with the fleete if I saw fit and that he would give me a convoy to Gibraltar as soon as any of his Cruiseing Ships came into the fleet i Continued with them five days with the wind blowing heavy from the westward and found that my sails and Riging would not stand it much longer so i concluded to make the best of my way for this port under convoy of a private Armed Cutter of 16 Guns and 60 Men I was obliged to give the Captain Fifty pounds Sterling to see me safe to an Anchor in this port as from the best information the french Crusers are so Numerous

that it's most impossible to come through the narrows without being attack$^{d}$ by them I have given Cap$^{t}$ I. Smith an order on you for three Hundred and Eighty dollars. I expect to sail from here tomorrow or Next day in company with Cap$^{t}$ Pribble for Malaga in an armed ship of 10 Guns i am fearfull my Not getting into Cadiz will be a great damage to the Voyage — but it cannot be help$^{d}$ if i can get into Malaga i hope to obtain a good price for my cargo people in general think the Risque great in going to Malaga as it's said there is Several French Crusers off that port i shall endeavour to Reach that port so as to go in in the Night — If i get in safe i shall Arrange your business at Cadiz so as to have the bills you gave your son leave to draw meete with due honour if they should come to hand you may depend the Risques in these Seas are much greater than we expected. I shall if possible get some more arms and Ammunition and some thing to make boarding Nettings as the privateers depend wholly on boarding and it will be impossible for the number of men I have to do any great without being well prepard I shall do All in my power to protect your property I have purchest Arms and Aminition to the Amo$^{t}$ 150 Dollars we now geting underway in Company with Capt Preble for Mallaga — I shall do all in my power to get in Saf and Am your humbl$^{e}$ Serv$^{t}$

EBEN$^{r}$ SHILLABER

[Essex Institute, Derby Mss. Vol. XVI.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Monday, 18 March 1799**

[Basseterre Roads (Old), St. Christopher.] Employed filling the Water, and at 9 AM having every Cask and Keg filled on Board of both Ships hove up, and stood to Windward in Order to reach Bassateer Road, and wait the Arrival of the Convoy from Dominica; M$^{r}$ Herbert, the Officer of Cartel, sent on to General Desforneaux, and the *Baltimore*, all of which are daily expected.

[HS of Pa. NDA Photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 18 March 1799**

[Prince Rupert Bay] Employ'd clearing ship for sea Wind at E.N.E. Saild the U. S. Ship [*George*] *Washington* & Brig$^{t}$ *Pickering* with a Convoy of Americans Broach'd a Cask Rum Contents 44 Gallons sent an Officer & 12 Men to cut brooms Saild the U S. Ship *Herald* and an Armed Schooner.

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 18 March 1799**

[Prince Rupert, Bay.] First Moderate, pleasant weather
at 4 PM the fleet got under way under convoy of the U.S. Ship [*George*] *Washington* & Brig. *Pickering*
Middle part Squally with rain

Took on board 5 Cask of water sent the boat after ballast for the Store Ship

Latter part light breezes & Cloudy

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Monday, 18 March 1799**

Light breeze & pleasant weather all hands variously employd hoisted the barge in, at 4 P M the *Geo Washington* P Fletcher Esq$^{r}$ hoisted a Signal for the Convoy to get under way, at ¼ past 4 under way, made several boards across the Bay waiting for the Convoy at 6 P M they were all under way, Thirty Six Sails, at ½ past the Commodore bore N W all hands to Quarters and cleard ship for action, at 7 Lost sight of the Commodore at 10 P M the west point of the Saints bore N E b E ¼ E, dist$^{ce}$ 4 Leagues at 2 a m the High land of Guadaloupe bore E N E. at ½ past 2 Saw the Commodores light ahead at 4 A M, Moderate and Pleasant, at 6 the Commodore made signal to speak, made Sail at ½ past 7 Spoke him, requested Capt Preble to stand into Montserat Bay and see what ships wishd to proceed with convoy, saw two strange sail one a Stern the other on our lee Qu$^{r}$ at 7 A M wore ship & stood for the strange sail in the lee Quarter, at ½ past 8 Spoke her, a Schooner from Martinico, bound for S$^{t}$ Christophers, made Sail for Montsuratt the Center of the Island, bearing N b W distance 5 Leagues.

Squally at noon the Center of Montseratt bearing N N E dis$^{t}$ 4 Leagues Rodondo N N W.

[LC, EPP, 1799.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Tuesday, 19 March 1799**

[Basseterre Roads, St. Christopher.] At 10 AM the Convoy from Dominica under the Care of the [*George*] *Washington* and *Pickering* arrived, and anchored in this Road. A heavy Ground Swell setting in all these Twenty four Hours, and the Wind blowing fresh from the South East with a strong windward Current. Employed at the general Duties of the Ship.

[HS of Pa. NDA Photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 19 March 1799**

[Prince Rupert Bay] Pleasant Weather Wind E. S. E. Rec$^{d}$ 14 Gang casks Water Loosd small sails to dry. Sent 2 Boats to assist to discharge the Store Ship and to land the remaining part of the Stores.

[NDA.]

**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 19 March 1799**

[Prince Rupert Bay] First part light variable winds & cloudy weather. at ½ past 1 PM the *Herald* & *Scammell* got under way —

At 10 the *Diligence* came in to anchor

Middle part Moderate and Cloudy, some hands employ'd ballasting the Store Ship

Latter part moderate & flying Clouds — — — —

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Tuesday, 19 March 1799**

Moderate breeze and pleasant weather, Bent the Buoy, to the best bower anchor, at 1 P M abreast of Montseratt, roads, 7 Sail at Anchor none of which shew Colours, bower away for an American Brig Just from the roads, who informd there were no Americans there the Brig being bound for S$^{t}$ Thomas, wish'd the benefit of the Convoy, ordered him to run for the Commodore, at 1 P M Rock Rodondo bore N b E Distance 3 Leagues Nevis N W distance 7 Leagues made and shortend sail occasionally at 8 P M Montseratt bore E$^{t}$ distance 5 Leagues. Moderate & Cloudy at Midnight, at 5 A M. Rodondo E. S. E. Center of Nevis North 4 Leagues distance, Saw two Strange Sail to the Windward, an American Brig & English Ship ½ past 5 A M bore up for the Commodore, at ½ past 6 A.M hove too off Nevis Roads Several Sail at Anchor one of which was an American, at 8 spoke the Strange Sails from Tobago the Brig bound for Norfolk, at 10 Anchord in Bassetterre Roads in 7 Fathoms of water, So point of Nevis S. b. E. S E Point of S$^{t}$ Christophers S. E. b S, and the Flagg Staff at Fort in the center of the Bay N E. Distance off shore one Mile, Found Riding at Anchor, the U. S. Ship *Constalation* an the French Frigate, *Insurgente*, a prize to the *Constellation* and now in the Service of the U. S. and a French Schooner, Prize to the *Constellation*, besides about 20 Sail of Merchantmen.

Sett up the Rigging fore & aft, hoisted the Barge out and Capt Preble went on board the *Constellation* Commodore Truxton

[LC, EPP, 1799.]

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**To Captain Christopher R. Perry, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 20$^{th}$ March 1799.* —

Cap$^{t}$ CHRIS$^{r}$ R. PERRY
*New Port*
*R. Island.* —

SIR You will make such arrangements to commence recruiting a Crew for the *General Greene* now under your Command, as to have her complement completed by the time she is ready for a Cruize. —

You are allowed, (besides Officers of Marines and 30 privates, which will be supplied by the Major of Marines, and your Commissioned & Petty Officers, the latter of which you appoint), not exceeding one hundred and fifty two Men & Boys. — Of this number you will

recruit not exceeding sixty able Seamen, the residue to consist of Ordinary Seamen & Boys. — It is our best policy to create Seamen — therefore you will take as large a proportion of Boys as can be found useful on board — If you encrease the number of Boys, and ordinary Seamen, you will consequently lesson the Number of able Seamen, and I think it will be found for the good of the service, if you do so. — You will allow able Seamen 17 Dollars per month, ordinary Seamen & boys from 5 to 14 dollars, according to merit; you will be careful not to enlist any but sound and healthy Persons, and that no indirect, or forcible means 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 of a suspicious Character. — Avoid any advance of money if possible, until the men are got on board.— But should you find it impracticable to procure them on these terms you may gratify them. In this case, you will take care to obtain sufficient security, to resort to in the event of Desertion; and you will allow two months advance only. —

You will have a regular account kept of the names and station of each Recruit together with a discription of his person, and his usual place of Residence, 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 names, Station, and pay 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 also receive, & particular care must be taken, that the Sureties are persons of good, and responsible Characters, before they are accepted. —

Four thousand dollars will be remitted you from the Treasury, for the purpose of recruiting; and you must advance your recruiting Officers, who must settle their acc$^{t}$ with you. They will be allowed besides their pay & Rations two dollars for each recruit, in full for every expence of attesting, Ribbon, Punch &c in short, exery expence but that of provisioning the men, enlisted at a distant Port; and in such cases the unavoidable expence for their conveyance to the Ship. But they must observe the utmost oconomy; for extravagant charges for those Expenditures will not be allowed, and no charge will be allowed without a proper Voucher to support it. — Prior to Sailing, you will transmit your account & vouchers to W$^{m}$ Winder Esquire accountant of the Navy, for Settlement, and be sure to give me timely Notice, of your wanting more money should not the sum now to be sent be sufficient. —

I have the Honor &c

[NDA. OSW, Vol. 1.]

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

UNITED STATES' SHIP *Constellation*
BASSATEER ROAD, SAINT CHRISTOPHERS'
*20$^{th}$ March 1799.*

SIR, A Part of the Cargo of the Schooner *Union* being salt Fish and of a perishable Nature; I have directed it to be landed, and sold

immediately, otherwise it would have been totally ruined; the other Parts of the Cargo, I think it will be best to dispose of also, but I have not determined to do so as yet. As the Goods are all adopted for the West Indies, they will bring perhaps double the Amount, such Articles would sell for in America, but I shall not give the Order for a Sale, untill I see how the French proceed with the American Cargoes carried into Saint Martin's, and Saint Bartholomews. If they should continue to act as they have hitherto done; without waiting the Issue of the Admiralty Proceedings, I think we may follow their Example, especially with a Business all so completely clear, as that of the *Union*, and her Cargo. I have however determined on sending the *Union* to Norfolk by first Convoy, as I find Copper, and other Materials wanted too costly here. and shall order Clarkson to get her a Freight of Rum, which will aid the Cause, and on her Arrival the Vessel must be libelled, with the Cargo captured on Board her, agreeable to all the Documents that she will carry Home, and regular Condemnation can be cast on both Vessel and Cargo aforesaid. This has been the french Practice, and consequently they cannot complain of it. You will however be pleased to direct Pennock how to act, against the Arrival of the Vessel, and a Statement should be made to the Judge also of the french Custom in similar Cases. I have Intelligence of several Privateers, that I leave this in Pursuit of this Day at 4 PM. I have the Honor to be, Sir, with great Respect,

Your very Obed$^{t}$ humble Servant.

P:S: No news of the *Baltimore* or Cutter &c:&c:&c: as yet. 20$^{th}$ March 1799 —

Honble BENJAMIN STODDERT
*Secretary of Navy* —

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

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**To David M. Clarkson, U. S. Agent, St. Kitts, from Captain Thomas Truxtun U. S. Navy**

UNITED STATES' SHIP *Constellation*
BASSATEER ROAD S$^{t}$ CHRISTOPHERS,
*20$^{th}$ March 1799* —

DEAR SIR, The Schooner *Union* I have determined to send to Norfolk, under the Command of Lieutenant Archer, as soon as it is convenient to furnish Convoy *all the Way, or the greatest Part of the Way:* and in Order that she may embrace the first good Oppertunity aforesaid, you will procure a good Freight of Rum for her, and not suffer the smallest Article to go on Board without entering the same in the Manifest to be delivered me, whether as Cargo, or otherwise; for you must know, the Officers are not suffered to ship the smallest Thing whatever on Board a Vessel, in which the U:S: are interested. The sooner a Part of the Rum is put on Board the better, as the Vessel wants Ballast, and I wish the Fish taken out immediately. I shall expect you will obtain eight Dollars per Puncheon Freight at least, as this Vessel will be as well protected as the Nature of Things will admit. I am your very Obed$^{t}$ Serv$^{t}$ —

DAVID M: CLARKSON Esq$^{r}$

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

**Lieutenant John Archer, U. S. Navy, in command of Prize Schooner *Union*, from Captain Thomas Truxtun, U. S. Navy**

UNITED STATES' SHIP *Constellation*
BASSATEER ROAD, S$^{t}$ CHRISTOPHERS
*20$^{th}$ March 1799* —

SIR, You are to keep the Schooner *Union* well wet, and in high Repair, and the best possible Order. I have determined to send her to Norfolk, under your Command, in Order that Admiralty Proceedings are held upon the Vessel and Cargo captured on Board her in our own Courts.

I have directed M. Clarkson the Agent to procure you a Freight of Rum, which you will cause to be well stowed, and to the greatest Advantage, so that the Vessel makes as much as possible for the whole concerned in the same. You are not as an Officer suffered to ship any Article whatever in a Vessel that the U:S: are interested in, and you must have every Article be it ever so small, shipt on Board the *Union*, entered in the Manifest. When you are loaded, you are to wait my sailing Orders.

I am in Haste
Your Obed$^{t}$ Servant.

Lieuten$^{ant}$ JOHN ARCHER.

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

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**To Midshipman James McDonough, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

UNITED STATES' SHIP, *Constellation*
BASSATEER ROAD, S$^{t}$ CHRISTOPHERS
*20$^{th}$ March 1799.*

SIR, Misfortunes in every Situation of Life, is what all Mankind are subject to, but none so much so, as those who follow the profession of Arms. I am truly sorry for your having lost a Foot, and sincerely sympathize with you on the Occasion; but under your present situation it will be best for you to return Home in the Schooner *Union*, bound to Norfolk, from which Place you can easily find an Oppertunity to New Castle or Philadelphia, and before you leave this, I shall take Care to furnish such Documents, as will leave no Doubt with me of the Secretary of the Navy, putting you on the Pension List immediately.

I wish you a speedy Recovery, and a good Sight of your Connections in America, [I] am,

Sir,
Your most Obed$^{t}$ & humble Serv$^{t}$

M$^{r}$ JAMES M$^{c}$DONOUGH

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

[20 March 1799]

**To Captain Samuel Barron, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

SIR, You have enclosed a Letter for Commodore Barry, which be sure you seal, before you deliver it to him. I leave it open in Order that you may see, how I intend to arrange Matters; if my Friend Barry will part with your Brother, which I am sure he will do under the Circumstance of his Promotion.

If you bring down your Brother from the U:S: Frigate, You will be ready on my Return here to move on Board the *Baltimore* to command her, and your Brother will prepare to command the *Richmond.* I request you to make all the Dispatch down that is possible. You will find Commodore Barry either under the Saints, about Marigalante, or at Prince Ruperts' Bay Dominica, but should he be at neither of these Places, leave the Letter with the commanding Officer of the Garrison at Prince Ruperts' Bay; with a particular Request from me to deliver it, as soon as ever he appears off, but I hope, and trust you will find him.

You are to observe, that before you sail in Search of the *United States*, that you inform yourself well, that the *Baltimore* is sent out for Rodgers's Command, and then proceed without any Questions further on the Subject. I am, Sir, with great Regards

Your Obedient Servant —

U:S: SHIP *Constellation*, BASSATEER ROAD
*S^t Christopher's 20^th March 1799* —
Captain SAMUEL BARRON.

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

[Enclosure]

**To Captain John Barry, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

U: S: SHIP *Constellation* in the Road of
*Bassateer S^t Christophers 20^th March 1799* —

DEAR SIR, I have left Orders for Captain Barron of the *Richmond* to proceed to Windward, and deliver you this Letter as soon as he arrives. I leave the Road of Bassateer at 4 PM this Day, in Pursuit of three Privateers, I have an Acc^t of. The Convoy under Fletcher, and Prebble will sail at the same Time. I shall keep with them as far as Eustatia, and there renconnitre ahead as far as the Passage. I have told Captain Fletcher he had better not leave them, until they have passed the 28° of North Latitude, as several American Vessels have been lately captured in the 26° of Latitude, and the 67° of Longitude.

