

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

**Volume III  
Part 1 of 4**

**Naval Operations  
from April to July 1799**

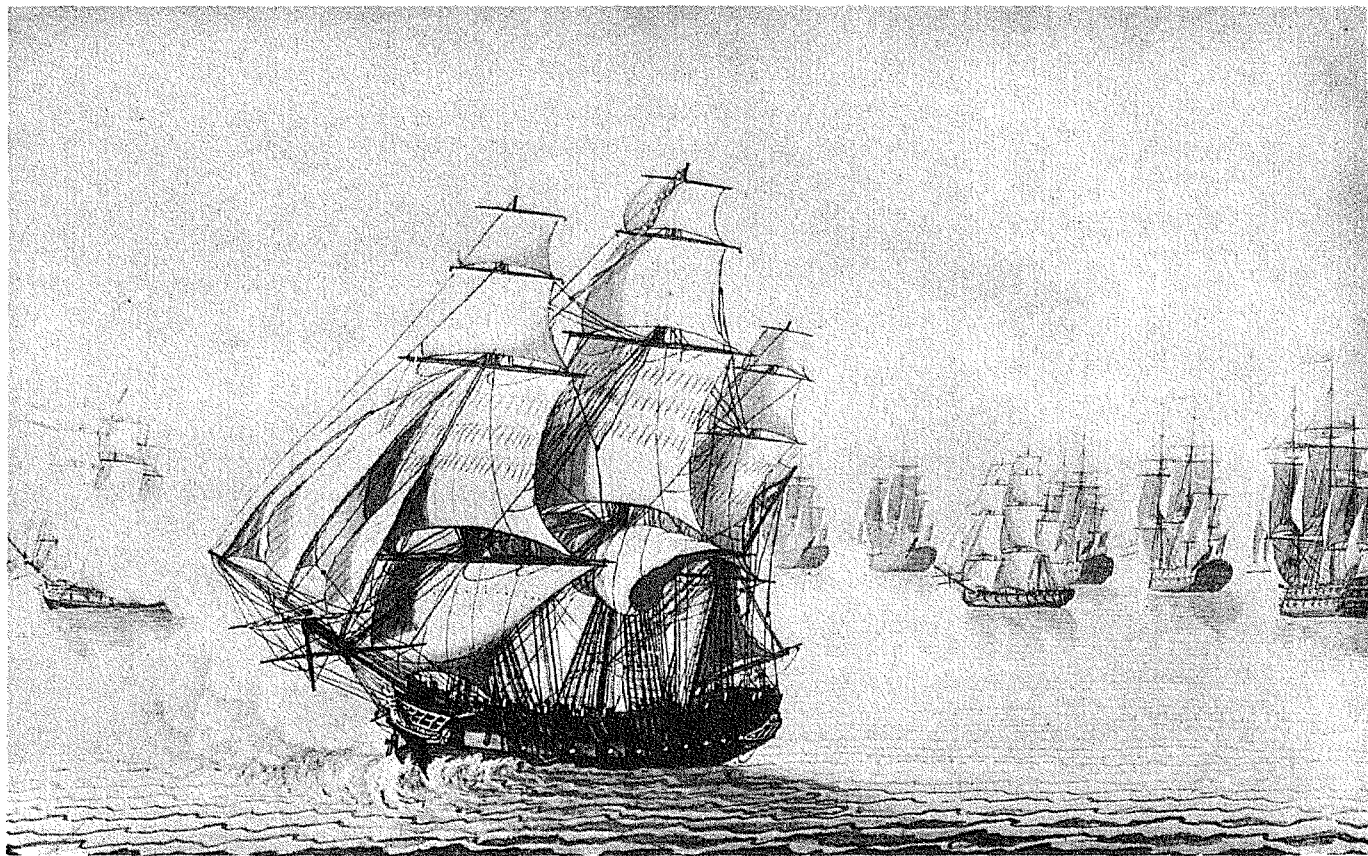
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**NAVAL OPERATIONS**  
**FROM APRIL 1799 TO JULY 1799**  
**QUASI-WAR WITH FRANCE**



AMERICAN ARMED MERCHANT SHIP MOUNT VERNON, OF SALEM, ESCAPING FROM A FRENCH FLEET  
ON 28 JULY 1799, SOUTHWESTWARD OF CADIZ

# NAVAL DOCUMENTS

RELATED TO THE

## QUASI-WAR BETWEEN THE UNITED STATES AND FRANCE



## NAVAL OPERATIONS

FROM APRIL 1799 TO JULY 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 : 1936



## PREFACE

This volume is the third of a projected series of early documentary material dealing with American naval history. It covers naval operations from 1 April 1799 to 31 July 1799, inclusive, during the Quasi-War with France (1798-1801), and contains much hitherto unpublished documentary material related to the organization of our naval forces, the establishing of bases in the Caribbean area and operations incident to the protection of American commerce.

Among the events included herein are the capture of the following French privateers by vessels of the United States Navy: *Le Bon Pere*, *Diligente*, *Vanqueur*, and *Magicienne*. Documents relating to the recaptures from the French of American and British vessels by our naval forces are also included in this volume, as well as those pertaining to engagements between American armed merchantmen and French privateers.

The same chronological arrangement of documents is followed in this volume as in the two previous volumes. 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 as found in the copies may not always be identical with the originals.

Sincere thanks are due to the following individuals and activities, not mentioned in the preceding volumes, who have kindly cooperated in this work: Rear Admiral C. P. Snyder, U. S. N.; Lieut. F. B. Stoddert, U. S. N. (Retired); U. S. Naval Attache's Office, London; Mr. Charles S. Ray; Corcoran Gallery of Art, Washington, D. C.; John Carter Brown Library, Providence, R. I.; William L. Clements Library, University of Michigan; Marine Savings Bank, New London, Conn.; Peabody Museum, Salem, Mass.; and the British Admiralty, London.

Brief descriptive notes on the two preceding volumes of this series follow:

The First Volume includes the period from February 1797 to October 1798. In addition to many other important naval documents of that period the volume contains much source material related to the establishment of the Navy Department, and the procurement and mobilization of the Navy for prosecuting this war.

The Second Volume carries the chronology forward from November 1798 to March 1799. A special feature of the Second Volume is a section devoted to the American armed merchant vessels which participated in this naval war; such information as the names of masters and other officers, number of crew, tonnage, guns carried, registry ports, etc., is given when available, together with interesting details of encounters between armed merchant vessels and French privateers.

A great part of the work of preparing this volume has been under the direct supervision of Commander Lucius C. Dunn, U. S. Navy, who has been assisted from time to time by Mr. H. F. Lunenburg, Miss. L. I. MacCrindle, Miss. C. M. MacDonnell, Mrs. A. R. Lawrence and Mrs. C. R. Collins.