I wrote you some Days ago, that I had taken off Bassateer Gaudaloupe, a valuable french Letter of Marque, and brought her into this Road, her loading Dry Goods, Provisions, and Spermacita Candles: I have wished much an Interview with you, and went up under Gaudaloupe principally for that Purpose. I had managed with the Secretary of the Navy previous to my leaving Phila: for Rodgers to command the *Baltimore*, and Phillips one of the small Ships building at Baltimore, but the latter, I am told, is dismissed the Service. As the *Baltimore* has come out for Rodgers, who has a better Ship,

I have it in my Power to make a Promotion, but it might cause a Jealousy with other Lieutenants in the Navy, to see too many made out of my Ship. I have therefore thought proper to propose to you taking Lieutenant [James] Barron from the *U: S:* [*United States*], and placing him in Command of the *Richmond,* as I purpose putting Samuel Barron on Board the *Baltimore*; I mention particularly Lieut: Barron, because I suppose it will be agreeable to you, as I understand you are much pleased with him, and the two Brothers will do well together, and Barron will have an Oppertunity of being with his Family frequently, as the Vessels will return to the Chesapeake to refit &c. —

Capt[n] Williams of the *Norfolk* I have been under the Necessity of sending Home; his Conduct has been shameful to himself as a Man, and disgraceful to our Country as an Officer; he fell in with a Privateer, and after carrying away his foretopsail Yard by a Shot, and doing her much Damage otherwise, so that she was obliged to heave too, his Officers state, that he went in Chase of a Swede that hove in Sight, by which means, a troublesome french Pirate escaped into Eustatia, I am sure you will think with me, that it was best to send him Home, as the Services of that Vessel, or at least what she [is] capable of rendering, could not be calculated on, while under such a Man's Orders. In whatever Way I can co-opperate with you, and render Service to our Country, I shall always be happy. Our Trade is great, and we want more Cruizers on the West India Station particularly to Leeward. A Report has prevailed here of some Dutch Frigates having arrived at Surrinam. I believe it is true, tho' little Dependence can be placed in Reports in this Country. I have the Honor to be D[r] Sir, with great Respect,

Your very Obed[t] humble Servant

JOHN BARRY Esquire

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

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**To Major General Charles C. Pinckney Charleston, S. C., from Secretary of the Navy**

[PHILADELPHIA]
*N. Department 20th March 1799.*

Major General CHARLES C. PIN[c]KNEY

SIR Besides the two Gallies at Charleston, there are two at Wilmington in N[o] Carolina, and two at Savannah in Georgia — the former under the agency of Ameziah Jocelin, and the latter under that of Ebenezer Jackson — the last four are Officered and manned, & I presume those at Charleston, will shortly be. I have arranged with the Agents at different places, on the subject of supplies pay &[c] — but cannot, at so great a distance, and with little knowledge of the Country, direct their operations. — May I be permitted to request, that you Sir will take this trouble upon yourself — — In the hope that you will do so; I have instructed the Captains to take their orders from you.

The greatest part of our Vessels will shortly leave the West Indies, and will be principally employed during the Summer, on our Southern Coasts — at least, so many will be so employed, as to leave little to

apprehend from the Enemy, — without an increase of their strength in the Islands. —

I have the Honor to be &c

[NDA. GLB, Vol. 1.]

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

[PHILADELPHIA]
*Navy Department 20th March 1799.*

WILLIAM CRAFTS Esquire
*Charleston So Carolina*

SIR On the subject of the Gallies, I beg leave to refer to my Letter of the 11th September last. — I now enclose a commission for Capt George Nicholls, and his Instructions — I know of no Commander appointed for the other Galley — it is necessary that one should be appointed — be pleased to select a proper Character, and let him act — as soon as you give me his name, a Commission shall be sent to him. —

The Captains, if you will not undertake to do it, must select proper Characters for Lieutenants — and must appoint their Boatswains — the names of the Lieutenants must be sent to me, that they may be commissioned — Men I understand from your Letters cannot be got for 6 Dollars pr Month and the Cloathing allowed — Judge them at what rate they can be got, and Act accordingly — but I hope the Pay need not exceed 12 Dollars Pr month, the Men Cloathing themselves. In all other particulars, you will please to conform to my Letter of 11th Septemr. —

When the Gallies are Officered and manned I hope General Pin[c]kney will undertake to give them their orders.— It falls properly within his Department — They had better be kept employed in any thing useful to the City of Charleston, or Country than to be idle. — Perhaps some employment can be found for them, which will not interfere with the object for which they were built, should an Enemy ever appear within their reach. —

One of your Letters mentioned that the Branch Bank at Charleston, would not receive the paper of the Bank of the United States.— Remittances from here will be difficult. — If you can draw on me for the Navy Disbursements, it will be best for you to do so. —

If you should be of opinion, on consultation with General Pinkney, that it will be best to keep the Gallies at Charleston, with a few men only, ready to receive Volunteers on any emergency, which may require their services, I shall be perfectly satisfied —

I have the honor &c.

[NDA. GLB, Vol. 1.]

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**To John F. Randolph (Captain of Galley), Savannah, Georgia, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 20th March 1799*

Capt JOHN F. RANDOLPH
*Savannah Georgia*

SIR Herewith you will receive your commission as Capt of a Galley, also a Commission for Thomas Fowler, your Lt You will be pleased

to mention, when it was you first entered the Service; —and you will require Mr Fowler, to communicate his acceptance of his appointment, & to take the oath of Allegiance enclosed, previously to your delivering his commission.—

I am Sir &c

[NDA. OSW, Vol. 1.]

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**To John Howell (Captain of Galley), Savannah, Ga., from Secretary of the Navy**

[PHILADELPHIA]
*N Department 20th March 1799* —

Capt JOHN HOWELL
*Savannah Georgia*

SIR Herewith you will receive a Commission as a Captain of a Galley, also a Commission for Mr Hendrick Fisher your Lieutenant. —

You will both communicate your acceptance or non acceptance of your respective appointments and take the enclosed Oath (in the event of your acceptance) and forward it with your acceptance to this Office. —

I am &c &c

[NDA. OSW, Vol. 1.]

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**To Lawrence A. Dorsey (Captain of Galley), Wilmington, N. C., from Secretary of the Navy**

[PHILADELPHIA]
*N Department 20th March, — 1799* —

Capt LAURENCE A DORSEY
*Wilmington No Carolina*

SIR You will receive enclosed your commission, as Capt of a Galley — also a Commission for Thomas Heatley as your Lieutenant. —

It is necessary that you should both communicate your acceptances in writing, and date your letters of acceptance, the day you entered upon the duties of your Appointments respectively. — The oath of Allegiance enclosed, you will also take, & forward it with your Acceptance to this Office. —

You will be pleased forthwith to make an accurate return of all your Crew, with the time & terms of their entering. —

I have the honor &c

[NDA. OSW. Vol. 1.]

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**To Captain Christopher R. Perry, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 20 March 1799* —

Capt C. R. PERRY.

SIR Herewith you will receive your own Commission and Commissions for —

Thos. Laing
Robert Palmer } as your Lieutenants
Jeremiah Fenner

and Henry Tibbetts — as Surgeon; and Warrants for

Jo. Smith Jn$^{r}$ — Purser
Geo. W. Tew
Tho$^{s}$ Ellis
William Rhodes
Simeon Martin Jn$^{r}$ } Midshipmen
Jo. Boss tertius and
Lewis John Dugar.—

Previously to delivering these Commissions & Warrants you will require such of the Officers as have not already done it to communicate their Acceptance of their Appointment in writing, & to take the oath of Allegiance enclosed for that purpose. —

I am Sir &$^{c}$

[NDA. OSW, Vol. 1.]

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**To William M$^{c}$Kerall (Captain of Galley), Wilmington, N. C., from Secretary of the Navy**

[PHILADELPHIA]
*N Department 20$^{th}$ March 1799* —

Cap$^{t}$ WILL. M$^{c}$KERALL
*Wilmington No Carolina*

SIR You will receive herewith your own Commission & a Commission for your Lieutenant M$^{r}$ Richard Boswick. — You will be pleased to communicate your acceptance in writing, & date your letter of acceptance on the day you enter the service, as that is the period from which you draw your pay — You will also take the enclosed Oath — and forward it with your acceptance to this Office — & you will require M$^{r}$ Boswick to do the same, before you deliver his commission. —

You will further make a return of all your Crew, when you have it completed, with the time and terms of their entering —

I have the Honor

[NDA. OSW, Vol. 1.]

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**To Rufus King, U. S. Minister to London, England, from James Maury, U. S. Consul, Liverpool, England**

LIVERPOOL *20$^{th}$ Mar 1799*

DEAR SIR Your dispatches by this morning's post are disposed of as annex'd. In future I will have the pleasure to avail of the address you give me for any thing going Per the mail coach —

I have particular pleasure in informing you that the *Molly*, Swain, of & from Philadelphia arrived here yesterday after having had an engagement of five hours with a french cutter privateer of 16 guns off Cape Clear which she beat off

I have the Honor to be with Perfect Respect
Your Excellency's
Most Obe$^{t}$ Servant

JAMES MAURY

*His Excellency*
RUFUS KING
*Min$^{r}$ Plen$^{y}$ to the U. S. of America*
*London*

[SDA. Liverpool, Vol. 1, CL., 1790–1800.]

**Extract of a letter from Jedediah Kelley, supercargo of the armed ship *General Lincoln*, to his owners at Norwich, dated Havanna, March 20, 1799**

HAVANNA *March 20. '99.*

"We arrived here yesterday from Antigua, which place we left in company with the ship *Sterling*, which mounted more guns than the *General Lincoln*. We saw several privateers which we supposed were French; the ship *Sterling* universally gave chase to them, but they were soon out of sight, sailing much faster than the *Sterling* — after which the *Lincoln* was boarded and examined by two English cruisers, one a sloop from Jamaica, the other a brig of 16 guns, from New Providence — the latter after permitting the *Lincoln* to pass, gave chase to the *Sterling* — she has not yet arrived.

"There is some expectation of an attack on this place by the English — Reports say — (and not without belief,) that there is an expedition fitting out in England of 15 ships of the line, and 3000 troops, destined for this place — the certainty now is, three ships of the line and seven frigates cruising of the harbour, supposed to prevent obtaining any supplies, or reinforcement of troops.

"Several American vessels have been taken to windward of this place. A Danish sloop that arrived here yesterday had been captured by a French privateer detained eight days and liberated — the captain of which says, the privateer had on board a number of thousand dollars taken from Americans bound to and from this place. Report says, That a French corvette has captured an American sloop of war — it is not believed, as there has been no such vessel heard of cruising in the West-Indies of late. Previous to our leaving Antigua there was one captured by a British ship to windward of that Island and brough in there."

After the conclusion of the letter, he observes — "Since writing the within, the news is confirmed, respecting the American ship being captured, of 22 guns. She was boarded ten leagues from this port by two French privaters, and 65 men killed out of 70!"

[LC, "Connecticut Courant", Hartford, April 22, 1799.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 20 March 1799**

[Prince Rupert Bay] Wind Vble fm E. N. E. to S E. b E. preparing for Sea @ 7. Answerd the *United States* Signal to prepare for sailing @ 8 Unmoor'd @ 10. Weigh'd and came to Sea in Compy with the *United States* and the *Eagle* Brig and Ship *Merrimack*

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 20 March 1799**

[Prince Rupert Bay.] First part moderate breezes & Cloudy got on board some wood & water

At 6 PM a Ship & Schooner came in —

Middle part Moderate & Cloudy

At 5 AM unmoor'd Ship, at 7 the Commodore [Barry] made signals for getting under way — At ½ past 10 AM weigh'd anchor & put to sea in Company with the *U. States* & *Constitution* & Brig *Eagle* — —

Ends Squally — —

[HS of Old Newbury, Mass. NDA photostat.]

**Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 20 March 1799**

[Prince Rupert Bay.] Sailed in Company with the *Constitution, Merrimack & Eagle* on a Cruise.

[NA.]

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

[PHILADELPHIA]
*N Department March 21st 1799*

Wm CRAFTS Esqr
*Charleston.*

SIR The *General Pinkney* [*Pinckney*] and the Cutter *South Carolina*, if they are in port, or when they return to Charleston, must be employed in cruising, from Cape Hatteras, to our Southern extremity, calling at Charleston every three Weeks for orders — Be so good as to direct these Vessels accordingly; — from a letter of the 26th Febr, I conclude this will find the *South Carolina* at Charleston. —

If the Vessels are well commanded, they will not remain above a day or two at most in port, when they call for orders. —

I have the Honor to be &c &c

[NDA. GLB, Vol. 1.]

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**To Major General Charles C. Pinckney Charleston, S. C., from Secretary of the Navy**

[PHILADELPHIA]
*N Department 21st March 1799* —

Genl PINCKNEY
(*Chas. Town*)

SIR I had the honor of addressing you yesterday soliciting the favor of you to take upon yourself the direction of the operation of the Gallies, at Charleston and the two Southern States. I confess I have but little expectation that it is possible to employ these vessels usefully in the present situation of our affairs. If the French were superior to us on our own Coast, then the Gallies, cooperating with a land force, might be of importance. — But the Laws have directed the equipment and employment of the Gallies — the people most exposed will be better satisfied; and to satisfy any part of the people that the Govt is not inattentive to their Safety, is an object worth more than the expence. I am however very much afraid that these Vessels finding little to do — perhaps in the course of a year, not seeing an Enemy, will become Idle, & spend the greatest part of their time in harbours; which will make the Officers & men, inactive & good for nothing, this will more probably be the case, if they are to receive their orders from me, than if they were accountable to a Gentleman better able to judge of their conduct — it is on this account; as well as that they may be employed to the Public advan-

tage, if it be possible, so to employ them, that I have taken the liberty to solicit that you will take the direction of them. —

I have the Honor to be &c.

Names of Capt$^{s}$ of the Gallies
In N$^{o}$ Carolina — Lawrence A Dorsey.
W$^{m}$ M. Kerrall
In Georgia — Jn$^{o}$ F. Randolph
Jn$^{o}$ Howell. —

[NDA: GLB, Vol. 1.]

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**To James & Ebenezer Watson, Navy Agents, New York, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 21$^{st}$ March 1799*

Mess$^{rs}$ J & E WATSON
*New York*

GENTLEMEN Both Captain Dale, and Bainbridge who have lately been at New York, inform me that the *Adams* will not be ready to launch before the Middle of May. One of the Gent$^{n}$ got his information from Captain Morris. — A late letter rec$^{d}$ from you, taught me to hope, that She would be Launched in this month — the Weather has been bad — but still I hope the Ship will not be so long delayed. — I beg you will put every thing in motion to get this Ship to Sea, as quickly as possible — all my arrangments have been made on the expectation that she could sail in April. — She was among the first Ships begun, & will I apprehend be among the last in Service.

I have the Honor & $^{o}$ &$^{o}$

[NDA. GLB, Vol. 1.]

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**To Ebenezer Jackson, Navy Agent, Savannah, Georgia, from Secretary of the Navy**

[PHILADELPHIA]
*N. Department 21$^{st}$ March 1799 —*

EBENEZER JACKSON Esq$^{r}$
*Savannah*

SIR I have been honored with the receipt of your letters of the 17$^{th}$ December and 10$^{th}$ Ultimo. — Cap$^{t}$ Randolph informs me that he has obtained a Crew for his Gally, at the rate of 14 Dollars p$^{r}$ Month, without Stipulating to furnish Clothing, and I hope that in future, men may be obtained at 12 Dollars p$^{r}$ month or under, but I would prefer enlisting them at 6 dollars p$^{r}$ m$^{o}$ with an allowance for Clothing, agreeable to my former instructions if practicable; If not you must give 12 dollars without the allowance.

M$^{r}$ John Howell having been Strongly recommended, has been appointed to command the S$^{t}$ Marys Gally, M$^{r}$ Thomas Fowler is appointed a L$^{t}$ — as well as a M$^{r}$ Hendrick Fisher. — The latter can supply the place of L$^{t}$ Shane, whom Cap$^{t}$ Braddock informs me he has been under the necessity of suspending for drunkenness as well as his Boatswain — I send by this conveyance the Commissions for Cap$^{t}$ Howell, L$^{t}$ Fowler, and Fisher — I hope that General Pin[c]kney to whom I have written on the Subject will undertake to give orders respecting the employment of the Gallies.

They had better be employed in any thing useful than to be idle, perhaps some employment can be found for them which will not interfere with the object for which they were built, should an Enemy appear within their reach. — but until General Pinckney does interfere I must request that you will keep them to their duty.

As I presume they will almost constantly be employed near Shore, where Assistance can at any time be procured, it is unnecessary to appoint a Surgeon. — when medical Aid is required, you will please to procure it on as moderate terms as possible. — With respect to Vouchers, Duplicate receipts are necessary one of which [is] to be forwarded with your statements to the Accountant of this Department and in cases where you have hitherto taken only one Receipt, such receipt ought at all Events to be forwarded, even if you should be at the trouble of keeping notarial Copies for your own Security, but on the subject of Vouchers and Accounts, permit me to refer you to the Accountant Mr Winder.

I have the Honor &c.

[NDA. GLB, Vol. 1.]