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
American Armed Merchant Ship <i>Mount Vernon</i> , of Salem, Escaping from a French Fleet on 28 July 1799, Southwest- ward of Cadiz . . . . .	Frontispiece
Reproduced from the unpublished original by M. Corné, now in Peabody Museum, Salem, Mass., through the courtesy of Mr. Charles S. Rea, owner of the painting.	
Convoy Signals Issued by Captain Samuel Barron, U. S. Navy . . . . .	34
Reproduced from the original, dated on board U. S. Ship <i>Baltimore</i> , Island of St. Thomas, 10 April 1799, by courtesy of the Manuscripts Division, Library of Congress.	
American Armed Merchant Ship <i>General Washington</i> , of Philadelphia . . . . .	46
Reproduced by courtesy of Mr. M. V. Brewington, of Berwyn, Pennsylvania, from an old model in his possession.	
Captain Alexander Murray, U. S. Navy . . . . .	110
From an old photograph in the archives of the Navy Department, probably taken from a miniature.	
Map of Lesser Antilles Area . . . . .	164
Captain Thomas Tingey, U. S. Navy . . . . .	218
Reproduced by courtesy of the Corcoran Gallery of Art, Washing- ton, D. C., from the original engraving by St. Memin in their posses- sion.	
Captain Moses Brown, U. S. Navy . . . . .	280
Reproduced by courtesy of Mr. Moses Brown, of Ray, Arizona, great, great grandson of Captain Moses Brown, U. S. Navy, from an old portrait in his possession.	
U. S. Ship <i>Merrimack</i> : . . . . .	348
Reproduced by courtesy of Mr. Moses Brown, of Ray, Arizona, from a painting in his possession believed to have been copied from an old pitcher in the family of Captain Moses Brown, U. S. Navy.	
Midshipman Samuel Elbert, U. S. Navy. . . . .	430
Reproduced by courtesy of the Navy Historical Foundation from an old miniature in their possession, donated by Mrs. Maitland Soutter. During the period covered by this volume, Midshipman Samuel Elbert, U. S. Navy, was attached to the U. S. S. <i>Ganges</i> .	
Map of West Indies Area . . . . .	494
American Armed Merchant Ship <i>Mount Vernon</i> , Beating Off Several French Privateers Near Gibraltar, 31 July 1799. . .	558
Reproduced by courtesy of the Peabody Museum, Salem, Mass., from the original by M. Corné, in their possession.	



## ABBREVIATIONS INDEX TO SOURCES

Acct . . . . .	Accountant.
Accts Of . . . . .	Office of the Accountant of the Navy Department.
Appts . . . . .	Appointments.
Bk. . . . .	Book.
CA . . . . .	Consular Archives, State Department.
CL. . . . .	Consular Letters, State Department.
Cl. . . . .	Claims.
CMR . . . . .	NDA, Court Martial Records.
Col. or Coll. . . . .	Collection or Collector.
Conn. HS. . . . .	Connecticut Historical Society, Hartford, Conn.
Ct. of Cl. . . . .	Court of Claims.
Dip. Cor. . . . .	Diplomatic Correspondence, State Department.
Disp . . . . .	Dispatches, State Department.
Div . . . . .	Division.
Dom. L. . . . .	Domestic Letters, State Department.
EPP . . . . .	Edward Preble Papers, Library of Congress.
GLB. . . . .	General Letter Books, Navy Department Archives.
HS. . . . .	Historical Society.
HS of Pa. . . . .	Historical Society of Pennsylvania.
Inst. to Min. . . . .	Instructions to U. S. Ministers, State Department.
Ja . . . . .	Jamaica.
JRP . . . . .	John Rodgers Papers, Library of Congress.
L . . . . .	Letters.
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.
MSB. . . . .	Marine Savings Bank, New London, Conn.
Mss . . . . .	Manuscripts.
NA . . . . .	Naval Academy, Annapolis, Md.
NDA. . . . .	Navy Department Archives.
Newport HS. . . . .	Newport, R. I., Historical Society.
NHSC, NYHS . . . . .	Naval History Society Collection in New York Historical Society.
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.
RIHS . . . . .	Rhode Island Historical Society, Providence, R. I.
Req. on US T. . . . .	Requisitions on U. S. Treasury.
SC. . . . .	Spanish Claims, or Spanish Convention of 1819.
SDA . . . . .	State Department Archives.
Spol . . . . .	Spoilation.
TDA or TD. . . . .	Treasury Department Archives.
USN . . . . .	United States Navy.
VA . . . . .	Veterans' Administration.



NAVAL OPERATIONS  
FROM APRIL 1799 TO JULY 1799  
QUASI-WAR WITH FRANCE



# NAVAL OPERATIONS

FROM APRIL 1799 TO JULY 1799

## QUASI-WAR WITH FRANCE

---

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

[PHILADELPHIA]

*Navy Department 1. April 1799*

Major W<sup>m</sup> BURROWS

SIR The season is now advancing when it will be necessary to encamp the Marines out of the City — indeed they can be better disciplined when they are separated from the City — I hope the Tents so long ago ordered, are ready, if not, pray have them got ready without delay. —

I have the honor &c

[NDA. GLB, Vol. 2, 1799.]

---

To Captain David Jewett from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 1<sup>st</sup> April 1799*

Cap<sup>t</sup> DAVID JEWETT,

*Norwich Connecticut.*

SIR I have written to M<sup>r</sup> Howland to build an 18 Gun Ship for the Public, and I shall immediately name you to the President as Master & Commandant. If he approves, which I have no doubt he will do, your attention will be required in expediting the Ship. — I have left it with M<sup>r</sup> Howland, to fix on the Draft for the Vessel with your concurrence.

I have the honor to be &c

[NDA. OSW, Vol. 1.]

---

To Captain Robert Gill, Navy Storekeeper, from Secretary of the Navy

[PHILADELPHIA]

*N Department April. 1<sup>st</sup> 1799*

Cap<sup>t</sup> R. GILL

SIR Please to deliver to M<sup>r</sup> John Dowers such sail Cloth as he may require for Sails he is making for the Brig. *Norfolk* commanded by Cap<sup>t</sup> Bainbridge. —

I am &c &c

[NDA. GLB, Vol., 2, 1799.]

To Captain Robert Gill, Navy Storekeeper, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department April 1. 1799.*

Cap<sup>t</sup> ROBERT GILL,

SIR You will please to deliver to Mary Nicholson the old Lead you have in store landed from the *Ganges*, in order that it may be cast into Cannister shot.

I am &c.

[NDA. GLB, Vol. 2, 1799.]

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

[PHILADELPHIA]

*Navy Department 1. April 1799*

Major WILLIAM BURROWS

SIR Fort Mifflin requiring some additional force — you will please to send a Lieutenant and thirty Marines to that place — to put themselves under the command of the Commandant of the Fort. —

Your obe<sup>t</sup> ser<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

[About 1 April 1799?]

Protest of Daniel Allen, Master of Ship *Henry*, captured by a French privateer, Captain Dupee, commander

By this Publick Instrument of Protest Be it known and Manifest That on the Fifteenth day of January A D 1800 —

Before me Sam<sup>l</sup> Chace Esq<sup>r</sup> Publick Notary Duely admitted & sworn to said office For the Town and County of Providence State of Rhode Island & Providence Plantations Personally appeard & came Capt Daniel Allen late Master and owner in the Ship *Henry* of Providence, who Being Duely Engaged according to Law Doth Depose and Declare That He saild out from Providence on the Twenty second day of March 1779 [1799] Bound for Turks Island That on his passage in Lattitude Thirty one & an Half He was Captured By a Capt Dupee in a French Privateer of Ten Gunns who carried Him & Vessell into S<sup>t</sup> Johns Porto rico and there Had his said Ship & Cargo condemnd — and Besides Taking s<sup>d</sup> Ship & Cargo Took from Him all s<sup>d</sup> Ships Papers and in Particular Her Register and Totally Detaind that with others from Him nor ever Returned them to him Whereupon the said Capt Daniel Allen Hereby Protests — and I the said Notary Do as Desired For Him Hereby Publicly Protest against the said capture and Detain[ing] of His said Register in Particular as well as other his Papers and against all Loss Cost and Damage that Happens thereon or accrue thereby To the owners or others Concernd in s<sup>d</sup> Ship *Henry* Her cargo or appurtenances

Thus Done sworn to & Publicly Protested under My Hand & seals Notarial in Providence aforesaid in said state of Rhode Island & Providence Plantation on the Date above written

SAM<sup>l</sup> CHACE *Publick Notary*

[RIHS.]



Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Monday, 1 April 1799

Unsettled, and uncertain Weather all these Twenty four Hours. At AM very heavy black Clouds rose up in the Eastern and South-eastern Quarters, threatening a violent Tornado, they however separated, and passed over, without producing either Wind, or Rain. A small Schooner only in Sight on the Lee Beam, take her for a Turtleman. Exercised great Guns, and small Arms, and employed at the various Duties of the Ship. At Noon S<sup>t</sup> Eustatius bore N.B.E. and Brimstone Hill S<sup>t</sup> Christophers N.E.B.E. Distance from nearest Shore five Leagues.

[HS of PA. NDA photostat.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 1 April 1799

[Moored in St. Pierres.] First part moderate & cloudy weather at 2 PM carried out a kedge anchor to the N & W it looking likely to blow from that quarter, got the larboard anchor in Readiness, the men came on board from the brig.

Mid. part D<sup>e</sup> weather. at 6 AM unmoord Ship, at 8 D<sup>e</sup> hove up & got under way & beat out of the harbour, at 11 spoke a Schooner 16 days from Georgetown

Light breezes & pleasant

[HS of Old Newbury, Mass. NDA photostat.]

[2 April 1799]

To Secretary of State from Richard O'Brien, U. S. Consul, Algiers

Articles, requisite to be sent to Algiers, with dispatch on Account of the United States ———

	D <sup>rs</sup> .
Coffee green of S <sup>t</sup> Domingo & Martinico, Am <sup>t</sup> in bags. —	20,000
Sugar in boxes & Barrels, 1 <sup>st</sup> 2 <sup>d</sup> 3 <sup>d</sup> & 4 <sup>th</sup> quality D <sup>e</sup> —	8,000
Pepper in bags —	8,000
Cochineal to the Am <sup>t</sup> of —	8,000
Pimento in bags —	2,000
Rum Jamaica, in bottles to the Am <sup>t</sup> of —	600
Cottons ordinary, of different qualities (I believe India —	16,000
Cloves in Butts to the Am <sup>t</sup> of —	5,000
Nankeens Am <sup>t</sup> of —	2,000
Irish Linens. Amount 1 <sup>st</sup> 2 <sup>d</sup> 3 <sup>d</sup> 4 <sup>th</sup> & 5 <sup>th</sup> quality —	2,000
China, in Coffee & Tea Setts, dishes, bowls, & plates of red, green & blue, flowered or fashioned —	1,000
Tin in Sheets as p. Pattern —	2,000
Hour or Ising glass for Lanthrons Am <sup>t</sup> of —	600
Cinnamon as per Sample to Am <sup>t</sup> of. Note No. 1 —	1,000
Salmon Pickled in Barrels & half Barrels Am <sup>t</sup> of —	1,000
Note of N <sup>o</sup> 1 Amount of 1000 Dollars —	1,000
Note of N <sup>o</sup> 2 to the Amount of —	1,500
Note of N <sup>o</sup> 3 to the Amount of —	3,000
Note of N <sup>o</sup> 4 to the Amount of —	1,500
Note of N <sup>o</sup> 5 to the Amount of as Per Sample —	3,000
Am <sup>t</sup> Carried forward —	\$87,200

	D <sup>m</sup> .
Am <sup>t</sup> bro <sup>t</sup> over.....	87, 200
Chintzes, varieties of to the Am <sup>t</sup> of.....	1, 000
Muslins, ordinary in pieces of different qualities.....	2, 000
Crates of Liverpool Ware Am <sup>t</sup> of.....	1, 000
Ginger best quality to the Am <sup>t</sup> of.....	1, 000
Handkerchiefs, Coloured, of Cotton different qualities.....	1, 500
N <sup>o</sup> 6 of this Fustick wood Am <sup>t</sup> of.....	2, 000
	\$95, 700

15 Barrels of Smoak'd herrings

75 Barrels of Pickled herrings

To the Secretary of State of the United States Algiers April 2<sup>d</sup> 1799  
by Richard OBrien

(Copy)

It will be necessary the *Polacre* to mount 16 Six pounders & 40 men and to be loaded with these Articles with the greatest dispatch it will be a plan & the means of saving heavy sums being expended or Demanded of the U. S. ———

#### Wanted for the Regency

10 barrels of tin in sheets 4 different sizes	} *The Guns; Carriages breachings tackles, Worms, sponges & all belonging thereto, must be returned to the Regency at the Return of the <i>Polacre</i> (where are those articles)[†]
200 long handled tar brushes	
200 long handled paint d <sup>o</sup> large	
200 D <sup>o</sup> D <sup>o</sup> D <sup>o</sup> D <sup>o</sup> Size less	
100 Small D <sup>o</sup> D <sup>o</sup> D <sup>o</sup> D <sup>o</sup>	
30 Sheets of lead	
40 or 50 Barrels of Lamp Black	
100 Barrels of Pitch & Tar, if requisite in the hold as ballast	

#### Wanted for the Dey.

600 W<sup>t</sup> of fine Loaf Sugar

600 Dollars worth of Mahogany boards (how thick) [†]

300 Dollars worth of Ebony boards/is there such a thing (none at market)[†]

100 Dollars worth of black Walnut boards, (what dimensions) [†]

Tamarinds & Sweetmeats W. India produce 200 doll<sup>r</sup> worth 6 p<sup>r</sup> fine India Muslins  
fitting for Turbans

20 doz. of Madrass Handkerchiefs, different qualities & Colors

10 pieces of the finest dimity . . D<sup>o</sup>

4 pieces of the finest linen

100 best English Pen knives, of different qualities

30 pieces of large Damask, fine for Napkins

20 pieces of India Silks, with & without flowers of different qualities ———

(Signed) RICHARD OBRIEN.

To the Secretary of State—

\* Holland not now imported, none but English, very high.

[† These words, in parentheses, are in a different handwriting than that of the rest of the manuscript.]

[Mass. HS. Pickering Papers, Vol. 42, p. 147-48.]

To Midshipman Charles Morris, U. S. Navy from Secretary of the Navy

[PHILADELPHIA]

N Department April 2<sup>d</sup> 1799

M<sup>r</sup> CHARLES MORRIS

*Midshipman*

SIR You are hereby directed to repair on board the Brig<sup>a</sup> *Norfolk* now in this port, to act under the orders of the Commandant Cap<sup>t</sup> William Bainbridge until you shall join the Frigate *Constellation* Cap<sup>t</sup> Truxtun. —

I am Sir &c &c

[NDA. OSW, Vol. 1.]

To Secretary of State from Joseph M. d'Yznardi, U. S. Agent, Havana, Cuba

N<sup>o</sup> 14

(Copy)

HAVANA April 2<sup>d</sup> 1799.

SIR My last respects to you, were on the 8<sup>th</sup> Ult<sup>o</sup> N<sup>o</sup> 13 and an indisposition has prevented my addressing you since — I have now the unpleasant task of informing you, that the French Privateers the *Diable Passepartout* and the *Coffee Mill* with two others, whose names I cannot learn, have made an establishment, on a Key near Matanzas: I can only relate to you what has been assured me by a person of veracity to be true. — I have sent a person to view their situation, and inform himself of the certainty of their proceedings: I expect him back in two or three days, and shall loose no time in forwarding to you his Report. — But in the mean time I will communicate to you such particulars as I believe to be facts, from the respectability of the source whence I received the information. — These Pirates have established themselves in a large Key about 15 Leagues East of the Matanzas and three miles North distant from this Island. — They have procured 22 pieces of Artillery and erected a kind of Fortification. — The size of their Cannon are mostly Nine pounders with two or three twenty fours. — They have been recruiting in different parts of this Island and particularly here, and their number at present amounts to more than 300 — Their Cruizers are constantly at Sea, and take every thing they can. — They have captured an English Privateer Brig, one or two American Schooners, and an armed Ship supposed to be the Ship *Ocean* from New York. — This Vessel defended herself for some time, and killed 10 Men of one of the Privateers, but being overpowered by numbers they boarded her; and here sir, with sensations of Greif and indignation I have to add, they put to death, the Captain and Crew, except five men, who concealed themselves, and were not discovered, till some time after; I do not know the reason why they were spared. — They sell their Goods to some worthless Spaniards, who in return supply them, with every thing they wish. — I am sir in an agony of anxiety for fear of daily hearing of some other Captures and massacres. — Their situation is such that no Vessels that come by the old straights, can possibly escape them. — I beg you will warn the Masters of Vessels that are bound here of the danger they are exposed to if they come by that way. — The moment I heard the reports as above stated I waited on the Governor; and have repeatedly spoke

to him on the subject, urging his taking some measures to dislodge these Pirates from his jurisdiction — I particularly requested his arresting the owner of the *Diable Passepartout*, an Italian who has acquired great property by Privateers he gave me promises he would consider it and do what was proper. — But seeing nothing done, I thought proper to address him a Letter, a copy of which you will please to find enclosed N<sup>o</sup> 1. — I knew his answer would be that as I was not acknowledged, my protests were of no value: But whatever may be his opinion, whilst the Government of the United States acknowledges me, as their Agent, my representations to him are entitled to his attention. — I shall therefore continue representing and protesting whenever I think it necessary. — My Letter produced no other effect, than his answer which is herewith N<sup>o</sup> 2. — It is true the fear of the British Fleet, would prevent the risking of any force; but Sir I am sorry to observe no disposition on his part to act as the honor and dignity of his Country and his own require. — It is generally the custom on any occurrence of less importance, to call a Council; but he has not done it — He can do nothing in this affair, without the cooperation of the Navy — But only two days ago the Admiral in chief assured me, with surprize, that the Governor had not spoke to him one word about it. —

You will see by his Letter, he wishes for proofs by witnesses or Documents; how impossible it is in most cases at the first moment to present him with either. — I have taken care, when the Masters of Vessels lately taken have arrived here to send them to him, that he might be informed by them of their misfortune — Yet after these people are gone; when I bring to his recollection their captures, he answers me he wishes for proofs. — It is extraordinary, that he thinks nothing of arresting a respectable Citizen of the United States\* and keep him in prison for three days, merely because he was ignorant of the regulations of this place: Yet he cannot arrest or secure the person by security, of a worthless Italian French Citizen without clear proofs of his guilt. — These are facts sir — I might add many others to convince you of the necessity, that the Government of the United States should adopt some vigorous & prompt measure to bring this Gentleman to reason — A suspension of intercourse of a few months would effect it: This Island is perfectly dependent on the United States; for imports & exports — At any rate sir these Pirates must be driven from their present situation. — A Frigate and two Sloops of War with red hot Balls would soon accomplish it — or, if this Government was informed, *that unless*, they expelled them before a *fixed time*, and gave assurances, not to countenance any French Privateers in the Harbours of this Island, all intercourse should cease. — Whatever may be the determination of the President I shall be anxious to be informed of it. — For my part sir you may depend I shall at all times act as becoming the Representative of a great and powerful Nation. —

The French Agent addressed me a Letter, on the 27<sup>th</sup> Ult<sup>o</sup>, pretending to justify himself and his Government from any blame in these occurrences. — I should have taken no notice of it, were I not certain it was intended for publication, in order to afford their partizans in the United States arguments to exculpate them. — To prevent persons being deceived by his professions I have thought

proper to contradict them by such facts as will appear in my answer — Inclosed you will please to find them N<sup>o</sup> 3 & 4 — and N<sup>o</sup> 5 in his Letter I refer to. —

I have nothing further to add: There are at present no French Privateers in this Harbour. I shall not loose one moment, in sending you the report promised. —

I have the honor to be with profound respect sir

Your most ob<sup>t</sup> hum<sup>e</sup> Serv<sup>t</sup>

(Signed) Jos: M. d'YZNARDI —

The Secretary of State &<sup>e</sup> &<sup>e</sup> &<sup>e</sup>

\* Mr. O'Hara of Charleston.

[NDA photostat.]

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

[PHILADELPHIA]

N Department April 2<sup>d</sup> 1799

WILLIAM CRAFTS ESQUIRE

Charleston, (S. C)

SIR Being encouraged by your letter of the 18<sup>th</sup> of February, and having entire confidence in your ability, integrity, and Zeal for the Public Service, I am induced to rely on you to procure a sufficient quantity of live Oak Timber for two of the 74 Gun Ships, authorized by Congress at their last Session. — Each Ship will require 27,540 Cubical feet of live Oak after it is reduced to the proper size, and cut to conform to the moulds which shall be furnished from hence. —

I have already given orders to procure in Georgia the whole quantity of timber for the Six Ships, but for fear of disappointment in that quarter, I make the present application to you preferring the chance of having more Timber than will be necessary, to being deficient in the quantity; It will be proper however for you to confine your operations to the State of S<sup>c</sup> Carolina in order to avoid a Competition. — I now enclose M<sup>r</sup> Humphrey's acc<sup>t</sup> of the pieces of live Oak, wanted for each Ship — which will serve to enable you to ascertain whether this timber can be furnished by contract, on what terms—and in what time. It must be fully understood, that the timber must be prepared to correspond exactly with the moulds, to be furnished from hence; by the Contractor — and that it must be delivered at convenient landings, from whence it may be taken by Vessels drawing when loaded, 12 feet Water — and that not less than a load for a Vessel of 150 Tons burthen, shall be delivered at any one landing place.

The following particulars must be strictly attended to in the contract. — That the party contracting, have the ability & the Will, to comply with his engagement. — That a preference is to be given to such persons, as having the ability & the Will to comply with their engagements, will undertake to deliver the timber in the shortest time. — That such pieces as shall be hereafter particularly pointed out by me, as first necessary, shall be the first delivered. — That no piece is to be smaller than its mould, and that if it be more than one Inch broader or thicker than the mould, the Contractor is to pay the freight from Georgia, at the rate of half a dollar P<sup>r</sup> Cubical foot, of all such surplus timber, or it may be rejected altogether, at the option of the Public.