**Extract from log book of Ship *Commerce*, Captain Selden Chapman, Thursday, 21 March 1799**

A Journal from Martinique to New London I this day take my departure from Sombero —

1 day from the land

[Lat. Observed 18°.19′ North
Long. 63°.40′ West]

[Am. Antiq. Soc.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Thursday, 21 March 1799**

[Basseterre Roads, St. Christopher.] At 4 PM I made the Signal for the [*George*] *Washington*, and *Pickering* to get Underway; the Signal having been made by the *Washington* for the Merchantmen to get out of the Road as fast as possible at 3 PM. and at 5 ditto I weighed, and brought up the Rear of the Fleet; and at 7 ditto I left them; and stood between St Christophers, and St Eustatius, the Convoy standing down to pass between St Eustatius, and Laban. At 11 PM saw a Schooner by the Wind on Larboard Tack, which I discovered with a Glass to be a Clump Merchantman. At Day Light saw a Sail to Windward of Saint Bartholomews', gave Chase, but she run close in with the Land on the Back of the Island: I then bore down before the Port of Gustavus, observed a Number of Vessels at Anchor, and a french Privateer among them. Lay'd with my Main top Sail to the Mast for a little while, and then made Sail to Windward, a Schooner hovering about the East Point of Saint Bartholomews', which we cannot get at, the East Point of the Island at Noon bore N.N.E. 4 Leagues.

[HS of Pa. NDA photostat.]

**Extract from journal of James Pity, U. S. Frigate *Constitution*, 21 March 1799**

Fresh Breezes. unbent the best bower Cable @ 4 Tack'd to the Southward made and shortend sail as Necessary Squadron in Company.

@ 9. squally with rain @ 11. split the Jibb and saved some part of him. Squadron in Compy @ 5 saw 3 strange sail @ 10 the *United States* Answerd the private Signal of an English Sloop War. with 2 sail Transports bound to Leward. cut up the Mizen Top. Gt Stay Sail for to make part of a Jibb @ 12. Dominico S. b E 9 Miles Distant Marigalante N E b E 10 Miles distant.

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 21 March 1799**

First part fresh gales and Squally Beating to windward —

Middle part squally & some Rain — at 6 AM saw 3 large sail bearing down for us at 7 the Commodore [Barry] spoke them, at 8 Dominico bore South 2 leagues. Mariegalante NNE 5 leagues dist.

Latter part pleasant wr

[Latt'de ob'd. 15.37 N.]

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from log book of J. Ingraham, U. S. R. C. Brig. *Pickering*, Thursday, 21 March 1799**

[Basseterre Roads, St. Christopher.] Moderate and pleasant, employd in getting ready for Sea at 4 P M. the *Geo Washington* P Fletcher commder hoisted a Signal for the Merchr Ships to get under way, at ½ past 5 the *Constellation* hoisted a Signal for the Men of war to get under way, got under way and stood out of the roads. 42 Sail of Merchantmen, The U States Frigates *Constelation* and *Geo Washington*, came out after, Bearings of the Land at Sun down extreme points of Sr Christophers N W b N & E b S. Town of Basseterre N. E. b. E. 3 Leagues distance at 6 P M Sr Eustatius bore N. W. b. N. at 9 the extreme of Sr Eustatius N. b W. to N E. at 10 the extremes of Sr Eustatius, S. E. b. E. to N. b. E. Sabey N W — at Midnight Fresh winds and squally made and shortend sail occasionally at 3 A M Sr Martins bore North Sabey S S W distance 6 Leagues, at 9 close under the Lee of Sr Martins saw a Sail on the Starboard bow, Made sail and gave chase, Fired a Gun, the chase hove to a Brig bound to Anguilla, informed him there were 2 privateers under the Island he stood into the Fleet Made and shortend Sail occasionally, at ½ past 6 A M the N W Pt of Sr Martins bore N E b E distance 2 Leagues, at ½ past 7 spoke the Commodore, wore & stood in the Rear of the Fleet at 8 AM the center of Sr Martins bore E b S. distance 5 Leagues wore ship to the Northward at 10 the Dog Island bore N E b E distance 1 League at 11 dogs Island bore S E distance 6 Leagues.

At Meridian Sambero bore North 4 Leagues distance, pleasant weather

[Latide by Observa 18. 19 N.]

[LC, EPP, 1799.]

**To Elias Hasket Derby of Salem, Mass., from Eben Shillaber**

MALAGA *March 22d 1799*

Mr. ELIAS H. DERBY

SIR I wrote you at Giberalter of my arrival at that port that I was turned of from Cadiz. and Could not get a Convoy. to Giberalter. with out giveing 50 pounds Stg to a Private Armed Cutter of 16 Guns and 60 Men. I saw several French privaters and should of ben Attackd by them had I of ben allone. I give Capt Isack Smith of Salem an order on you for 380 dollars. I have purchest Arms and Aminition to the Amot 150 dollars. I Arriv'd hear safe last Night and Expect to get a Tolrable price for my Cargo I Cannot tell if I shall be Able to get Clear of the duty or not. it is the Oppinion of Merchts hear that I shall be Able too. I shall sell my Cargo and Arange your bussiness in Cadis so as to have your bills taken up if they Come to hand. I am not Able to determin wether I shall take in a Cargo or not, as it is uncertain about geting bills. I have not had time to Inform my self with respect to it. I asked the question. and was Informd by the person, that he did not think I Could. I shall heave an opportunity to let you know what I meane to do before I Leave this port, as I expect to be detained hear some time Either from this port or through some Other Chanel. I whould Advise you & Every other Mercht not to send any Vessell to this port. Except she is well Armed and man'd as their Is from 15 to 18 privaters belonging to this port Some of which Cary 16 Guns and 100 men but the most of them has from 1 to 6 Guns and full of men. I do not look on the risque out any thing as I hope we shall muster a strong fleet

I am your humle Servt

EBEN SHILLABER

I am Very much Indebted to Capt Enoch Preble for the Attention he paid me from Giberalter to this port. — I should of sent you a price Current but have not had time to Inform myself —

[Essex Institute, Derby Mss. Vol. XVI.]

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[22 March 1799]

**Extract of a letter from Gibraltar, dated March 22, 1799, regarding Ship *Mohawk* beating off French privateer**

"We have arrived here in the ship *Mohawk*, capt. Steel, after a disagreeable winter passage of 42 days. We had a safe passage, but were obliged to make use of our guns. or we should have been taken, as we were several times fired at by a French privateer, but we shewed the Frenchmen what they did not like, by letting fly our stern chases, and our balls went pretty close to them. The privateer left us, but returned again in the dark of the evening — we fired again, and she sheered off to the Spanish shore. We could see eight gun boats, besides this privateer.

"The Spaniards join the French in taking our vessels. I have been here but eleven days, and there have been six vessels taken and carried into Algesiras, some of them English, but mostly Americans;

indeed scarcely an unarmed vessel comes into the streights that is not taken, except it has a convoy, and even then they must be very careful if one or two of them be not taken. Two English vessels were cut off from the last convoy from England. From this place we can see the town of Algesiras, and all the vessels that go in. A constant communication is kept up betwixt the two places, for conveying letters, provisions, &c.

"An American brig had lately a dust off Malaga with a Frenchman. The French vessel came under the stern of the American, and desired him to strike. The American *did strike with a vengeance* — she gave him her stern chases, and a whole volley of small arms. She then rounded off, and fired a broadside, which made the poor devils cry out for quarter, and about twenty of them paid for their temerity with their lives."

[LC, "Claypoole's American Daily Advertiser", Philadelphia, June 11, 1799.]

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**Extract from log book of Ship *Commerce*, Captain Selden Chapman, Friday, 22 March 1799**

This 24 hours squally for the most part we are now under the convoy of the Ship *George Washington* & the Brig$^{n}$ *Pickering* with about 50 sail in the fleet —

2 days from the land

[Lat. Observed 20° 3′ North
Long. 64° 46′ West]

[Am. Antiq. Soc.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Friday, 22 March 1799**

Fresh Breezes and squally Weather all these Twenty four Hours. Spoke the *Padrie* a British Frigate which I fell in with, when chasing by the Wind a British Schooner, which she spoke. Captain Foy informed me that he had not the private Signals between his Majesty's Ships, and ours.

At half past 5 AM saw a Ship, and Schooner, gave Chase to the former, which I soon after discovered to be the *Padrie*, then chased the latter [*Active*] by the Wind and at half past 8 AM a violent Squall came on, as we were carrying a Press of Sail in Pursuit of the Chase. Let fly all our Sheets, as the Ship lay'd over much, and a considerable Quantity of Water came in at the Ports; she however soon righted again when we made Sail, and at half past 9 ditto brought too the Chase, after firing two Shot. She proved by her Papers to be a Swede from Gaudaloupe bound to Saint Bartholomews which sailed Yesterday. After examining her Papers, at half past ten ditto I dismissed her, but the *Padrie* coming up (on Board of which Ship I sent Captain Foy the Signals as aforesaid) took Possession of, and carried her off, for legal Adjudication, hoisted in our Boat, and stood to Leeward.

It is well to remark here, that as soon as I had examined the Papers of the above Vessel, which was called the [*Active*] and commanded by [ ] and was satisfied she was not an armed Frenchman

that I gave the Master all his Papers, and sent him on Board his Vessel, with Permission to proceed on his Voyage. Joseph Antonio however lately captured on Board *La'Insurgente* declared, that he knew the above Schooner to be french Property, and that she was owned in Gaudaloupe, but notwithstanding this Declaration, I would not detain her.

[HS of PA. NDA photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 22 March 1799**

Fresh Breezes and Squally Saw a Strange Sail bear$^{q}$ E.N.E. the *United States* answ$^{d}$ the private Signal of an English Frigate Tack'd as Necessary-to work to wind$^{d}$ observ$^{d}$ the current to set strong to Lew$^{d}$ at 4 P M set top Gallant Sails @ 8 spoke the *United States* rec$^{d}$ orders to follow him @ 9-bore away and steerd Point peter (Gaudaloupe) as did the Squadron @ ½ past 11-wore to the Southward and bro't too to reconnoitre the Harbor and review the fortifycations we saw 2 Large ships at Anchor supposed to be French Frigates. at 12-Point Peter N.b W. 9-Miles

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 22 March 1799**

Fresh breezes & pleasant weather At 3 PM an English Frigate past us standing to the West$^{d}$ At 6 PM Dominico bore WSW distant 4 leagues Mariegalante NEbN 6 leagues

Middle part fresh breezes and Cloudy. 9 AM spoke the *Commodore* [Barry] who gave orders to bear away for Guadaloupe-at ½ past 11 AM hove too off Point Petre harbour Saw a Number of vessells at anchor &$^{c}$ —

at Mer$^{dn}$ bore away Very strong Current Setting to Leeward. Ends pleas$^{t}$.

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Friday, 22 March 1799**

Fresh breeze and pleasant weather, all hands variously and usefully employd, unbent the Cables and stowd the Anchors at 2 P M Sambero bore E b N distance [space] Mile from whence I take my departure it being in the Latitude of 18″ 38 N & Longi 63. 23. West, Squally weath$^{r}$ made and shortend Sail occasionally, at 3, Three of the Fleet Scattering the rest pretty compact. at 6 a Signal from the Commodore for the fleet to make more Sail

at Midnight Pleasant weather

at 8 A M saw two Strange Sail on the Starboard board, by order from the Commo$^{e}$ made sail & gave chase Fresh wind & squally

at Meridian the chase 1½ point on Starboard bow their appearance small and sail fast, the Commodore bearing S. W. b. W. Distance 3 Leagues

Distance per Log — 85

[Lat. Observed 20 — 8 N
Long. Observed 63 — 36 W]

[LC, EPP, 1799.]

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

[U. S. S.] *Ganges* ELIZABETH RIVER *23d March 1799*

SIR On the 17th I was honor'd by rece't of your correspondence of 7th inst and the 19th brought me those of 9th & 12th with Lieut Kenyon, Messrs J Dubose & S Elbert midshipmen, and eight men & boys formerly of the *Retaliation.* — I have recruited here seven to the Crew, and one Marine. — Received one who was left sick from the *Richmond* (now recovered) and two who were confind as mutineers of the *Baltimore,* but appear to have been deluded by the artful villainy of others.

I have discharged Wm M. Mills, ship'd as pursers Steward, render'd incapable of duty from sickness, brought on or heighten'd by his own indiscretion. John Lane boatswains mate, John Thatcher, seaman; and Jonathan Zane landsman, all three unfit for the service (as per report and certificate of the Doctor) from the effect of diseases of long standing, though latent at the time when ship'd in Philadelphia.

The accounts of these men severally are forwarded to the Accomptants department; as also the particulars of money advanc'd some of the Officers, who needed a little accommodation. In order that the charges (if necessary) may be noted against them, and the amount carried to my credit.

The Boatswains, Gunners and Carpenters expenditures are sent you in detail; perhaps more *particularly* than necessary: but as no doubt an uniform mode for the service, will be establish'd for these accounts, I have caus'd them drawn in this manner, as, should it appear to You more eligible than others — Books and paper may be ruled preparatory for the purpose. I have replenish'd stores in the different departments of the Ship, as far as I conceive necessary for the cruize; but with all the occonomy I thought prudent. Those in the gunners and carpenters charge — were, for the former in part left behind at Philadelphia, after being in a state of preparation — While those for the latter were never prepar'd, owing to the negligence of the former Carpenter, who deceiv'd me in declining to proceed on the voyage, at so late a day, as to render him in my mind highly culpable, and undeserving Public employ in future.

The *Ganges* Sir, is now in excellent order, and my Officers and crew in high health and spirits. I have a pilot on board, intent on proceeding to Hampton Road this evening, in order to be ready to proceed for sea without delay (wind & weather permitting) as soon as the ship shall arrive with your instructions-which I shall endeavor to put in effect with all the dispatch in my power

During my detention here, I have frequently visited the Frigate building by Mr Fox — I admire her much, as well as his persevering assiduity, by which her progress (though through a series of bad

weather) towards completing, exceeds the most sanguine expectations of all who view her.

I congratulate you Sir, on Your success in effecting so handsom an augmentation to the Navy, and felicitate our country on the happy prospects that must necessarily result therefrom

I have the honor to be

Sir

&c &c &c

T.T. [THOMAS TINGEY.]

Hon$^{ble}$ BENJ$^{a}$ STODDERT

[NDA. Tingey LB, 1798–1800.]

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**To William Winder, Accountant of the Navy, from Captain Thomas Tingey, U. S. Navy**

[U. S. S.] *Ganges* ELIZABETH RIVER *23$^{d}$ March 1799*

SIR I transmit you herewith my account of advances and expenditures for the Ship *Ganges* — subsequent to leaving the Capes of Delaware; my account current in which the amount is charged to the United States. The accounts of four men discharg'd from the Ship — and memorandums stating the alterations in the crew — so far as it differs from the Pay roll heretofore transmitted you.

In my letters from S$^{t}$ Thomas, a memorandum of the Powers of Attorney left by part of the Crew to their wives &c. was forwarded, and it was observed therein, that a Rob$^{t}$ C. Harris, had obtain'd mine and the Pursers signature to one, although we had no such person on board; this business is now cleared up: Robert Carnes Harris, is one of the Quarter-gunners — but by some error, his name on the articles is inserted Robert Carnes only, and he having always answer'd to the latter, the mistake would have continued — had not a letter come from his wife in Philadelphia, on the subject of being refused the half pay — She may now however if you please be accommodated therewith. — I have also to request that the half pay of William Slater, a quarter Gunner, to Lewis Albertus, may be discontinued — Slater having inform'd me, that the power was surreptitiously obtain'd from him

I have the honor to be

&c &c

T. T. [THOMAS TINGEY]

To WILLIAM WINDER Esq$^{r}$

*Accountant of the Navy*

*Philadelphia*

[NDA. Tingey LB, 1798–1800.]

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**To Secretary of State from Secretary of the Navy**

[PHILADELPHIA]

*N Department 23$^{d}$ March 1799*

SECRETARY OF STATE

SIR I have the honor to enclose a letter of the 27$^{th}$ Ult$^{o}$ addressed to Me by M$^{r}$ Chase of Baltimore accompanied by one received by

him from Asab Harris on behalf of himself and twenty other Americans whom he represents as being forcibly detained on board his Britannic Majestys Ship *Carnatic*, commanded by Cap$^{t}$ Loring. —

I have the honor to be &c

[NDA. Sec. State, 1798–1824.]

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**To George Nichols (Captain of Galley), Charleston, S. C., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 23$^{d}$ March 1799* —

Cap$^{t}$ GEORGE NICHOLLS
*Charleston, S. C.*

SIR You will receive herewith your Commission as Cap$^{t}$ of a Galley, in the service of the United States.

You will be pleased to communicate your acceptance of this appointment, & date your letter of acceptance on the day you first entered the service. You will also be pleased to take the enclosed oath & forward it with your acceptance to this Office. —

I am Sir &c &c

[NDA. OSW, Vol. 1.]

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**To Amaziah Jocelin, Navy Agent, Wilmington, N. C., from Secretary of the Navy**

[PHILADELPHIA]
*N Department March 23$^{d}$ — 1799*

AMAZIAH JOCELIN Esquire
*Wilmington, N. C.*

SIR I have received your letters of the 4$^{th}$ & 14$^{th}$ ult$^{o}$ and 5$^{th}$ Ins$^{t}$ — Your Accounts are now under the examination of the Accountant, I will attend to them, and every proper charge will be allowed — I am sure you will make no unreasonable ones. — Four hundred & fifty pounds of Powder was the quantity contained in the original Estimate for the Galleys, and it will be enough for the first outfit — If more should be necessary please to procure it; — with respect to the number of Cartridges, you may consult Cap$^{t}$ M$^{c}$Kerall & Cap$^{t}$ Dorsey — The muskets have been ordered some time, and will be sent by the first conveyance; — The rule adopted has been, that the pay of the Officers of the Navy should commence from the date of their acceptance of their Appointments, except in cases where they have been engaged in Service before they have been actually appointed, and on these occasions it has been thought proper to allow them Pay from such period. —

I have ordered a Remittance of 1000 Dollars to be made to you, and shall send a further sum if necessary. — I send by this conveyance the commissions of Cap$^{t}$ M$^{c}$Kerall & Cap$^{t}$ Dorsey.

In my last I informed you that I approved of your intention of sending the marines which had arrived at your port, either to New York, or this place, and I hope they will soon arrive. — You enquire of me respecting Staunchions, nettings and Awnings for the Galleys. —

Awnings may be provided, but all superfluous Expence should be carefully avoided

I have the Honor &ᶜ &ᶜ

[ND. GLB, Vol. 2–1799.]

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**To Samuel Williams, U. S. Agent, London, from James Simpson, U. S. Consul Tangier, Morocco**

Circular

TANGIER *23ᵈ March 1799.*

Mᵗ SAMUEL WILLIAMS
*London.*

SIR, I consider it necessary to the good of the Publick Service, to acquaint you for the information of the Commanders of any American Vessels destined to pass the Straits, that the French Privateers stationed hereabouts have of late increased not only in number, but that several of them have had heavier Guns and more Men put on board of them than they formerly carried.

It is not uncommon to see ten or twelve of those Cruizers at a time off the Straits — They are of all Sizes from open Boats with Musketry & Swivels, to Misticos & other latteen sail Vessels of twelve Guns, some of them carrying 60 Men.

I have also observed among them an English built lugger & a Schooner.

It does not yet appear that the Emperour of Morocco means to take part in the War declared against France by some other Mahometan Powers.

I am
Sir,
Your mo. Obd. Serᵗ

Signed JAMES SIMPSON.

[Received via Lisbon — 3ᵈ June '99.]

[SDA. London, Vol. 8, CL, 1799–1803.]

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**To the Governor of St. Bartholomews from Captain Thomas Truxtun, U. S. Navy**

UNITED STATES' SHIP, *Constellation,*
*Off Sᵗ Bartholomews' March 23ᵈ 1799* —

SIR, It is of importance to the Government of the U: S: of America, and the Merchants, and Citizens thereof to know from your Excellency whether you intend to suffer the French to bring American Vessels captured by them into the Ports of your Island. Having been informed, that two Vessels made Prizes by the french Cruizers, and belonging to Citizens of the United States, are now in your Port, I am induced to make this Request. — My Government, Sir, being on the most friendly Terms with Sweden, and disposed to continue so, I wish to believe, you will order out of your Port without Loss of Time, the two Vessels above mentioned and that in future no Other under such Circumstances will be suffered to enter, and harbour therein.

I have paid the greatest Respect to your Flag since I have been on this Station, and am disposed to render every friendly Assistance in my Power to the Swedes I meet.

Yesterday I chased and brought to, a small Schooner under Swedish Colours from Guadaloupe (that I suspected at first to be a french Privateer) which I dismissed after examining her Papers; a British Frigate (the *Padrie*) however came up immediately after, and captured her; where the Vessel is sent to, I do not know, perhaps to Antigua. —

I have the Honor to be, Sir, with great Respect
Your Excellency's most Obed$^{t}$ hble Servant.

HIS EXCELLENCY the GOVERNOR of
*S$^{t}$ Bartholomews'*

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

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Saturday, 23 March 1799**

A fresh Trade Wind, and squally; at 4 PM. stretched close in with the Roadsted of Port Gustavus in the Island of Saint Bartholomew's; the Harbour Master came off, and made a Tender of his Services to pilot me in, but as I had no Business, that made it necessary to run the Ship in that Harbour, I thanked him for his Services, and stood out to Sea by the Wind.

At a little after 5 AM saw a Sail, gave Chase, and at 8 ditto brought her to; She was a Swede from Montserrat bound to S$^{t}$ Bartholomew's, I requested the Master to be kind enought to give Lieutenant Andrew Sterett a Cast on Shore, as I wished to send him to the Governor with a Letter, which Request he readily complied with, and I dismissed him immediately, and gave Chase to three other Vessels under the Lee Bow, all of which I brought to, and spoke; two of them were Schooners from S$^{t}$ Bartholomew's bound to Gaudaloupe in Ballast, the Other a Sloop from S$^{t}$ Croix bound to Dominica in Ballast; dismissed them, and stood in Shore. At Noon close in Shore off the Fort of Port Gustavus, laying with the main top Sail to the Mast waiting for Lieutenant Sterett.

[HS of PA. NDA photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 23 March 1799**

Fine Weather laying too off Point Peter @ ½ past 12 fill'd and made sail and stood down the bay in Basseterre Roads we observed 4 ships at Anchor entirely strip't 10 Schooners appeard to be arm'd & 7. Sloops. three of which were arm'd @ 5 fired a Gun at an English Sch$^{r}$ from Nevis bound to Dominico haul'd our Wind to Join the Squadron at 8 Englishmans head Guadaloupe bore N. E 10. Miles dist Monseratt N.N.W. 7 Miles At 3$\overline{AK}$ to the Southward Grandterre bore S.S.E 7. Miles dist Squadron in Company.

[NDA.]

**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 23 March 1799**

First part fresh breezes & pleasant weather, Running down between Guadaloupe & the Saints saw several small sail Close under the land 3 PM Bassterre bore E b S 1 league saw several sail at anchor in the Rhoad — saw 4 sail & gave chase to them the *Constitution* spoke one of them but the wind dying away, could not come up with the others

Latter part Squally

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Saturday, 23 March 1799**

Fresh breeze & Squally, variously and usefully employd made and shortened sail occasionally at 3 P M a long distance from the commodore & not able to come up with the chase bore away for the Fleet. at 5 Spoke the commodore, and informd him the State of the chase Lay by 'till the fleet past us, at 4 A M Spoke a Schooner and order'd him to the Commodore, at the Same time Spoke a Brig

Midnight Pleasant

Latter part pleasant breeze but cloudy

at ½ past 6 made sail for a Schooner on the Starboard bow at 8 spoke him and orderd him under the lee of the Commodore. at Meridian the commodore bore N W Distance 8 Miles

Distance per Log — 106

[Lat. Observed 21 — 50 N.
Long. Observed 63 — 57 W.]

[LC, EPP, 1799.]

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[24 March 1799]

**Extract of a letter from Captain A. Gordon, to his owners, in Norfolk, concerning recapture of Schooner *Lydia*, from New York**

EXTRACT OF A LETTER FROM CAPTAIN A. GORDON, TO HIS OWNERS IN THIS TOWN, DATED

TORTOLA, *April 3, 1799.*

"On the 24th March, in lat. 23, 20, long. 61, 10, I was so unfortunate as to be captured by a French privateer out of Guadaloupe, and myself and four of my crew taken out of my vessel, and she ordered for that island. Same day they took the schooner *Lydia*, capt. Waring, from New York, on board of which they put my boy and me, with 7 men belonging to the privateer — 3 days afterwards being in sight of St. Martins, I retook the *Lydia*, and next day arrived here safe with her.

"You will wonder how I effected the recapture of the *Lydia*, when their numbers were so much superior; — they had but one sword, and supposing they had nothing to fear, took no care of it, but at the point of it I drove such down below as I thought proper, and locked the hatches on them; the others I made work the vessel,

"The *Lydia* was loaded with staves and heading, which will fetch a good price here."

[LC, "Claypoole's American Daily Advertiser," Philadelphia, June 5, 1799.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Sunday, 24 March 1799**

At 4 PM. Lieutenant Sterett returned on Board with the Governor's of S$^{t}$ Bartholomew's Answer to my Letter, and the Schooner *Governor Clinton* of Baltimore having come out for to join Convoy at S$^{t}$ Kitt's being bound Home. I desired the Master, and M$^{r}$ Douglass the Supercargo to keep near to the *Constellation*, and I would see him safe over to S$^{t}$ Christophers, which I did, and at Noon anchored in the Road of Bassateer, Bearings as before; found the *Baltimore*, the *Richmond*, *Virginia* Cutter, and Store Ship had all arrived, and the three former were watering at Old Road.

[HS of Pa. NDA photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 24 March 1799**

Moderate breezes. @ 1. the *United States* spoke a Danish Ship bound to Saint Bartholemews Tack'd as Necessary to work to Windward.

open'd two Barreles beef short Weight 25$^{lbs}$

Saw 2 strange sails bear$^{g}$ N. b W. stand$^{g}$ to the Northw$^{d}$ @ 10 perform'd Divine Service.

Answerd the *United States* Signal to chace to Leward made all sail gave chace

broach'd a Cask Rum contents should [be] 40 Gallons short Contents 4 Gallons. @ 11. Discov$^{d}$ the chace to be two small Schooners steering N.W. under easy sail @ 11 the chace hauld in for Barbuda @ 12 the east End of Antigua bore S b W. 15 Miles Distant Barbuda N. b W. 14 Miles Distant

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 24 March 1799**

First part fresh breezes & pleasant all drawing sail set on a wind at 2 PM saw a sail to windward at 4 she past us standing to the westward. She was an English Merchant Ship. At 6 PM the East part of Antigua bore North 5 leagues Mid. part fresh breezes & Squally and rain At 6 AM the East part of Antigua bore NW bN 6 leagues, the West part of Guadaloupe SSW 12 leagues, at 11 AM saw 2 sail to the Northward made sail & gave chase to them. at Mer$^{dn}$ saw Berbuda bearing NNW 4 leagues —

— Ends pleasant —

[HS of Old Newbury, Mass. NDA photostat.]

**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Sunday, 24 March 1799**

Pleasant breeze and weather, all hands variously employd
Made and shorten'd sail occasionally
at 4 P M the principal part of the Fleet under our Lee
at 5 run in the rear of the Fleet
at 6 a Signal from the Commodore for the fleet to close
at Midnight light airs inclining to a Calm
at 2 A M the Fleet bore N b W, distance 3 Miles at ½ past 2 the commodore light bore N b W, light wind with Rain
at 6 Light airs inclining to Calm
Ditto at 8 A M
at 11 Took the Size, Colour of Eyes & Hair, & Place of abode of the Seamen Ordinary Seamen &c
Distance per Log — 58
[Lat. Observed 22 — 42 N.
Long. Observed 64 — 24 W.]

[LC. EPP, 1799.]

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

[U. S. S.] *Ganges* HAMPTON ROAD *25th Mar: 1799*

SIR The arrival of the *Flying-Fish*, pilot boat, last evening, honor'd me with your instructions of the 16th inst with the accompaniments of the 29th December — 16th January and 12th March: all which shall be strictly, and duly attended to.

The Ship *Kingston*, with Doctor Stevens had just anchor'd near the *Ganges*, when the Pilot boat arriv'd.

Wind & weather permitting I expect sailing early on the morrow — with the *Kingston*, and shall make all expedition for Cape Francois; there endeavor to facilitate Your views, conformably with the letter of your instructions; and having effected that business, proceed to the windward, in order to deliver the Cordage &c to Captain Truxtun, which I have this day received.

I am however apprehensive that, the great distance of St Christophers to the windward of the Cape, at the approaching season of the year, when the trade wind varies inconsiderably, from its usual easterly direction; will require more time to effect the passage, than may probably have been calculated on: suffice it to say, every advantage shall be taken of such variations as may occur. Having deliver'd the supplies to Capt[n] Truxtun, or lodged them in safety at his place of Rendezvous. — I shall as expeditiously as possible join Commodore Barry, and, as it is Your order, place the *Ganges* under his direction for future operations —

I have the honor to be
with real regard &c &c

T. T. [THOMAS TINGEY]

Hon[bl] BENJ[n] STODDERT
*Sec[y] Navy*

[NDA. Tingey LB, 1798–1800.]

**To Major Commandant William W. Burrows, U. S. Marine Corps, from Lieutenant of Marines Anthony Gale**

[U. S. S.] *Ganges*, IN HAMPTON ROADS
*March 25 [17]99*

SIR I rec$^{d}$ your letter dated 15$^{th}$ Instant — With respect to my pay Sir you are very accurate. I dont expect to be allowed wood while at sea, but for the time I done duty on shore I expect to be allowed for. I expect to proceed to sea to morrow; as the Ship we are to convoy to the West Indies arrived yesterday. I have rec$^{d}$ from L$^{t}$ Cammack two Marines without accoutrements but I believe I can supply them from the accountrements belonging to the deserters. The men has not got any pay, which I think very hard treatment, and they are continually complaining to me, but I can do no more than I have done, which was to shew Cap$^{t}$ Tingey your letter where it said M$^{r}$ Lewis was to advance them some pay which he has not done, there are some of them in a very bad way for clothing, which they would purchase if they would be paid the money due them they intended to join and purchace blue cloth as I told them I would let Britt make them up for them, you will please Sir to take it into your consideration, and adopt some plan by which the men may be paid regular.

I hope Sir when the additional officers is appointed to the Marine Corps, that I will be promoted 1$^{st}$ Lieut, you Sir I expect will do all in your power to obtain that commission for me.

I Have the Honor, to be
your most Ob$^{t}$ Serv$^{t}$

ANTHONY GALE
*Lieut of Marines*

W. W. BURROWS
Maj$^{r}$ *Commandant of the Marine Corps*

[MCA. LR, 1799.]

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**To Rufus King, U. S. Minister to London, England, from James Maury, U. S. Consul, Liverpool, England**

LIVERPOOL *25$^{th}$ Mar 1799*

DEAR SIR I have the Honor of your letter of 22$^{d}$ inst & shall take care to give our citizens the information you direct relative to the blockade of the ports of Holland —

The Squadron of private armd ships cannot sail, in my opinion, before thursday or friday. your dispatches are disposed of as annexed.

A Report has been in circulation here & pretty much credited of the *Constellation* having taken a French 36 gun frigate in the West Indies, after two hours action — I cannot take upon me to say how far the account is true —

I have the Honor to be with much Respect
Your Excellency's
Most Obe$^{t}$ Ser$^{t}$ JAMES MAURY

His Excellency
RUFUS KING
*Min. Plen$^{y}$ to the U. S. of America*
*London*

[SDA. Liverpool, Vol. 1, CL, 1790–1800.]

**To Captain Francis Bright, of the U. S. Revenue Cutter *Virginia*, from Captain Thomas Truxtun, U. S. Navy**

U:S: Ship *Constellation* Bassateer Road
*S^t Christophers 25^th March 1799* —

Sir, You will proceed in Company with Captain Speake of the *Richmond*, and cruize agreeable to my Instructions to him, a Copy of which is hereunto annexed. Harmony will insure Success, you will therefore cultivate it by all Means in your Power. I wish you Success, and Glory, and am

Your very Obed^t hble Serv^t

Captain Bright of the *Virginia* —

[HS of Pa. NDA Photostat. Truxtun's LB, 1798–9.]

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**To Lieutenant Josias M. Speake, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

U: S: Ship *Constellation*
*Bassateer Road, S^t Christophers' 25^th March 1799.*

Sir, You will take with you, the *Virginia* Captain Bright and cruize to Windward of S^t Bartholomews, and S^t Martins, and at a proper Distance in every direction about those Islands, and bring in to this Road all french Privateers, or other armed french Vessels you meet, and are able to subdue by Force of Arms. When your Water is short, fill up at Old Road, and as to Provisions I will supply you, when it is necessary, from the *Constellation*. Whenever you return to Water, write me very fully, and leave your Letters with D. M. Clarkson Esq^r be very particular, and state all Occurrences. M^r Clarkson will act as Agent, in Case of your sending in any Prizes. You must not remain out at any one Time more than a Fortnight, and should any particular Circumstance occur in which I ought to be informed, immediately return to this Road.