It is to be understood, that the pieces are on no acc<sup>t</sup> to be Smaller than the moulds, but as it may be very difficult to make them in every particular the exact size of the moulds, a latitude of one Inch beyond the size of the moulds, may be allowed, & paid for — tho it is most desir<sup>e</sup>able, that this latitude should not be taken oftener than necessary. —

It is necessary that the timber be prepared in the first instance to correspond with the mould, in order to save the intollerable expence of transporting useless timber. Contracts heretofore have been made to deliver at Phil<sup>a</sup> live Oak timber cut to the mould, at three quarters of a dollar, p<sup>r</sup> foot—the freight from Georgia is half a Dollar, so that the contractor in such cases has received a quarter of a doll. for the wood, workmanship, & delivery at the landing. — The Merchants here who are now building a Frigate for the Public, have contracted with a M<sup>r</sup> Morgan, for timber on these terms — but he has not complied with his contract — probably it will be a bad one.

It is in all cases important that the public business should be done on terms of as much oconomy, as practicable — but as I wish in the present instance that the contracts should be made with men of Character, who will not disappoint the Public, as to time, or any other thing; and as the utmost attention must be paid to having the timber prepared to correspond exactly with the moulds, at least that in no instance it be smaller, or more than one inch larger; and as I want the timber to be ready for delivery with all practicable expedition it may be necessary, to insure a punctual & minute compliance on the part of the Contractor; that you give more than one quarter of a doll, p<sup>r</sup> foot, delivered at landing as herein before expressed. If you should be obliged to give one third of a Doll, I shall not be surprised — and it would be better to give even half a dollar p<sup>r</sup> Cubical foot, to have the timber delivered in season and exactly conformable to the stipulations herein, than to make contracts with men who will disregard their engagements. There is no calculating the injuries which might result to the Public, from a disappointment — and therefore any kind of disappointment must be guarded against by all prudent means. —

It will be proper that you require good security for the performance of the Contracts you make — and if the Security be unquestionable; and advances of money should be necessary, an advance not exceeding one fifth of the amount of the Contract may be made — but no more money must be paid, untill timber be delivered for the first advance — and afterwards it may be paid as the timber is delivered. — You will Contract with the same person or persons for the delivery of the whole timbre — or a part as you shall find best — But in no instance should you contract for the delivery of only part of the Frame of a Ship. — Two or three persons making out one frame among them, would be attended with great confusion, & great uncertainty. — It is desir<sup>e</sup>able that the whole timber for the Six Ships, amounting to 165,240 Cubical feet, should be ready to be delivered in Six months from this time — but perhaps this will be impracticable — the whole must at all events be ready to be delivered in twelve months, and such parts as shall be required in Six Months, that the Ships may be progressing. — If you can make such contracts as you have perfect reliance will be complied with, at a quarter of a dollar p<sup>r</sup> foot, delivered at the landing, — or even at a third of a doll. you will do so, without waiting to hear from me. — But if you are obliged to exceed

a third of a doll p<sup>r</sup> Cubical foot, you will in that case let me hear from you before you conclude a Contract. — It is intended that a person shall be sent from hence, to review all the timber, and to compare it with the moulds, before it be shipped off — Your greatest trouble will be to make the contracts — to see that they are executed, and to pay the mony, for which you will be allowed, a commission of 2 P<sup>r</sup> Cent. — I have mentioned 12 M<sup>os</sup> as the longest time for the delivery of the timber, but upon farther consideration this is too distant a period, and the Contracts must not allow longer than 6 Months you cannot too carefully guard against disappointments, do not rely on plausible appearances but on the contrary if you are not perfectly convinced that the Contracts will be fulfilled with exactitude, it will be better to decline making any. — I beg leave also to impress on your mind; and you will make the same impression on those with whom you contract, & so express it in the Contract that the price to be allowed is to be for Cubical measurement of the timber, after it shall be worked to the size of the moulds and not for its measurement in a rough State. —

I have the honor to be &c &c

[NDA. GLB, Vol. 2, 1799.]

To William Smith, U. S. Minister, Constantinople, Turkey, from Secretary of State

DEPARTMENT OF STATE, *Philadelphia April 2. 1799*

N<sup>o</sup> 16.

WILLIAM SMITH Esq<sup>r</sup>

D<sup>r</sup> SIR, In a former letter I mentioned your being nominated minister plenipotentiary to negotiate a commercial treaty with the Porte. By the next conveyance I hope to forward your commission and instructions. — But how are you to go to Constantinople? Can you find a passage in a British vessel of War? — I should wish one of our frigates might be employed: but probably their services will be required nearer home.

In December last, one of the armed Schooners destined for Algiers sailed from the Delaware with a large storeship of 6 or 700 tons burthen, laden with masts and timber, planks, &c. for Algiers: The storeship sprung a leak at sea, and put away for the West-Indies; and we have lately heard of her arriving at Jamaica. When she may reach Algiers, if ever, is uncertain. A series of disasters have attended all our Barbary business. The armed schooner kept on her way; and with the armed brigantine & the other armed Schooner for Algiers, accompanied with the United States brig *Sophia* with goods, I hope have arrived there in safety.

\* \* \* \* \*

I am with great respect &c

TIMOTHY PICKERING

[SDA. Dip. Cor. Inst. to Min. Bk. 5, 1798-1800.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Tuesday, 2 April 1799

Pleasant Weather, and smooth Water. At 4 PM saw a Sail in the North East, standing before the Wind, gave Chase, at 6 spoke the Chase a Danish Ship from Copenhagen bound to St Croix. At 5 AM saw a Sail in the same Quarter, which I brought to. She proved to be a British Privateer from Antigua on a Cruise. Shortly after saw another Sail to which we gave Chase, and fired several Shot at, but she hoisted American Colours and run between St Bartholomew's, and St Martins, and I could not cut her off from that Passage. At Noon St Bartholomews bore W.S.W. four Leagues' Distance.

N B. On my Arrival at Bassateer, St Christopher's on the 5<sup>th</sup> Instant I found the above Schooner to be commanded by the Noted Captain Williams mounting 14 Guns, a French Pirate that has been long trespassing in these Seas; and that he had hove over all his Guns but six in the Chase, together with his Boat, and other weighty Matters, in Order to lighten his Vessel, and aid her Sailing.

[HS of PA. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,  
2 April 1799

Light Winds and Cloudy

At 6. PM fresh breezes and Vble with Rain

@ 7. PM. shortend sail

At 10 Wore to the Northw<sup>d</sup>

At 4 Wore to the Southw<sup>d</sup>

At 9. saw a strange sail bear<sup>e</sup> E.N.E Made sail and gave chase

@ 10 the chase Tack'd & stood to the Southw<sup>d</sup> @ ½ past 10 she Tack'd to the Northw<sup>d</sup>

At Merd<sup>n</sup> the Chase bears E.S.E 16 Miles Dist.

[Latitude observed 16.45 N<sup>o</sup>]

[NDA.]