Be enterprising, and send me in some french Cruizers, and Letters of Mart; but be civil to all Neutral Vessels, and do not on any Account molest them, tho' the Property be evidently french on board them, and on examining Neutrals, detain them no longer than is absolutely necessary to satisfy yourself, that the Vessels are so. I wish you Success and Glory, and am

Your obed^t humble Serv^t

P. S. You will proceed immediately and fill up your Water at old Road, and Capt^n Bright will join you there on Wednesday, and the Schooner *Governor Clinton*, belonging to Baltimore, which Vessel you will see safe through the Sambrero Passage, and as far Northward as the Latitude of 20°, and then proceed to your cruizing Ground.

Lieutenant Speake
U:S: Brig *Richmond*

[HS of Pa. NDA Photostat. Truxtun's LB, 1798–9.]

**To Gibbs & Channing, Navy Agents, Newport, R. I., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department, 25 March 1799.*

Messrs GIBBS & CHANNING

I have this day recd a Letter dated 17 May, but with the Post Office mark of the 20th — it is mortifying to the last degree, that it should have been put in post so late — From the complexion of his Letter, I fear the enclosed will reach him at New Port. I pray that he may instantly proceed, & without waiting for any absent Officer — or any thing else. —

Should Fletcher arrive at Newport, which is probable, please to furnish him with an immediate supply of provisions, & every thing necessary for a Cruise, Orders for which I shall send the moment I hear he is in, and in the expectation, that he will proceed to Sea, the moment he receives them

I am &c

[NDA. GLB, Vol. 2, 1799.]

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**To Ebenezer Jackson, Navy Agent, Savannah, Georgia, from Secretary of the Navy**

[PHILADELPHIA]
*N Department 25th March 1799*

EBENEZER JACKSON Esqr
*Georgia*

SIR Should the Brig *Eagle* be in port when this letter gets to hand, or as soon as she does arrive, you will please to direct Capt Campbell to make sail for this port.

I have the Honor &c

[NDA. GLB, Vol. 2, 1799.]

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**To Jeremiah Yellott, Navy Agent, Baltimore, Md., from Secretary of the Navy**

[PHILADELPHIA]
*N Department 25th March 1799.*

JEREMIAH YELLOTT Esquire
*Baltimore*

SIR The Congress at their late Session, authorized the purchase, or building of Six Vessels to mount not exceeding 18 Guns each. —

It is found by experience, that the small Vessels in our Service, are in general but dull Sailers compared to those employed by the French. — a few very fast Sailers might render essential Service. — As there is no person on the Continent better able to direct the construction of these kind of Vessels, I beg the favor of you, to have one built & fitted as early as possible. — It is left with yourself to determine whether she shall be a Brig, or a Schooner — she must not exceed 18 Guns, but she need not mount so many, if you should judge that a Schooner of 12 or 14 Guns, would better answer the purpose. —

Money shall be furnished as wanted — and it is desireable to have the Vessel ready as quickly as it can be done. —

I have the Honor &c &c

[NDA. GLB, Vol. 2, 1799.]

**Extract from log book of Ship *Commerce* Captain Selden Chapman, Monday, 25 March 1799**

The whole of this 24 hours light winds & pleasant weather at 10 P M hove too for the sternmost vessels of the fleet to come up at 11 P. M. maid sail & stood on So ends this 24 hours all well & in Company with our Convoys —

5 days out

[Latitude Observed 23°. 49′ North
Longitude 66°. 51′ West]

[Am. Antiq. Soc.]

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**Extracts from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, 25, 26, and 27 March 1799, Monday, Tuesday & Wednesday**

[Basseterre Roads, St. Christopher.] Employed at discharging the Store Ship, receiving on Board the Ship's, and stowing the Provisions, overhawlling Rigging, and Sails &c: &c: &c: and making up my Dispatches for the Government of the United States (see Letter Book) together with disposing of my Forces, so as to be of the greatest Service to the United States in protecting Commerce.

[HS of Pa. NDA Photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 25 March 1799**

Moderate Breezes and clear weather in chace to the N W b W. @ 1. saw the bottom sounded in 17. 11. & 9. fathoms white sand and coral bottom shortend sail and came to the wind upon our Larb$^{d}$ tacks. Made Signal to the *Merrimack* The two sail we chaced after we hauld our Wind Tack'd and stood towards us they well knowing our Danger on a Nearer approach @ 4 parted Company with the Squadron they stand$^{g}$ to the Northw$^{d}$

@ 7. AM saw a sail bear$^{g}$ East supposed to be the *Merrimack* Unbent the Main sail and bent another. I wayed up the lower Yards cleansed between Decks.

at 12 Antigua W $^{1}/_{4}$ N 9. Leagues.

[Latitude In 17.00 N$^{o}$
Longitude In 61.17 West]

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy commanding, Monday, 25 March 1799**

First part pleasant & Moderate breezes at 1 PM finding our chase standing in for the land gave over chase & hall'd our wind to the South$^{d}$ 6 PM the body of Antigua bore SW by W 6 leagues

Middle part fresh breezes & Squally

5 AM Saw Deseada bearing S b E 9 leagues —

A Ship to leeward & brig to wind$^{d}$

Ends pleasant

[Latt'de ob'd. 17.07 N.]

[HS of Old Newbury, Mass. NDA photostat.]

**To President John Adams from Secretary of the Navy**

[PHILADELPHIA]
*N Department 26th March 1799* —

JOHN ADAMS Esqr
*President of U. S.*

SIR I have the honor to enclose copies of a Correspondence Just recd between Capt Truxtun, & General Desfourneax. Truxtun expected to get the *Insurgent* at Sea, about the 2d or 3d March; having a prospect of picking up men enough from the Islands, to man her; —

The Newspapers give an acct of Barrys having captured a french privateer, & recaptured an English armed Vessel — and of the Cutters under the command of Decatur at the Havanna, having taken a privateer of twelve Guns — but I have recd no official information of these captures. —

My latest letters from the West Indies, is from Murray, dated 3d March. — He speaks generally of the great protection affor[d]ed to our commerce, by the armed Ships; but assigns good reasons for beleiving, that Guadaloupe is supplied, & in spite of our Laws, will continue to be supplied, with provisions, by American Citizens, & American Vessels. —

Altho it is not within my Department, I take the liberty to mention, because I am sure it will afford you pleasure, that there seems to be a very probability that the Insurrection in Penna will be subdued without Bloodshed. — A number of the prisoners who were rescued by the armed force have delivered themselves up in Philadelphia; and I believe those who appeared in Arms will not resist the Marshal, supported as he is to be, by about 200 horse, who are to proceed with him to that County in two or three days. —

I have the Honor to be &c &c

[NDA, Nom. Appts. LB, 1798–1820.]

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

U: S: SHIP *Constellation* BASSATEERE ROAD,
*St Christophers 26th March 1799.*

DEAR SIR, I enclose you two Letters from the Officers of the *Baltimore* previous to the Receipt of which I had determined to put Captn Barron in Command of that Ship, and to place Lieutenant Speake in the Command of the *Richmond*, which I hope will meet your Approbation, having assured Lieut: Rodgers from your Letters to me recd by the *Baltimore* that he was certainly appointed a Captn e're this, I hope he will soon receive his Commission as such. Lieut: Barron now on Board Barry, I am in Hopes you will make it convenient to appoint to the *Norfolk*, as I am told he is a very deserving, enterprising Man, and such we want.

I observe that Dale has Leave of Absence for to make another India Voyage; I have a very good Opinion of Dale, but surely this is no Time for a Captain of a Man of War to expect an Indulgence of that Sort; as to Talbot, if he is considered an Acquisition to the Service, there can be no Want of Captains for our Navy, the Army, and every City, or Town in the U: S: will furnish a Plenty. A Sailor

will make a Soldier, said old General M$^{c}$Dougal (on hearing of the Capture of the *Oliver Cromwell* of 28 Guns in 1777 by a Sloop of War of 14 Guns) but* a Soldier can never make a Sailor. I have no Enmity to this Gentleman — but on the Contrary I believe him to be a worthy Man from what I have heard, but I cannot bring myself to believe, that in the Line of a Sea Officer, particularly in an infant Navy, where every Officer looks up for Instructions, and Information, that he is a proper Person; but if the Government think otherwise I have no more to say on the Subject, nor should I have made this Observation, but you have requested my Opinion on all Matters respecting the Navy, and what strikes me I give freely. If the Ships of the Line are to be built large 84$^{s}$ on an improved Plan, will be equal to a first Rate, and preferable to three Decked Ships. I wish I could see you, and Humphreys, before the Draughts are drawn, these Ships must have great Room, and not be oversharp as our Frigates certainly are.

I have the Honor to be Sir with great Respect
Your Obed$^{t}$ humble Serv$^{t}$

P. S. Letters rec$^{d}$ from you by the *Baltimore* are under Date of the 19$^{th}$ December, 16$^{th}$ January, & 6$^{th}$ February.

Hon$^{ble}$ BENJAMIN STODDERT
*Secretary of Navy*

* The *Oliver Cromwell* was commanded by Hannan Courter, a Man remarked for high Spirit, but he was not a Seaman, but a Hatter, who lived in New York near to General M$^{c}$Dougal —

[HS of Pa. NDA Photostat. Truxtun's LB, 1798–9.]

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**To Captain Samuel Barron, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy**

U:S: SHIP *Constellation*, BASSATEER ROAD,
*S$^{t}$ Christophers' 26$^{th}$ March 1799.* —

SIR, I have rec$^{d}$ a Petition from a Number of Masters of American Vessels now at Antigua for a Convoy down. You will therefore proceed immediately with the *Baltimore* under your Command to S$^{t}$ Johns, and convoy to this Place such Vessels as are ready. There will be about 12 Sail here in Addition to those from Antigua, so that on my Return from off Gaudaloupe, where I am going to cruize for a Week, I expect to dispatch you as usual with a Convoy of near 30 Sail bound Home. On your Return to this Road, wait my Arrival and further Orders.

I am Sir, with great Respect
Your very Obed$^{t}$ humble Serv$^{t}$

Capt$^{n}$ SAMUEL BARRON
Com$^{dr}$ of the U.S.Ship
*Baltimore*

[HS of Pa. NDA Photostat. Truxtun's LB, 1798–9.]

**To Captain Francis Bright, of the U. S. Revenue Cutter *Virginia*, from Captain Thomas Truxtun, U. S. Navy**

[U. S. S.] *Constellation* 26th March 1799.

Sir, It will be necessary for you to proceed to Sea immediately in Company with the *Richmond*. You may procure on Navy Pay ten Men in Addition to your present Crew on the best possible Terms, as you complain of being short handed. Your Vessel may be of great Service if actively employed in the Neighbourhood of St Bartholomews' &c. where there are many small frenchmen passing, and repassing &c: and it is my Intention that she shall not be idle.

I am, Sir, with Respect
Your Obedt Servt

Captain Bright

[HS of Pa. NDA Photostat. Truxtun's LB, 1798–9.]

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

U: S: Ship, *Constellation*, Road of Bassateer
*St Christophers' March 26 th 1799* —

Dear Sir, Since I had the Honor to address you last under Date of the 20th of March. I have made a short Cruize about St Bartholmews' and St Martin's, but have only met with Danes, and Swedes, of which there are Numbers in these Seas, carrying on most of the Trade, and covering french Property, and as I mentioned to you some Time ago in a Letter, those we examine, and let pass, for Want of Powers to detain them, the British capture, and condemn here. I have returned in Expectation of meeting the *Baltimore*, and *Virginia* Cutter, and to arrange Matters for their Destination, and I am happy to add, that on my Approach to this Road, I found, that they had both arrived, as also the Transport with Provisions. I shall dispatch the *Richmond*, and *Virginia* to cruize as per the enclosed Copy of my Order to Lieutenant Speake; & The *Baltimore* shall be employed in Convoys, while the *Constellation*, and *La'Insurgente* cruize in Concert. Two Americans having been sent into St Bartholomews' by a french Cruizer, I made it my Business to address the Governor of that Island on the Subject agreeable to a Copy transmitted herewith and Numbered 1, and his Answer you will find under Number 2. I shall sail again myself 28th at which Time my little Squadron will all be at Sea.

I am &c.

Honble Benjamin Stoddert
*Secretary of the Navy*

[HS of Pa. NDA Photostat. Truxtun's LB 1798–9.]

**To Captain Robert Gill, Navy Storekeeper, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 26 March 1799.* —

Cap[t] ROBERT GILL

SIR You will please to deliver to Mess[rs] Moyes and Tatem such patent Canvas as they may from time to time apply for, for the purpose of making a suit of Sails for the Frigate *Constellation.* —

I am &[c]

[NDA. GLB, Vol. 2, 1799.]

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**To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 26[th] March 1799*

STEPHEN HIGGINSON Esquire

SIR I am honored with yours of the 18[th] and 19. instant. — I beg you will please to pay those persons having powers from the *Merrimack* and [*George*] *Washington*, as well as from the other Ships — As to M[r] Nicholson, I presume her power is only for half Pay — and that it cannot be proper to pay more — but if it is for whole pay, then I presume she may have it, reserving enough in hand to pay what Nicholson owes. — As to his Stores, I know not on what principle they can be allowed by the Public. —

I wish this poor Man was richer, — or in a service more profitable, and where he would be more useful. — From his general character — and from such parts of his conduct as I have had the opportunity of knowing, I can have no confidence in him. — I am afraid to trust him with a separate command — and to keep such a Frigate as his under the command of Barry, in the present state of our affairs, when we have no force equal to either, to apprehend, is to make her of no more use or importance than a Ship of 20 Guns. —

I have long determined therefore, to prevent his going out in her again if possible — and it is indeed that she might have a better Commander, and be better employed that I have lately ordered her in. — I expect she will be at Boston in six weeks — I hope she need not remain there longer than a fortnight, and that she may yet render some service before the end of the year, for which the Crew engaged — or that if this be impracticable, the men will agree to extend the time two or three months. — Had there been confidence in Nicholson, another division of our Vessels might have been advantageously made in the West Indies — Barry has too many crowded together — and has not mind enough for their employment. — My present Idea is, to keep fewer Vessels stationary in the West Indies; to let none remain longer than two or three months — (least like the British they get enervated) and to have Squadrons sailing constantly to and from the Islands relieving each other — Such an arrangement will require that the Frigates at least, be well commanded. — I should be glad of your opinion on this, or any other arrangement you think more judicious. —

But to return to Nicholson — I am at a loss to know what means to fall on to get clear of him. — He might be arrested for his conduct

in relation to the Ship *Niger* — but that ought to have been done sooner, — besides I wish not to injure his family. — If he could be brought to ask leave of absence for a month or two — another Captain would be appointed to the Ship — His pay would go on until called in to or discharged the service; — and if not soon called on, his pay &ᶜ would be but a triffle to the Public, & of consequence to himself — I have no acquaintance with any particular friend of his, through whose means this might be brought about.

Can you do me favor to manage it for me. — I think of Talbott to take the command of the *Constitution* — but I want the thing so settled, that I may have him ready to take command quickly after the Ship arrives. — On the subject of Masts, those you have engaged will not be in time for the Ship, I wish therefore you would have those most wanted by Nicholson, prepared by any means in your power — If persons can be found to make the Masts, as the large Masts of the British Ships are made, it will be very desireable, and tho' most expensive, we shall be soon driven to that mode from necessity — I have directed a remittance to be made you of 20,000 Dollars. —

I have the honor &ᶜ

P. S. I enclose a list of the Persons on board the *Merrimack* who have left Powers. — I have not a similar list from the *Geo: Washington.* —

[NDA. GLB, Vol. 2, 1799.]

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[About 26 March 1799]

**Capture of the Brig *Prudence* of Newburyport, by French privateer sloop, and recapture of *Prudence* by Americans on board.**

EXTRACT FROM THE LOG-BOOK.

Sailed from Surrinam, with 56 other American vessels, under convoy of the *Portsmouth* sloop of war, Daniel M'Neil, who convoyed us as far to the northward, as 23d long. 61, and then informed us he was going back to Jamaica. After that, we kept company several days with Capts. Hopkins, Davis, Bailey, Caswel, Tilden, Harding, &c. all for Boston. Randell and Patten for Salem. On the the 3d of May, fell in with the brig *Prudence* of Newburyport, from Surrinam, bound to Newbury, who had been taken by a French privateer sloop of 16 guns, one 18 pounder, four 12's and eleven 9's from the Havannah, bound to France; they took out the Capt. supercargo, mate, and four people, and put seven Frenchmen on board, and ordered her for France. After a few days the three Americans that were left on board, rose and retook the vessel, but had no navigator on board, except the prize-master; Capt. Henderson thought proper to take him and one man out, and put Mr. Copeland, and two men on board, with orders to make the best of his way to Newburyport, to the owner, Mr. Leonard Smith.

There has been an embargo on American vessels at Surrinam, from the 3d of Feb. till the 25th of March, in which time, there arrived three Spanish frigates, with troops, three Dutch frigates sailed for Europe, and four French schooners for Cayenne, with provisions

for that colony; we were informed that the troops of Cayenne, were in a state of revolution, on account of there being no provision in the colony, owing as they say to the ill treatment, that the Americans have met with.

[LC, Boston, "Columbian Centinel", May 11, 1799.]

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**Extract from log book of Ship *Commerce*, Captain Selden Chapman, Tuesday, 26 March 1799**

The whole of this 24 hours A good breese & pleasant weather at 9 A M Catch$^{d}$ A fine dolphin which we are presently to protake for our diners — all well & at present under Convoy So ends this 24 hours with pleasant weather & A good breese at S E —

6 days out

[Latitude Observed 25°.9′ North
Longitude 67°.26′ West]

[Am. Antiq. Soc.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 26 March 1799**

Moderate Breezes and Cloudy. Working to Windward.

at 4 Antigua WbS. 9. Leagues distant Saw a sail stand$^{g}$ to the Southw$^{d}$ suppos'd to be the *Merrimack*

AK to the Northward

@ 7 Antigua WbS. ½ S. 10. Leagues. @ 9. In Top G$^{t}$ Sails.

Sail makers employ'd making a Jibb out of the Main Top mast studding sail and Miz. T. Gall$^{t}$ Stay Sail

rec$^{d}$ 14 fm 8 In Rope fm the Gunner.

[Latitude In 17.41 N$^{o}$
Longitude In 61.04 W.]

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 26 March 1799**

These 24 hours begin with fresh gales & Squally, in chase of the Brig to windward at 5½ PM gave her two Shott & brought her too at 6 came along side of her, she prov'd to be the *Harmony* of Baltimore, prize to the French Privateer Schooner *La Resolue* — having on board a Prize Master & 8 Negroes, taken in the Latt of 22°.00 North the Cap$^{t}$ Supercargo & one man left on board, took all the french on board the Ship sent a Midshipmen & 6 men on board with orders to proceed to Martinico —

At 6 AM spoke the Commodore [Barry] who ordered us to convoy the prize to Martinico

Ends pleasant.

[Latt'de ob'd. 16.52 N.]

[HS of Old Newbury, Mass. NDA photostat.]

**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*.**
**Tuesday, 26 March 1799**

Light breeze & pleasant weather Seamen Variously employd several signals from the Commodore —

3 P M. cast off the Brig in tow, & Shortened Sail remains of y^e^ Fleet 45 Sail — ½ past 3 pm. spoke the Commodore, wore Ship to the South.

4 Wore Ship again — at 5 took an English Schooner in tow —

@ 10 pm. cast off the Schooner — made & shortened Sail occasionally

Midnight moderate & pleasant

1 AM. the Commodores light bore N N W. — 2 Miles D.

Moderate & pleasant at Meridian

Distance per Log — 78

[Lat. Observed 25 18 N]
[Long. Observed 65° 44 W]

[LC, EPP, 1799.]

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**To Lieutenant Thomas Calvert, U. S. Navy, from Charles W. Goldsborough**

[PHILADELPHIA]
*27^th^ Mar 1799*

Lieut^t^ THO^s^ CALVERT
Brig *Norfolk*

SIR The Secretary of the Navy being desirous to see you, has instructed me to request that you would pay him a Visit at his office N° 139 Walnut Street — I need not suggest that it would be agreeable to the Secretary to have an audience with you as early as convenient.

I have the honor to be
Sir, y^r^ most obed Ser^t^

CH: W: GOLDSBOROUGH

[NDA OSW, Vol. 1.]

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**To President John Adams from Secretary of the Navy**

[PHILADELPHIA]
*N Department 27^th^ March 1799*

PRESIDENT OF THE U. STATES

Sir By the Brig *Norfolk*, Cap^t^ Williams I have letters from Cap^t^ Truxtun, of the 6^th^ March. The *Insurgent* had not proceeded on a Cruise, but was nearly ready. I have also received a letter from Cap^t^ Decatur of the 5^th^ March — He had just captured a small French Schooner, of one 9 pound Gun — & 26 Men.

The papers of which the enclosed are copies, were sent by Truxtun — who continues to speak of the great attention our Vessels experience from the British Officers. —

I have the honor to be with
&^c^ &^c^

[NDA, Nom. Appts. LB, 1798–1820.]

**To Major Commandant William W. Burrows, U. S. Marine Corps, from Secretary of the Navy**

[PHILADELPHIA]
*N Department 27th March 1799*

Major W. W. BURROWS

SIR The Brig$^{e}$ *Norfolk* Cap$^{t}$ Williams at Glaucester Point wants a Corporal and 10 Marines. — There is a Sergeant on board — please to send them quickly — the men who now go, may be relieved before the Vessel sails —

I am &$^{c}$ &$^{c}$

[NDA. GLB, Vol. 2, 1799.]

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**To John Coffin Jones, Boston, Mass., from Secretary of the Navy**

[PHILADELPHIA]
*N Department 27th March 1799*

JN$^{o}$ C. JONES Esq$^{r}$
*Boston*

SIR In consequence of the recommendation of the Committee of Boston; — the President has been pleased to appoint M$^{r}$ Haswell a L$^{t}$ for the Boston Ship, and I now enclose his commission; If he accepts, he should take the oath, and return to this office, the enclosed paper. —

I have the Honor &$^{c}$ &$^{c}$

[NDA. GLB, Vol. 2, 1799.]

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**Extract from log book of Ship *Commerce*, Captain Selden Chapman, Wednesday, 27 March 1799**

First part this 24 hours pleasant & fresh breese the latter part squally & blowing A Gail at 6 P M Cap$^{t}$ Chipman in the Brig$^{e}$ *Heppy* of Hartford bore away from the fleet for Charleston South Carolina. at 11 A M our Convoys give us A gun & left us — we are now sending away under Close reef$^{d}$ Topsails with A great plenty of rain So ends this 24 hours — all well on Board —

7 days out —

[Latitude D. R. 27°.11′ North
Longitude 67°.58′ West]

[Am. Antiq. Soc.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 27 March 1799**

Moderate Breezes. Saw 2 strange sail bear$^{g}$ S.E. made sail and gave chace. observed one to be in chace of the other to Wind$^{d}$

Answ$^{d}$ the private Signal of the *United States & Eagle* Brig @ 8 Joined Comp$^{y}$ with the *United States & Eagle* Brig$^{t}$ with An American Sloop retaken fm the French @ 7 in the Morn$^{g}$ saw 2 strange sail to the Wind$^{d}$ made sail and gave chace @11. shortend sail and boarded the Sch$^{r}$ fm New haven in the Hands of the french took the Frenchman out & sent an officer and 5 men to carry her to Martinico @ 12 fresh Breezes. & Cloudy

[Latitude In. 17.44 N$^{o}$
Longitude In. 60.01 W.]

[NDA.]

**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 27 March 1799**

First part pleasant & light winds at 1 PM saw a sail to windᵈ the Commᵒ [Barry] in chase of her. Deseada bearing South 10 leagues

Middle part Squally. At 1 AM the East end of Deseada bore S b E 5 Miles.

At ½ past 7 AM bore away & run under the lee of Deseada finding the prize held a bad wind at 8 Mariegalante bore S b W 9 leagues Petitterre East 3 Miles — the prize in Company

End with pleasant Wʳ

[Latt'de ob'd. 16.58 N.]

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from log book of J. Ingraham, U. S. R. C. *Pickering*, Wednesday, 27 March 1799**

Moderate breeze & pleasant Weather — a Signal from the Commodore to speak him made sale at 3 PM. spoke Commodore — made Signal for 2 Strange Sail ahead ordered us to make Sail and give Chase — at 4 PM. saw the Strange Sails, appeard to be two Schooners that had left the Fleet — at 5 the Commodore bore S.S.W. distᶜᵉ 4 Leagues — in light sails at ½ past 7 — at 9 P M. in Top Gallant Sails — moderate and pleasant — at midnight the Fleet out of Sight.

2 A M lay by

6 AM saw the Fleet bearing S. S. W. distance Eight miles, a large Swell from the S.S.E. down Top Gallant Yard 9 Spoke the Commodore — informed Captⁿ Preble, his intention of leaving the Fleet, sent on board of us for Captⁿ Preble's dispatches, to the Navy office, fresh gales & thick weather — @ 11 the Commodore hoisted his Ensign & fired a gun, a Signal for the fleet to disperse and make the best of their way — launchᵈ Top Gallant Mast

[Lat. D.R. 26° — 56 N.]

[Long. Observed 66° — 11 W]

[LC, EPP, 1799.]

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[28 March 1799]

**To Mr. Berridge, Agent, from Captain Thomas Truxtun, U. S. Navy**

Dear Sir, On the 16ᵗʰ Instant I sent a Cartel to General Desforneaux with the Crew of a Letter of Mart I had captured, called the *Union* and she arrived at Gaudaloupe on the 18ᵗʰ since which, that Vessel has been detained, tho' the Flag Officer had positive Orders to return here immediately. — You will oblige me by requesting your Correspondent at Sᵗ Bartholomew, to write to Gaudaloupe, and inquire the Cause of the Detention of this Flag, and Mʳ Herbert my Officer; and if I do not receive a satisfactory Account in a few Days, or the Cartel return, I shall write to my Government, in Order that such Flag as General Desforneaux, or other french Agents may have sent there be immediately stopped, and take other Measures

by Way of Satisfaction, for I consider myself agregivusly ill treated by General Desforneaux

I am, Dear Sir,
Your very Obed[t] humble Serv[t]

UNITED STATES' SHIP, *Constellation*
*Bassateer Road, S[t] Chris[ts] 28[th] March 1799 —*

[ ] BERRIDGE ESQUIRE

[HS of Pa. NDA Photostat. Truxtun's LB, 1798–9.]

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**To William Winder, Accountant for Navy Department, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Departm[t] March 28, 1799.*

WILLIAM WINDER Esq[re]

SIR M[r] North having acted on board the Schooner *Retaliation* as Clerk, as well as Midshipman is entitled to 25 Doll[s] p[r] Month — I am &[ca]

B[ENJAMIN] S[TODDERT.]

[NDA. GLB, Vol. 2, 1799.]

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

[PHILADELPHIA]
*Navy Department 28[th] March 1799. —*

WILLIAM CRAFTS Esquire *Charleston.*

SIR The enclosed papers will shew you the steps which have been taken to ascertain whether Beaufort can be made a harbour for our large Ships. — The information contained in the report of the Pilots, is not satisfactory as to the depth of water over the Bar — a most material circumstance — nothing should have been left to conjecture: but the exact depth of water should have been ascertained. — But my present object in sending you the papers is that you may pay the expense incurred; which you will please to do, if the charge of the Pilots should not appear to you, a great imposition — The largest Ships here, can be hired at less money p[r] day — and great extravagance will check those institutions which might be useful to the Southern States, particularly to themselves, and generally to the whole United States. —

I have the honor &[c]

[NDA. GLB, Vol. 2, 1799.]

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**To President John Adams from Secretary of the Navy**

[PHILADELPHIA]
*N Department 28[th] March 1799*

PRESIDENT OF THE U. STATES

SIR The Committee for building the Ship at Boston, recommend in strong terms, M[r] Haswell to be Lieutenant — and as they express impatience to know early whether they can be gratified — I have

taken the liberty to enclose a commission for him, under cover to Mr Jones. — If you think proper to appoint Mr Haswell, the letter for Mr Jones may go on to him otherwise, returned to me. —

I have the Honor to be

[NDA. Nom. Appts. LB, 1798–1820.]

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**To Josiah Fox, Naval Constructor, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*N Department March 28th 1799*

Mr JOSIAH FOX
*Norfolk*

SIR Mr William Rush has shewn me a letter lately received from you on the Subject of a head for the Ship building at Norfolk, wherein you call her the *Congress*.

In my Instructions to Mr Jacob Sheafe respecting the Ship building at Portsmouth Newhampshire, he is directed to call that Ship the *Congress*, and has written to Mr Rush on the subject of the carving. — The Frigate at Norfolk must therefore be called the *Chesapeake* as was originally intended. —

I am Sir &c &c

[NDA. GLB, Vol. 2, 1799.]

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**To Captain John Barry, U. S. Navy, from John Gay, U. S. Agent, Martinica**

St PEIRRE *March 28th 1799*

DEAR SIR! Your letter 26th is before me, and by your Old Officer Mr Henesy who has delivered up his charge in a verry leaky situation His Sloop has already permission to discharge and shall begin upon her in the morning This Vessel shall have nothing to [do] with Admiralty Her dry goods salt provission can not be admitted to Sale, which with the Vessel shall be properly valued — Flour Corn & Tobacco She is at the best Market and from a part of their Sale an eigth of the whole shall be deducted I hope to see you ere the Bussiness is finished — if you had not wrote before and hinted now that your approach to us would be speedy I wou'd have returned Mr Henesy and the Sailors by Capt Buchanan —

Jn Murphy and O'Blair arrived Yesterday from Philadelphia the former forwards you a Packet in which he tells me is a letter from Mrs Barry and Capt Buchanan assuring me that He knows where to find you and proceeds immediately to you I commit the packet to him as Well as a letter of an old date from Captain Truxtun enclosed to me and wrote on the Day He made his second capture at the Road of Bassterre Guadaloupe —

I hope in God you will secure that that you were left in chace of

I am Dear Sir! Yours Faithfully

JNo GAY

Commodore BARRY

[Barry P, Barnes Col. NHSC, NYHS.]

**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Thursday, 28 March 1799**

[Basseterre Roads, St. Christopher.] Charming Weather, and a fresh Trade; my Cartel dispatched to General Desforneaux not having arrived, I determined on going to Sea leaving *La'Insurgente* behind to receive what Men may be sent down by Desforneaux from Gaudaloupe.

At 2 PM the *Baltimore* got Underway for Antigua to bring down a Number of Vessels wanting Convoy. at 8 AM the *Richmond* was brought to sail, and run down to old Road to fill her Water. She took with her the *Union* of Baltimore, and some Time after they proceeded, the *Virginia* Revenue Cutter followed.

At 9 AM I got underway, and at 11 made Sail, and stood to Windward. Stowed the Anchors &c: &c: &c: at Noon Bassateer Road bore N.N.E. 4 Leagues Distance.

[HS of Pa. NDA photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 28 March 1799**

Fresh Breezes laying too for the boat At ½ past 12 wore and made sail to the Northw$^{d}$ @ ½. 6 saw the *United States* fire Seven Guns at the Chace. at 8 P.M. shortend sail and rec$^{d}$ Orders from Com$^{o}$ Barry to stand to the Northward under a press of sail until Morn$^{g}$ then to tack and join him again. at 9 AM saw a strange sail stand$^{g}$ W.NW & bear$^{g}$ S.E observ'd her to haul by the Wind @ ½ past 10 Tack'd to the Northw$^{d}$ & gave chace run in the lee guns & trim'd Ship

At Merd$^{n}$ the chase bears N. 76.20 E 12 Miles distant.

[Latitude In 18.50 N$^{o}$]

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 28 March 1799**

First part Moderate breezes & cloudy at ½ past 3 PM Bore away for the prize at 4 spoke her at 9 the South part of Mariegalante bore W N W 4 Miles

Middle part Moderate & Cloudy —

at 6 AM the S E part of Dominico bore S S W 4 Miles. tack'd Ship several times

At Merid$^{n}$ took the prize in tow Dominico bearing S S W 9 leagues set all sail on the Wind.

[Latitude observed 15.47 N.]

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Thursday, 28 March 1799**

Strong breeze and thick weather — under short Sail
2 Squally, with Thunder & Lightning, and heavy Rain
10 made moderate Sail
Moderate at Midnight
Light wind and pleasant @ 3 AM.

4 AM got top Gall$^{t}$ Mast on end & T. G. Yard across
at 6 the Commodore Shew$^{d}$ the Signal for a Strange Sail in Sight, Run in the Guns, & got the Sweep out, but they where of little use — @ ½ past 9 saw the Chase bearing E S E.
at Maridian the chase bore S E B E distance about 12 Miles
Distance per Log — 66
[Lat. Observed 26 — 50 N.
Long. Observed 64° — 59 W.]

[LC, EPP, 1799.]

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**To the Secretary of State from David Humphreys, U. S. Minister, Madrid, Spain**

MADRID *March 29$^{th}$ 1799*

(N$^{o}$ 190)

SIR In the Gazettes which are forwarded to you herewith will be found on the one side the message of the Directory containing their motives for declaring war against — the Emperor of Germany & the grand Duke of Tuscany, and on the other the orders of the Arch Duke Charles issued the day on which his army passed the Lech, together with other interesting peices. No news of a general action have yet reached us, and it is hoped that the Russian auxiliary corps may have joined the Austrian Army previous to such an event.

The French Ambassador has received a Courier from Paris, who brings Intelligence some days later than the ordinary Mail. Nothing has transpired, nor has any printed paper come to hand by him.

I enclose herewith a letter addressed to yourself & sent to me by Capt$^{n}$ Ingraham. as also the Copies of one from him to me, another from a M$^{r}$ Donagh & a third from M$^{r}$ Famin.