To Captains Charles Bridgham and Russel Stevens, prisoners at Alexandria, from  
Secretary of the Navy

[PHILADELPHIA]

N Department April 3<sup>d</sup> 1799

Cap<sup>t</sup> CHARLES BRIDGHAM

Cap<sup>t</sup> RUSSEL STEVENS

*Alexandria*

GENTLEMEN The Secretary at War delivered me some time ago your letter of the 20<sup>th</sup> February, and I have in consequence obtained from M<sup>r</sup> Regis le blanc Agent of General desfourneaux, a Release for each of you from the paroles given at Guadaloupe, which releases you will find inclosed, and you may now consider yourselves at perfect liberty.

I am Gentlemen &<sup>e</sup> &<sup>e</sup>

[NDA. GLB, Vol. 2, 1799.]



To Secretary of the Navy from Gibbs & Channing, Navy Agents, Newport, R. I.

NEWPORT April 3<sup>d</sup> 1799

SIR We wrote you sometime past, requesting you to direct a medicine Chest to be put up and sent here for the *General Greene*. If it should not be forwarded, you will please to inform us, as we find we can have a suitable one the Instrument put up in Boston, and have it here in a short time after we hear from you. —

Capt Benjamin Coleman, in consequence of Capt Perry's and our recommendation for an appointment as Sailing Master, has been attending on *General Green* we find him to be attentive, and from the opportunity we have had of knowing him, are of opinion he is well qualified for that appointment, and hope it has been or will be made.

M<sup>r</sup> Benjamin Sayer of this town has been attending from the first outfitts of the *General Green* from an expectation of obtaining a Lieutenancy in the Ship. We have found him very active, attentive, and useful, if he could have the appointment of acting Lieutenant with the pay and ration of a Lieutenant, he would continue in the Ship — should such an appointment be made we should recommend him for it.

We have been solicited to mention to you M<sup>r</sup> Isaac Coe of Little Compton of this State for the appointment of Midshipman — by the request and on the recommendation of his uncle M<sup>r</sup> John Davis of that town — We consider M<sup>r</sup> Davis a very upright and intelligent man, that we place reliance on his recommendation, and as he possesses great influence in his town and has been very useful in supporting the Federal interest in this State we should be Glad if this appointment could be made —

The *Gen Green* is rigged and has her ballast on board, but for want of men to take charge of her Capt. Perry declines getting her of in the harbour, where she must take in her water, provisions, stores and Guns as she will not float from the wharf with more onboard. —

We have ready to put on board every article that we at present know off, and other articles of Stores as informed of we will immediately provide. We are extremely anxious to have the Ship away but there is no prospect of obtaining any hands at this place, as the Merchant Vessels which have lately sailed, have been manned with great difficulty —

You will please inform us what Liquors and Stores should be furnished the Cabin, and whether we are to advance pay to the Captain and the Officers —

Hon<sup>ble</sup> BENJAMIN STODDERT Esq —

[Newport HS., Gibbs & Channing LB, 1799.]

To James & Ebenezer Watson, Navy Agents, New York, from Secretary of the Navy

[PHILADELPHIA]

N Department April 3<sup>d</sup> 1799.

Mess<sup>rs</sup> J. & EBN<sup>d</sup> WATSON

New York

GENTLEMEN I have directed a remittance to be made you of 10,000 Dollars. — The whole quantity and dimensions of the Locust Treenails which will be wanted for the Six Seventy four

Gun Ships, you will find enumerated at foot. I wish you to contract immediately for the Treenails for three of the Ships — if you can contract for so many — let me know as quickly as possible, that I may make arrangements for providing the whole, in time to have them seasoned. Let me know the price at which you contract, for my Government else where. —

I pray you hurry on the *Adams*, our Vessels in the West Indies will be returning before those preparing, will be ready to relieve them. —

I have the Honor to be

Treenails for each Ship

5000. three f<sup>t</sup> — 1½ Inch diameter

16000. 30 Inch ditto

14000 2 f<sup>t</sup> . . . 1⅜"

10,000 20 Inch . . . 1¼"

[NDA. GLB, Vol. 2, 1799.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Wednesday, 3 April 1799

Steady Breezes, and smooth Water. At 8 AM saw a french Privateer just before the Harbour of S<sup>t</sup> Bartholomews, which I chased in, at Noon abreast of the Town of Gustavus, and at the Distance of two Miles.

[HS of PA. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*, 3 April 1799

Cloudy W<sup>t</sup> in chase to the E N.E. at ½ past 12 the chace carried away her Main top Mast Tack'd as Necessary Made the private Signal @ ½ past 6 the Chace E. S. E 10 Miles Distant made & shortend sail as the Weather would allow. @ ½ past 6. Lost sight of the Chace the Last bear<sup>e</sup> E b S 9 Miles. the Cap<sup>t</sup> then gave orders to Work to windward till 12 at Night in case the chace was not seen to bear up and steer W. b S. at 3 A M set the fore sail At [space] saw the Island Deseada W b N. ½ N. 3 Leagues Distant @ ½ past 5 saw the chace from the Mast head bear<sup>e</sup> E N. E. made sail and gave chace. fm 8 till 10. squally At 11 A M saw a strange sail bear<sup>e</sup> S b E. @ 12 the chace E b N. 12 Miles Distant —

[Latitude In 16.23 N.°]

[NDA.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 3 April 1799

First part fresh breezes & pleasant

At 6 PM the South part of Dominico bore SW dist 3 leagues

Middle part light winds & Hazey

At 10 AM saw a sloop to windward Standing to the South<sup>d</sup> at Merd<sup>n</sup> tack<sup>d</sup> & made sail after her. — Saw a large Sail to the N.E. Latter part Hazey W<sup>t</sup>

[Latt'de ob'd 15.57 No.]

[HS of Old Newbury, Mass. NDA photostat.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Wednesday, 3 April 1799

Light winds and pleasant weather, all hands variously employd, still in chase, at  $\frac{1}{2}$  past 1 P M hoisted our Colours at 3 the chase about 5 miles ahead, appears to be a Schooner at 4 fired a Gun & brought her to, proved to be a Schooner from Demarara, last from Martinico, bound to Portland Downing Lee Master informed he parted with 5 english armed ships yesterday, at 5 the 2<sup>nd</sup> Lieut. went on board the Schooner, and returned with the Master

at 7 Capt Lee returned on board his own Vessel and gave him liberty to proceed, at  $\frac{1}{2}$  past 7 the commod<sup>re</sup> Spoke us, Capt Preble gave him information respect<sup>g</sup> the Schooner

Pleasant weather at Midnight.

All hands variously employ'd

At Meridian pleasant

Distance per Log — 84

[Lat. Observed — 25 — 29 N.]

[LC, EPP, 1799.]

[4 April 1799]

Memorandum regarding British Packet *Carteret*, prize of U. S. Frigate *Constitution*

*Carteret* Packet

Mem<sup>o</sup>

Capt<sup>n</sup> Nicholson wishes to inform Commodore Barry, that he has taken the above vessel, means to carry her to St<sup>t</sup> Pierres then to return on his former Station by the time Appointed, Prince Ruperts Bay according to Commodore Barry's Orders, in case the Commodore should not be at Prince Ruperts to leave word with the Fort Officers. —

[NHSC, NYHS.]