In my next I shall transmit the translation of a letter (written in Arabic) from the Bashaw of Tripoli to me respecting the Presents stipulated to be furnished on the part of the U. S. and particularly a Brig which it is asserted was promised by Capt$^{n}$ OBrien at the time when he concluded the negociation at Tripoli.

I have the Satisfaction to put under this cover a letter from Capt$^{n}$ Gamalial Bradford, of the Ship *Mary* of Boston to our Consul at Malaga, giving an acc$^{t}$ of the gallant manner in which he repulsed several French Privateers & arrived safe at Malaga. Such conduct, at the same time it does much credit to our Citizens, is well calculated to impress those piratical Frenchmen with a due respect for our flag.

By a late letter from Paris, I am advised that the *Pegon* [or *Pegou*] Indiaman, belonging to Mess$^{rs}$ Walns of Philadelphia with about 145000 Doll$^{s}$ on board, captured & carried into L'Orient by a French National Frigate has been liberated by the judgment of the Tribunal of Commerce, excepting 37,500 Doll$^{s}$, for which there was no Bill of Lading found on board. Altho' the sentence had not been carried into execution at the date of the letter, it was not doubted it would be. As this Ship was not provided with a Role d'Equipage the writer of the letter imagines this judgment would not have been given without the particular interposition of the Government. From this fact and the reversal of several condemnations by the Tribunal of Cassation, he conceives favorable expectations for the Neutral Powers. But unfortunately the repeated Capture & Condemnation

as good prizes of Neutral vessels in the Ports of Spain seem to counteract those flattering expectations.

With Sentiments of great respect & esteem
I have the honor to be
Sir,
Y^r M^o ob: & Mo: h^ble Serv^t

D. HUMPHREYS.

The SECRETARY OF STATE
&^c &^c &^c

[SDA. Disp. Spain Bk. 4, 1797–1799.]

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

[U. S. S.] *Ganges* HAMPTON ROAD *29th March 1799*

SIR The morn' of the 26th was calm and fault'ring and in my expectation indicative of heavy weather.

I was not deceiv'd, at evening it commenc'd blowing hard, heighten'd in the night to a severe gale, and continued 'till last evening. The *Ganges* sustain'd no damage — nor did the *Kingston*, except the loss of one Anchor — which as the wind is now fair to proceed to Sea, he cannot replace here.

On examining the Pursers rece't of stores at Norfolk; it was found that a mistake had occur'd by which only 16,509 lb^s of bread had been receiv'd, being much short of what I had order'd indented for.

Having lain here much longer than I expected and calculating that the quantity left of our former stores, is now nearly about expended — I dispatch'd M^r Lewis to Norfolk last evening for 50 barrels more being all we have room to stow; making the aggregate quantity now on board, nearly as per Schedule of Provisions herewith enclosed.

I expect the Pilot boat of M^r Garrets will see us out of the Capes, of which on his arrival he will give you verbal information — unless I should find it expedient to write You again

I have the honor &c &c

T. T. [THOMAS TINGEY]

Hon^ble BENJ^a STODDERT

[NDA. Tingey LB, 1798–1800.]

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

NAVY DEPARTMENT, *29th March, 1799.*

SIR, It affords me much satisfaction to find from the evidence of your officers, that the newspaper paragraph, so injurious to your reputation, is a gross misrepresentation of the circumstance to which it alludes.

As you have been so long absent in the *West-Indies*, your request for permisson to attend to your private affairs for two months, is thought reasonable. You will therefore consider this, as your leave of absence for that time, provided it should not be found necessary to call you sooner into service. I have the honor to be, Sir, your most obedient servant,

BEN. STODDERT.

Capt. THOMAS WILLIAMS.

[LC, Boston, "Columbian Centinel", 13 April, 1799.]

**To Master Commandant William Bainbridge, U. S. Navy, from Secretary of the Navy**

[PHILADELPHIA]
*Navy Department 29th March 1799.* —

Master & Commandant Wm BAINBRIDGE

SIR You will please to take command of the *Norfolk* — and prepare her for a Cruise with as much expedition as possible. — Capt. Williams having obtained leave of absence. —

He will however give you all the necessary information respecting her stores &c

I am Sir &c

[NDA. OSW, Vol. 1.]

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**Extract from Captain Thomas Truxtun's journal, U. S. S. Frigate *Constellation*, Friday, 29 March 1799**

Moderate Breezes with some Few Squalls of Wind. At 6 AM saw a Sail in the North West, gave Chase, and set studding Sails, Royals, and every Yard of Cloth that could be of Service. At Noon we had gained but little on the Chace, owing to the Winds being light. St Eustatius bore North East, Eight Leagues Distance. People employed attending the Sails.

[HS of PA. NDA photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 29 March 1799**

Pleasant Weather at 5 PM fired two guns to bring too the chace @ ½ past 5 fired another shortend sail and boarded her. She was an English brig from Barbadoes bound to St Johns Newfoundland

at 6 Wore round and made sail to the Southwd

Latter part clear cleansed between Decks

[Latitude In 17.44 Nº]

[NDA.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 29 March 1799**

First part Moderate breezes and pleasant Wr all sail set on the wind

At 6 PM the S E part of Dominico bore S b W 10 leags dist. The S E part of Mariegalante bore N b W 5 leagues

2 AM Martinico bore S b W 6 leagues dist.

Employ'd beating into the Bay with the brig in tow

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from Log Book of J. Ingraham, U. S. R. C. *Pickering*, Friday, 29 March 1799**

Light breeze and pleasant, all hands variously employd the chase in sight off deck.

at 4 PM the chase bore S E. ½ S. distance about 7 Miles



LIEUTENANT WILLIAM BAINBRIDGE, U. S. NAVY.

at ½ past 4. hoisted the barge out.
at 6 the wind being light I went [or sent] on the Barge with Mr Pierce a Midshipman, and 7 Seamen, all armed, went ahead of the Brig [ ] in order to keep her in sight — — — —
Fired Signal Guns every half hour which was answered by the commodore.
at 8 came up with chase and boarded her, proved to be the Schooner *Commerce* 17 days from Providence R. I. bound to St Croix, at 9 the barge came up with us hoisted her in at 11 the commodore came up with us, gave information respecting the chase.
at Midnight Pleasant weather
at Meridian pleasant weather
Distance per Log — 71
[Lat. Observed — 25 — 53 N.
Long. Observed — 64 — 27 W.]

[LC, EPP, 1799.]

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[29 March 1799]

**Extract from log book of Schooner *Triton*, Capt. Parsons, concerning Captain Packwood, of the Ship *Washington*, encountering French pirate**

"On the 21st March sailed from La Guira, in company with several vessels bound to the United States, under convoy of the armed ship *Washington* of N York — capt. Packwood, commander of said ship, having politely offered them a convoy through the Mona passage. Several of the vessels sailing very fast left the convoy; others sailing dull and falling to leeward of the passage, lost the advantage of the convoy, though capt. Packwood made the signals agreed on, and hove too for upwards of 24 hours in hopes of seeing all the vessels; but being disappointed in this his warmest wish, considerations of regard for the interest of his owners and for the state of his ship with respect to water and provisions (having 60 men on board) determined him to prosecute his homeward voyage without further loss of time. — On the 28th of March, after getting through the Mona, being then in company with the *Washington*, we discovered a sail making for us from the southward, which we supposed was a French pirate from Porto Rico. In this we were not mistaken, for towards evening of the same day, he came almost up with us; but not thinking it prudent to engage till he saw what we were, he kept way with us till the morning of the 29th, when Capt. Packwood, to get him along side, affected to crowd all sail and run from him. The Frenchman sailing very fast, soon came within gun shot of and fired several scattering shot and at length a broad side at the *Washington*; upon which capt. Packwood gave him his two stern chases, which soon made the pirate (altho' full of men) sheer off. Capt. P. then gave chace, but the *Washington*, altho' a very fast sailing ship, being very deeply laden, could not come up with him; and finding he left him very fast, gave over the chase, after pursuing him upward of 6 hours.

"The said pirate had a large brig with her, which she must have taken on the night of the 28th, as the brig was not with him during the whole of that day. Capt. Packwood finding he could not come up with the Frenchman, gave chace to the prize; but she obeying the signals of the privateer, sheered off from the *Washington*, and being

only in ballast outsailed her and got off in company with the privateer. Too much praise cannot be bestowed upon Capt. Packwood, for the attention paid by him to the vessels under his convoy in general before their dispersion, and for his willingness to answer signals and to protect the *Triton* while with him, the owners and underwriters must join with me in expressions of gratitude and respect to capt. Packwood for saving their property from the rapacious fangs of those plunderers of the world."

[LC, "Claypoole's American Daily Advertiser," Phila., May 9, 1799.]

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**To Joseph Howland, Navy Agent, Norwich, Conn., from Secretary of the Navy**

[PHILADELPHIA]
*N Department 30. March. 1799*

JOSEPH HOWLAND Esq^r^
*Norwich Connecticut*

SIR Being informed that you have a quantity of seasoned timber on hand, sufficient to build a Vessel of more than 300 Tons burthen; which you are willing to apply to such a purpose — and not doubting, from your Charactor, that the public business may with great advantage be pleaced in your hands, — I have the honor to request that you will be pleased to cause a Ship, or Brig to be built for the Public with seasoned timber, to mount 18 nine pound Cannon & no more. I say no more, because there is generally a disposition in the persons appointed, to command our Vessels, to add more Guns than are permitted — and our Laws will not allow this Vessel, to mount more than 18 Guns. — nor must she be calculated to carry more hereafter, but she may with propriety be so constructed as to carry these to the greatest advantage — and to make her as formidable as any Vessel in the World, of not greater number of Guns. —

If you think, and if it should also be the opinion of Cap^t^ Jewitt, who I expect will be appointed to command this Vessel, [*Trumbull*] that she can be made to carry 18 twelve pound Cannon without increasing her size, to more than 360 Ton, and without making the metal too heavy for the Ship, or impeding her Sailing — in short without impairing in any respect the good qualities of the Ship, she may be calculated accordingly. But this matter should be well considered before you begin. I wish the Vessel to please the captain; but I wish her to be entirely approved by yourself. I say nothing about her dimensions, as I do not think all knowledge of Ship building is confined to Philadelphia; and I want to avail the public of the knowledge of different parts of the country. — It will be necessary that I should be furnished, with a draft of the Vessel — that if she proves to be of superior good qualities, it may be adopted for the 18 Gun Vessels. It is highly desirable that she should be as swift a Sailor, as it will be possible to make her — & yet that she should have room enough in her hold to carry water & provisions, for 6 months, for her Crew amounting to 100, to 120 Men. — I must leave it with yourself to charge the public, a reasonable price for the timber you have on hand, which will be used in the construction of this Vessel — for all other expenditures you must be content with a Commission of 2 P^r^ C^t^ — which is the usual commission paid by the Public for

such service. It is certainly low, but part of the compensation must be, the satisfaction of serving the public at such a time as this. I leave it with yourself to have the work done by contract, or as you please. — The Vessel must be copper butted & bolted, & sheathed. If you cannot procure the bolts & Spikes, let me know early and I will endeavour to provide them — tho it will be most agreeable, if every thing necessary for this Vessel, except Guns, powder & ball, & copper sheathing, which articles the Public have on hand, should be procured by you. — I trust from your Charecter for Patriotism & energy, that you will not decline this agency — I will furnish at all times, & with dispatch, the money you may call for — and I hope you will make such arrangments as to have the Vessel equipped for sea in the shortest time practicable. —

I have the Honor to be &ᶜ &ᶜ

[NDA. GLB, Vol. 2, 1799.]

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**To Nathan Levy, Agent of the Navy Department, Cape Francois, from Secretary of the Navy**

[PHILADELPHIA]
*N Department March 30th 1799*

NATHAN LEVY Esquire

SIR From an expectation that the Intercourse will shortly be opened between the United States, and the Island of Sᵗ Domingo, and that the service of an Agent for this Department, at the principal port thereof will be necessary, for the purpose of supplying the Ships of War of the United States, with provisions, and other articles which they may occasionly stand in need of. — and entertaining the highest opinion of your Honor and Integrity, I do hereby appoint you the Agent of the Navy Department, for the purpose above mentioned, and to execute from time to time such orders as I shall transmit to you relative to this object. — You will take drafts on me as Secretary of the Navy, from the Commanders of the Public Ships you may supply, including the customary, commission, which however, is not in any event to exceed 5 Pᶜᵗ Cent; — It will be desireable that you should arrive at Cape Francois, as soon after the intercourse may be opened, as possible. —

I am Sir &ᶜ &ᶜ

[NDA. GLB, Vol. 2, 1799.]

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**To James Simons, Collector of Customs, Charleston, S. C., from Secretary of State**

[PHILADELPHIA]
*Department of State March 30th 1799.*

JAMES SIMONS Esqʳ
(Collector of the Port of Charleston)

SIR I have received your letter of the 1ᵉᵗ instant. Your construction of the act for granting commissions to private armed vessels of the U. States, appears to me perfectly to correspond with the intention of the law. The Secretary of the Treasury concurs in this opinion — that "Sea-letter vessels" should be commissioned. A letter from the Collector of Savannah, which I have answered this day, induces me

to anticipate another question — Whether a commission can be issued where the *owners* are not *present* to give bond previously? M[r] Habersham issued the commissions, on receiving bonds from the agents or friends of the owners, and an additional bond providing that the bond of the owners should be transmitted to him. The latter precaution was not amiss; and I observed that the practice might be continued, — for the greater safety. — But I am disposed to think the bonds of the agents or correspondents of the owners sufficient, where the latter are absent; care being taken that those agents and their surities are competent in point of property to pay the penalty of the bond. Such agents will give their bonds only on the ground of the confidence subsisting between them and the owners, or that they have received or will receive a promise or counter — obligation for their indemnity. In either case the *owners* will be eventually chargeable & pay the penalty.

I am respectfully, Sir,
Your obed[t] Servant

TIMOTHY PICKERING

[SDA. Dom. L., Vol. 11, 1798–1799.]

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**To John Habersham, Collector of Customs, Savannah, Ga., from Secretary of State**

[PHILADELPHIA]
*Department of State March 30[th] 1799*

JOHN HABERSHAM Esq[r]
(Collector of the Port of Savannah)

SIR I have received your letter of the 8[th]. I think you have done perfectly right in issuing the Commissions to private armed vessels where the owners were not present to give the bonds required by law; seeing the friends or correspondents of the owners have given bonds on their behalf. Your taking security that the owners should transmit their bonds was a good precaution and may be continued in future cases. Yet I sent blank commissions to our minister in England to deliver to such American vessels as wished to arm there for their safety in returning home, immediately after the Act authorizing private armaments had passed, and when we had not cannon for our merchant vessels that came home unarmed. This was approved by the President; altho' the bondsmen were of course not within our jurisdiction. Much more then your proceeding will be approved. M[r] Simons, the Collector of Charleston, has enquired whither American vessels not registered but allowed to receive Sea-Letters, may be commissioned. I have no hesitation in giving an answer in the affirmative. The Secretary of the Treasury concurs in this opinion; altho' in certain cases respecting *revenue* and *Mediterranean passes*, the expression "vessels of the U States" has received a strict construction, and is confined to registerd vessels.

I am respectfully Sir,
Your obed[t] Servant,

TIMOTHY PICKERING

P. S. Four Commissions &c are now enclosed and six more will be forwarded next week

[SDA. Dom. L., Vol. 11, 1798–1799.]

[30 March 1799]

**To Secretary of State from Captain Charles Hardy of the Brig *Nymph***

(Nº 70 to 74.)

BOURDAUX PREASON —
*April 30th 1799*

Mr TIMETHY PICKERN Esqr
*Secaterry At Ware —*
*Philad.*

Sir — This is the first oppertunity that has offered to me to inform you of my disagreable situation — Sir I had the Honner of Commanding the Bridg *Nympth* the property of Mr L Crousittat of Philad. which plase I Left Last December on a voigee La Gurra & from thare toward Crona in Spain and back to Philad. — was Armed with 16 guns 14 fours a[nd] 2 sixes and 44 in Number had under my Convoy the Scooner *Minarva* Capn Andall the above voigee and belonging to the same owner March the 30th in the Lat 42 — 00 N and Longt 34 — 11 W being Attended with hard gales and Havy Rain At 4 A M Carried away our Main Boom at half past 10 A M cleeard up we saw a Sail Bareing NNW dist about 3 Miles at the same time she gave chas I Amedietly Cald All hands the weather had bin so Bad for sum time Before that we had our Main Deck gunes housed At 11 A M she gave us a gun and histed American Ensign at the M T G Mast head we Ansered with the same and sot our Colors the wind Being WSW and my Cors ENE which we kept makeing Eavery Exartion to get Redy to Receive them but befour we Could take in Sail and Run out our guns she gave us Another gun at 40 Minets past 11 A M She came up and haild me demanded whare I was from I told them and demanded whare they ware from to which thay Ansered me with a Salute of Musketry and kiled one of my Men when the Engagement Began in half pistol shott of Each other which was kept up Briskley on both sides till 50 Minets past 11 A M when Eavery one of my Men Left the Main deck and went below — we still kept up the fier with our Muskets and quarter deck gunes as well as the Remans of our small Number would promit I made use of Eavery Exartion to get my men agane to thair quarters but in vane the reply was we are All kiled and wounded a Redy. I am sorry to inform you that at 55 Minets past 11 A M that we ware under the Nesessity of Striking with Much Regreate I inform you that we had five Men kiled and five more wounded a mounst the Latter was my fust Mate Mr Smith who Received a Ball thrue his Left thy and Broke the Boane his Exartions during the shourt Engagement is worthy of Eavery pras Belonging to An officer in his staytion the above proved to be the Priveteer Bridg *Gironda* of Bourdaux Armed with 16 guns 14 Doble fortifide sixes and 2 Nines 2 Swevels 8 Blunderbusses fifty Muskets and Eighty pare of Pistoles with one Hundred & fifty Men the 31st At 1 P M the priveteer gave Chas to the Scooner *Minarva* at 6 P M Broat him too and Mand him at 8 A M Maned him and sent him towards sum poart in Spain and Boare away for Bourdaux with the *Nympth* the 8th of April at 10 at Knight Blowing hard Attended with havy Rain — Parted with the *Nympth* and the 10th of April

arrived in the River Gironda the Priveteer the 11th me and my Crew ware sent to Bourdaux and Clapt into preason whare we still Remain with out scarse any thing to subsest on —

I for got Mention setuation of the priveteer Nither can I Exactly as to the Acounte of thare Laws [loss] when I came aboard of him the side Engaged was vary bloody thay said that thare was but three Men slighty wounded but I soon found Nine Badley wounded I have Eavery Reason to Exppect that thare Laws [loss] must have Bin vary Considerable —

the Priveteers are Bringing in Amarican vessels All most Eavery Day Either in france or Spain and all Condemd I can not inform you thare values — as I am Confined with in the Dark walls of a french preason Except the *Elizabeth* of New York from Suvvanna bound Liverpool & Ship *Mary* of Charlesten and *Fame* of New-York, Capt Story the priveteers out of this plas are vary numerous and strong but vary fue under 20 gunes and 200 Men sum 250 Men but None less then 16 guns and 150 men —

thare is about 22 Sail of Priveteers out of this poart belonging to the Bay of Bisky under the french flag about 100 Sail thare Crousing ground is from the Western Island to the Banks of Newfound Land and on the Cost or Ireland —

I think it my Duty to inform the Publick of the Number that was on the *Nympths* Decks when we Struck and thare Names as it can be onley them and those that fell that can be counted by the Names of Men which Exspeation I am sorry to make use of but Justes will not promit me to say otherways. —

Your Most obedent
and Humble
Servent.

CHARLES HARDY *Master*
WM HARTT *Second Mate*

ZEPHENEA BARLETT
JAMES WILSON *helsman*
JAMES ALTEN *seaman*
JORG TOPTHSON *Landsm.*
THOMAS HARREDEN *Stuard*
WILAM WINTERS
SAMUAL BAXTOR —

[SDA. French Spol.]

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[30 March 1799]

**Protest of Captain Charles Hardy, Master of the Brig *Nymph* captured by French Privateer *Gironde***

To all People to whom these presents shall come I James Tippet of Falmouth in the County of Cornwall Notary Public by royal authority lawfully admitted and sworn and one of the Masters Extraordinary in his Majestys high Court of Chancery send Greeting Know ye that on the twelfth day of August Instant before me the said Notary at Falmouth aforesaid came and personally appeared Charles Hardy late Master of the American Brigantine or vessel called the *Nymph* of the burthen of about one hundred and Seventy seven Tons belonging to Philadelphia in America and the Property of Louis Crouzillat Mer-

chant of the same place a Native Citizen of the United States of America and then and there entered or noted with me the said Notary his the said Charles Hardy's protest against the Captors and Recaptors of his said vessel and cargo and for other the purposes hereafter mentioned And on this present fourteenth day of August one thousand seven hundred and ninety nine before me the said Notary at Falmouth aforesaid came again and personally appeared the said Charles Hardy and who being sworn on the holy Evangelists then and there voluntarily and freely solemnly declared and said That on the eighth day of December last past he sat sail and departed in and with his said Brigantine (which was at that time tight and staunch and well and sufficiently Masted sailed Rigged Victualled Manned Tackled Apparelled and Furnished with all kinds of Materials and Stores and in all respects fit for the Seas and the voyage she was then about to undertake) from Philadelphia aforesaid laden with a Cargo consisting of Dry Goods Flour Wine Cognac Brandy, Aniseed, Almonds Sweet Oil and Citron and bound therewith for Laguira after touching at Saint Thomas's in the West Indies And that previous to the said Brigantine's sailing she was Armed for her Protection and that he proceeded on his aforesaid intended voyage without any thing very materially occurring and on the twenty ninth day of the said Month of december arrived at Saint Thomas's and sailed from thence on the eighth day of January following with the aforesaid Cargo on board for Laguira where she soon after arrived and there sold the said Brigantine's outwardbound Cargo after which he took in another Cargo consisting of Cocoa and Indigo at Laguira and sailed on the twenty sixth day of February last past in and with the said Brigantine and Cargo for Corunna in Spain and proceeded on his Voyage and on the thirtieth day of March being in Latitude forty two Degrees North and Longitude thirty four Degrees eleven Minutes West at half past ten A M he saw a Sail bearing North North West distant about three Miles which gave chace. That at eleven A M the said Sail fired a Gun to Leeward and hoisted an American Ensign at the Maintopgallantmasthead at which time this Affirmant fired a Gun to Leeward and hoisted his Colours and that soon afterwards she came under the *Nymph's* Lee and hailed her by asking this Affirmant where he was from to which he replied Laguira and where he was bound to which he answered for Corunna in Spain — That he was then ordered to heave his Maintopsail to the Mast but he first asked where they were from and desired them to shew their Colours as this Affirmant perceived that the said Sail had a Colour hoisted in her Foretopmastcrosstrees which was not spread upon which they immediately fired a Salute of Musketry into the *Nymph* (at least thirty) which killed one of her Men — That the *Gironde* still kept the American Colours hoisted and did not haul them down during the Action but as the Frenchmen kept up a constant and incessant Fire on the *Nymph* this Deponent as well as his Officers and Crew thought it proper to defend themselves, and which they did till near twelve A M when they struck to the said privateer which proved to be the *Gironde* of Bourdeaux mounting sixteen Guns and carrying one hundred and Sixty four Men. — That during the Action the *Nymph* had four Men killed and six wounded one of whom died eight days after they were Captured on board the said Privateer And this Affirmant further saith that he had no wish or Intention to engage the said privateer, but

on the Contrary he was on a Mercantile Voyage and not on a warlike one and had positive orders from his Owners not to engage any vessel whatever but only if he was attacked to defend himself and protect his own and Owners property — That having been taken by the said Privateer in an unlawful manner he was carried, with thirty of his People in the said Privateer into the River of Garonne on the tenth day of the said Month of april and on the Eleventh was sent to Bourdeaux in a Boat with five or six of his Crew where he arrived on the twelfth and was immediately put into Prison without having the Liberty of speaking to any person whatever — That on the Sixteenth or seventeenth the Merchant or Owner as also the Captain of the said Privateer with an Interpreter and several other persons came into the prison and called this Affirmant aside and shut him in a Room — That he then asked them what they wanted but could get no Answer upon which he turned in order to go out but was stopped and they then began to question him and to make use of unlawful means with a view as this affirmant believes to draw from him something respecting his Ship and Cargo which might tend to their advantage as he was told to sign an Examination before he had heard it read which he refused to do but that after it was read he found several things that were not rightly translated upon which he refused to sign it — That this Affirmant and thirty of his Men were then kept as Prisoners of War in the Fortress called du Hoe without any prospect of being sat at liberty notwithstanding the Claim of the American Consul for that purpose to which the Commissiary of Marine returned for Answer that they could not obtain their release as their said Brigantine was armed and the orders of the French Government were precise in that Case to use them as real prisoners of War And this Affirmant further saith that he was released from Prison on or about the fifteenth of June last and embarked at Bourdeaux with a Boy formerly belonging to his vessel on board a Hamburgh Ship in order to get to England — hearing that his vessel had been recaptured by some English Frigates and on the seventeenth day of July following he sailed in the said Ship from Bourdeaux and on the sixth day of this Instant August being off Portland this Affirmant bought a Boat of the Captain of the said ship and himself and Boy quitted the vessel and soon after arrived at Portland from whence he proceeded to Plymouth where he found his said Brigantine which had been recaptured and carried into that port by three English Frigates as he was informed by the Mate of his vessel And the said Affirmant further declared and said that he did every thing in his power to prevent his said Brigantine and Cargo from being Captured but without effect WHEREFORE I the Notary Public aforesaid at the special Instance and Request of the said Charles Hardy Have Protested and by these Presents Do now Protest against all and every the Captors and Recaptors of his said vessel and Cargo for all Loss Damage Demurrage fall of market Detention and prejudice whatsoever which their said Brigantine or the Cargo on board her or any part thereof or the said Captain Hardy or his Crew or the Owners Shippers Freighters Consignees or Underwriters of the said Brigantine and her Cargo or any or either of them, or any part thereof have or hath already sustained suffered or received or shall or may hereafter sustain suffer or receive from or by reason or means of the capture and Recapture of the said Brigantine *Nymph* and her Cargo as aforesaid — In Testimony of the truth whereof I have hereunto subscribed my

name and set my public and usual Notarial Seal at Falmouth aforesaid — Dated the fourteenth day of August one thousand seven hundred and Ninety nine —

CHARLES HARDY

On the day and year last above mentioned at Falmouth aforesaid the said Charles Hardy was duly sworn on the holy Evangelists to the truth of this his Protest — Before me

JA$^{s}$ TIPPET [SEAL]

Not$^{y}$ Public and a Master Extraordinary in Chancery.

I Robert Were Fox Consul for the United States of America do hereby certify that the foregoing Protest was made by Captain Charles Hardy at this Port before James Tippet who is a Notary Public of this Town lawfully admitted to act as such. Given under my Hand & Consular Seal this 14 Day of August 1799.

SEAL ROB. W. FOX

[Ct of Cl. French Spol. Case No. 2617.]

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[30 March 1799]

**Extract of a letter from Captain A. Andaulle, of the Schooner *Minerva*, to the Owner concerning her capture and that of the Brig *Nymph* by French brig *Gironde***

Dated FALMOUTH, *April 21st, 1799.*

DEAR SIR, I avail myself, of this opportunity by the Packet for New York, to inform you of our misfortunes — I and the brig *Nymph*, were taken the 30th March, in lat. 41, 50, long. 35, meridian of London. — At half past 11 o'clock in the morning, blowing very hard and thick weather, we perceived a brig to windward of us, distant about a league, that bore down upon us, the *Nymph* immediately got all clear for action, at half past 11 the engagement commenced with a very brisk fire on both sides, during which time I made all sail to get off. At meridian the fire ceased on both sides, I being then about one and a half leagues distant, and seeing the French brig stand off from the *Nymph*, I supposed the *Nymph* had greatly damaged her, and lay too waiting for the *Nymph* to come up to me; at 1 P. M. I saw a brig standing towards me, and soon discovered it was the French brig, I then made all sail in order to escape, but she sailed faster than I, although I was going at the rate of 10 and a half knots, at six in the evening being close aboard, he fired a shot at me, and at half past 6 I struck. I went on board and never was more surprised than to find captain Hardy there, who informed me that he had 6 men killed and 7 wounded, among the latter was his mate, and that the firing ceased on board the *Nymph* on account of the rest of his crew having abandoned him on seeing so many killed and wounded laying on deck, which obliged him to strike. — At the time he struck he had but two men left on deck. We and both crews were very well treated by the captain of the privateer, they touched nothing on board, we were treated with respect, and received on board with the greatest friendship possible. — I cannot say too much in their praise. — The privateer was called *La Girondo*, of Bordeaux, capt. Verdielle, mounting sixteen pieces of cannon and manned with 150 men. The privateer had 4 men slightly wounded. I remained on board the privateer

'till next day, when having requested the captain, he permitted me to go on board the schr. but took out all my people, except the boy. At half past eleven he ordered the prize master to make the best of his way for Bordeaux, or the nearest port in Spain. The 9th of April in sight of Corunna, distant 7 leagues from land, at half past 9 in the morning, we saw a vessel a-head of us, which proved to be an English frigate, she gave chase and took us at half past 1 o'clock and sent us to Falmouth, where we arrived the 17th of this month.

[LC, Phila. "Claypoole's American Daily Advertiser", 17 June, 1799.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Saturday, 30 March 1799**

Continued the Chase, and at 6 AM brought her to. She proved to be the Sloop *Eagle* from Gaudaloupe bound to S$^{t}$ Croix, with a valuable Cargo of Coffee; no Doubt all french Property, as I spoke the same Vessel on the 23$^{d}$ Instant in Ballast, bound up to Dominica, and Gaudaloupe without any Funds on Board.

The Master, William Cruise informs, that the Swedish Schooner I brought to, which was afterwards captured by the British Frigate *Padre*, belonged to S$^{t}$ Bartholomews, and was Swedish Property, but that the Cargo on Board was french Property owned in Gaudaloupe. On my asking him, how he bacame acquainted so minutely with the Circumstances of the above Vessel, and Cargo, he answered, that M$^{r}$ Marrel [or Manel] a frenchman from S$^{t}$ Bartholomews had arrived at Gaudaloupe previous to his Departure Yesterday Evening, and mentioned it without Reserve, adding that the *Constellation* had brought to the said Schooner *Active*, and that I delivered her over to the *Padre* (which was a Lye) he also informed me that my Cartel had sailed the Evening before him from Gaudaloupe for S$^{t}$ Kitt's, and that three American Vessels had been taken to Windward of Desiada, and carried in to Gaudaloupe by the Noted Williams. At Noon the Body of the Island of Saba bore N. E. three Leagues Distance. The Middle, and latter heavy Clouds rising to the E.S.E. which produced no Wind of any Consequence.

[HS of PA. NDA photostat.]

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**Extract from journal of James Pity, U. S. Frigate *Constitution*, 30 March 1799**

Moderate Breezes at 2 PM Saw a strange sail bear$^{d}$ W.S.W. bore up and gave chace @ ½ past 6. observ'd the chace to be a Sch$^{r}$ @ 5 shortend sail & hauld our Wind with our star$^{b}$ Tacks on board

At 6 AM. Tack'd to the Northw$^{d}$

Rowsed up the Cables & cleard the Wings. & Tiers.

[Latitude In 18.19 N$^{o}$]

[NDA.]

**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 30 March 1799**

Begins with moderate breezes & pleasant Beating into S$^{t}$ Pierres with the Brig in tow at 2 PM cast off the Brig at ½ past 4 came too in 12 fath$^{s}$ water at 6 D$^{o}$ moor'd Ship with the Kedge anchor, the Brig came to anchor —

Latter part employ'd filling our water & stowing it away

Ends pleasant

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Sunday, 31 March 1799**

Light Breezes all these Twenty four Hours, and pleasant Weather; at about 4 PM bore down, and spoke a small Schooner from the turtleing Keys, bound to Saint Bartholomews

The long Bank of Aves, it is said, and generally believed has from ten to twenty Fathoms Water on it; but this Morning at Ten AM the Island of Saba bearing due North between three and four Leagues Distance, seeing the Bottom under the Ship, I ordered the Master to sound; the first Cast we found the Depth, ten Fathoms; shortly after seven, then about a Quarter five, next Cast a Quarter less six, and then seven Fathoms, which Depth we had for about a League; and then we found ten Fathoms again, and shortly after no Ground with twenty Fathoms of Line up and down, the Town of S$^{t}$ Eustatius at Noon bore East North East about five Leagues Distance, and the West Part of Saba North West, four Leagues Distance.

Altho few Mariners suppose or believe, that there is so shoal Water on the above Bank, it is no Doubt well known to the S$^{t}$ Eustatia Fishermen, and I have heard many of the most respectable Gentlemen at S$^{t}$ Christophers say, that they have seen in break feather white in Hurricanes, and that in the last, several Ships put to Sea from the Island, and not being able to weather the Bank, was lost thereon. —

[HS of PA. NDA photostat.]

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**Extract from the journal of U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 31 March 1799**

[St. Pierre, Martinique.] Moderate breezes & pleasant Weather all these 24 hours, employ'd taking in water & Stowing it.

An English Sloop of War came in to Anchor —

[HS of Old Newbury, Mass. NDA photostat.]

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