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

[PHILADELPHIA]

N Department 4<sup>th</sup> April — 1799.

STEPHEN HIGGINSON ESQ<sup>t</sup>

Boston

SIR Nicholson, I suppose may be at Boston by the 10<sup>th</sup> of May. Unfortunately the Crews of the three Frigates, being engaged about the same time, must be discharged in May, June, & July — principally in June. — I shall however endeavour to keep one of the Frigates, & nearly all the other vessels in the West Indies, until the *Constitution* can return thither; a Frigate will always be necessary to protect the other Vessels from Frigates. I shall be much mortified if the *Constitution* cannot be sent off from Boston on her return to the West Indies, by the 1<sup>st</sup> of June, yet to accomplish this very great exertion, & prudent management seems necessary. — The Marines compose  $\frac{1}{4}$ <sup>th</sup> of the Crew — they are always ready. there will be wanting besides the Marines, 300 Able Seamen, Ordinary Seamen & Boys — It appears to me to be proper, that 100 Able, & Ordinary Seamen should be engaged prior to the arrival of the Ship, ready to go on board as soon as she appears & that the old Crew should be

discharged immediately on arrival — enough of them will probably enter for another year, to make up the necessary complement of men, with the aid of 100 New Men. — L<sup>t</sup> Jn<sup>o</sup> Strout, holds a Commission in the Service of the United States — & may be employed in the recruiting Service; I think he lives at Salem. — I shall be glad of your opinion without delay, of the propriety of the Measure — & the practicability of getting & keeping the men together, with whatever else occur to you on the subject. If the men could be obtained at once on the arrival of Nicholson, there will be no occasion for this step — of this I cannot judge. —

I have the Honor to be &c &c

[NDA. GLB, Vol. 2, 1799.]

To Captain Nicholas Johnson, Navy Agent for vessel building at Newburyport,  
from Secretary of the Navy

[PHILADELPHIA]

*N Department April 4<sup>th</sup> 1799*—

NICHOLAS JOHNSON ESQ<sup>r</sup>

*Newbury Port*

SIR The favorable Reports I have received respecting the Ship of War *Merrimack*, built under the direction of the Committee at Newbury Port, of which you were a member, incline me to have built at the same place, one of the 18 Gun Brigs authorized by Congress at their last session. — From your knowledge, and experience I flatter myself, that under your superintendance the Public will obtain a valuable Vessel — I request therefore that you will immediately make arrangements for building a Brig<sup>a</sup> calculated to carry 18 — 9 pounders with advantage, agreeably to such model, and dimensions, as you shall approve — She must be built of the best seasoned Timber your Country affords, and completed within as short a period as may consist with a faithful execution of the Workmanship — Her construction should be calculated to unite Strength with fast Sailing, she should have room enough in her hold to carry Water & Provisions for 100 Men to 120 Men for 6 Months, and her Tonnage must not exceed 360 Tons, — You will please to observe that the Law will not admit of these Vessels carrying more than 18 Guns, they cannot exceed that Number, for which they must be calculated in the first instance, and I presume may be made as formidable as any Vessels in the World of the same Size. — I rely entirely on your judgment in the execution of this business, and think it unnecessary to furnish either model, or dimensions from hence. — I am particular as to the number of Guns because our Capt<sup>s</sup> are very fond of introducing additional Guns, and by this means crowding their Vessel without any manner of use. —

When this Vessel is compleated it will be proper that I should be furnished with a draft of her, in order that if she proves to possess superior good qualities, her model may be adopted in future. — You will be pleased to advise me from time to time of the progress made, and of the sums to be remitted you. — Your Commission for this service will be two p<sup>t</sup> Cent as heretofore, and your Accounts for the Expenditure are to be transmitted to M<sup>r</sup> Winder agreeably to the forms he has pointed out. —

The Brig<sup>s</sup> must be copper bolted, and Sheathed. — If you cannot procure the bolts, Spikes &c, give me timely notice and I will endeavour to forward them from this place. —

I have the Honor &<sup>e</sup> &<sup>e</sup>

[NDA. GLB, Vol. 2, 1799.]

[4 April 1799]

Log book of the Brig *Harmony*, Captain William Marshall, captured by French privateer

FROM THE LOG BOOK OF THE BRIG *HARMONY* CAPTAIN WILLIAM MARSHALL.

"I sailed from Cadiz 26th March, bound to Charleston; on the 2d April, in lat. 33 N. long. 26 W. was attacked by a French privateer sloop of 6 guns, and full of men, and engaged her in a running fight, for 7 and half hours, during which she attempted to board us four times, but without success; we sustained much injury in our sails and rigging, but lost none of our crew. April 4th was attacked by another privateer, a ship of 18 guns, and 141 men, which we fought half an hour, when I had the mortification to see every gun but one, on the side of the enemy, dismounted; and it being calm could not bring the other side to bear; in consequence of which I was obliged to surrender, very much against my will. The *Harmony* mounted 14 cannonades, and had 26 men. Answel Crewel was wounded in this action, afterwards died in Santa Cruz, where we were carried in, and the whole Crew with myself put on shore. Being stripped of every thing, our situation became deplorable. Finding no American consul there, I applied to the French consul for provisions for the people who granted us the allowance of a quarter dollar per day, for each man; but this scanty support was withdrawn after 9 days. I then applied to Mr. Culman, our consul at Port Oratava, who arrived there the day before from Ireland, but had not even an answer from him. I petitioned the Spanish governor in our behalf, but could draw no assistance from that quarter. The little money I had was expended; and our situation became desperate. We therefore formed a resolution to repossess ourselves of the *Harmony*, as she lay moored under the mussels of the heavy guns of the fort, though her topmasts were struck, and no provisions or water on board; in consequence of which, it was agreed that I should remain behind, and join the mate and crew (who were to proceed to lat. 27, and 40 leagues W. of Fero) with provisions, &c. having secured a passage for that purpose. Accordingly, on Sunday the 28th April, 13 brave fellows embarked in the course of the day on board two American vessels then lying in the harbor having with them all the arms I could procure, which was only two pair pistols and one sword, the rest were armed with sticks; at nine at night they boarded the *Harmony*, secured the guard without injuring them, bent the main-sail and stay sails, cut the cables, and made off; they got her about three leagues, when it fell calm; in the morning she was discovered, and attacked by a number of gun boats and the poor fellows obliged once more to abandon the property which they wished to secure, and which they again fought for three quarters of an hour, though furi-

ously engaged by unequal numbers, the chief mate Mr. Livingston, and nine of the hands, left the vessel, just as the Spaniards boarded her, and got off; Mr. Brown, the 2d mate, the gunner, and another man, who were in a boat rowing a head, were taken prisoners; the mate and people that left the vessel kept at sea so long as they could; but being oppressed with hunger, were obliged to land, and were also taken prisoners.

WILLIAM MARSHALL.

Captain Marshal arrived in Boston on the 9<sup>th</sup> inst. passenger on board the schr. *Neptune*, Capt. Mann.

[LC, N. Y., "Argus, or Greenleaf's Daily Advertiser," 19 June, 1799.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Thursday, 4 April 1799

The first of this Day pleasant, the middle squally and disagreeable, the latter charming Weather. At about 5 PM discovered two Sail to Windward, gave Chase, at 7 Ditto lost Sight of them, it being dark and at 5 AM saw them again, when I gave Chase, but at Noon they run between Nevis, and S<sup>t</sup> Christophers, consequently they must be two British Privateers (a Sloop and a Schooner). The East End of S<sup>t</sup> Christophers at Noon bore S.B.E. three Leagues Distance, and John Tyson's Mansion House on his Estate S.W. two Leagues Distance.

[HS of Pa. NDA photostat.]

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Extract from log of U. S. Frigate *Constitution*, Captain Samuel Nicholson, U. S. Navy,  
Thursday, 4 April 1799

Moderate breezes and cloudy, In chace the air light and variable Tackd as necessary to work to windward employd wetting the Sails with firemen and Engines PM at 5 fird a Gun at the chace Shortnd sail and boarded her She Prov'd to be His Britannic Majestys Packett The *Carteret* had saild from falmouth Engl<sup>d</sup> the 2<sup>d</sup> of March 1799. Was Captured by the french on the 29<sup>th</sup> of March 1799. Rec<sup>d</sup> from her 12 french men Sent on board the *Carterett* a Com-missioned and a petty officer with 11 men, to Navigate her to Martinico at ½ past 7 filld and made sail with the chace In tow Steerd South for the Island of Martinico

Middle part Moderate breezes and cloudy

At 4 d<sup>o</sup> weather

AM At 5 Saw Dominico bearing W by N and the NE end of Martinico S by W 7 leagues

Departed this life M<sup>r</sup> William Felt Sailmaker At 9 committed the body of the deceaced to the deep, at 11 Saw 3 strange sail bearing SW by W at ½ past 11 Calm

At 12 Light Airs and Variable Saw two Sail of Men of War comeing out of S<sup>t</sup> Pierrs the Town of S<sup>t</sup> Pierrs SE by E 12 miles The Pearl Rock E by N 6 miles

[NHSC, NYHS.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,  
4 April 1799

Moderate Breezes in chace @ 3 P Light Airs employ'd wet[t]ing the sails with the Engines At 5 fired a gun at her and boarded her. she prov'd an English Packet from Falmouth (Eng<sup>d</sup>) calld the *Cateratt*, which place she left March 2<sup>d</sup> 1799. and was taken by the French March 29. 1799. rec<sup>d</sup> 12 Frenchmen from her sent a Commiss<sup>d</sup> & Warrent Officer to take charge of her with 11 Men & to carry her to Martinico at  $\frac{1}{2}$  past 7. filld & made sail with the chace in tow steerd S<sup>e</sup> for Martinico at 5 saw Dominico bear<sup>e</sup> W. b N. & the N E. end Martinico S. b W. 7. Leagues. M<sup>r</sup> William Felt Sail Maker departed this Life at 11. Committed his body to the deep At Merd<sup>n</sup> the Town St. Pierres S. E b E. 12 Miles Pearl Rock E b N. 6 Miles Distant

[No observation]

[NDA.]

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Extract from the journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 4 April 1799

First part light winds & Cloudy

Deseada NW b W 8 Leagues

at  $\frac{1}{2}$  past 2 PM brought too & boarded the Sloop *Ranger*

John Francis Master from Killingsworth bound to Martinico

Middle part squally & rain

At 8 AM spoke the U. S. Brig *Eagle*.

Ends with light winds & 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*,  
Thursday, 4 April 1799

Light winds and pleasant weather at  $\frac{1}{2}$  past 3 P. M. Saw 2 Strange Sails made Sail and gave chase, by the wind, discovered them to be 2 brigs Standing athwart. at 4 they appeard to be privateers, from the number of Guns they shew, loaded our Guns with grape & Cannister Shott, cleard the Decks and prepared for action — At 6 the commodore hoisted a Signal to speak him wore round and spoke him, ordered us to keep close to him wore again to the Westward, the 2 brigs bearing down, for us. and likely to run a Stern wore Ship again, the first coming on our quarter orderd him to put his helm apout or we should give him a broadside the same with the 2 Brig, brought them to found they were from Martinico bound to Liverpool they cheer'd us & we answered them, at 8 P M. Dismised the Brigs after the Commodore boat boarded them the Commodore desired us to keep under short sail all night

At Meridian Light wind & pleasant. Tackd to the Westward  
Distance per Log — 68

[Lat. Observed — 25 — 9 N]

[Long. Observed — 58 — 00 W]

[LC, EPP, 1799.]

To Secretary Pickering from William Vans Murray, U. S. Minister to The Netherlands

PRIVATE

THE HAGUE 5. April 1799.

DEAR SIR, This government certainly I believe intend to put into force the Regulation of the 12 Aug<sup>t</sup> last against french Privateers who may disturb the neutral or other trade within their Limits at sea & in rivers — The mode of applying this remedy will I suppose often depend on the state of things which doubtless involves the action of their sound principles in very great & delicate difficulties. But they will want themselves to give full operation to it — In two cases they have already exercised the rule by seizing & confiscating two french privateers, the *Satanique* & the *Cartouch* (I think) w<sup>h</sup> are to be publicly sold this month.

The french Directory itself would seem to have at last listened to the remonstrances of this Government on this trying subject, for the Government has just received an official copy of a Circular addressed from the Minister of the French Marine at Paris to the Commissaries (cartels[?]) of the Marine in these ports, to address themselves to "The Correspondents of the French privateers" — informing these correspondents that they (the Commissaries) are commanded by the Minister of Marine, lest the cupidity of the french privateers might occasion differences with the Batavians, "to inform them & to command them to instruct the Captains of privateers that if the Privateers arrest ally'd or neutral vessels within sight of the ports of our allies" (the dutch) "and at the time of their leaving port" the commission shall be withdrawn from such corsair — "The French Government having pronounced lately that punishment ag<sup>t</sup> privateers w<sup>h</sup> had been thus culpable, & if it is disposed to encourage Privateering when it injures the marine of the enemy it would also repress the violences which may excite just reclamations on the part of ally'd or neutral Governments." — I do not know the date of the Minister's letter to the Vice Commissary who wrote the letter from a copy of w<sup>h</sup> I take the above; but this copy is Signed "*Barnies*, Flushing 7. Germinal du 7 xx"

In a Sitting of the 500 of 8 Germ<sup>l</sup> & 29 Mar. I see by a french paper that "Ludot made a new report on maritime causes — after some "debate the Council decreed, that the Directory be invited to transmit "without delay new information or details upon the effects of the "Law of 29 Niv.— (18 Jan<sup>r</sup>) du 6 (1798)."

Whether on this report from the Directory the Councils, in which it is understood there are so many personally interested in this plundering system, will either place prize causes under the Directory, or repeal that unwise & unprincipled attack upon all neutral rights, I can not judge Sir! — The operation of that Law is evidently destructive of their trade — Neutrals shun their harbours & the great & all important measure of our Suspension of Intercourse Law has undoubtedly developed every day more & more the immense value of our trade & our carrying. If they do relax it will prove that necessity can force men to try to recall those great principles into life which that government has done more to smother than a century of purely Gothic manners could have accomplished. —

Though I have had the honour to inclose to you two copies of the enclosed Regulation of 12 Aug<sup>t</sup> last, last Aug<sup>t</sup> & Sep<sup>t</sup>, as there is



great risk in correspondence I send another copy — as all things considered, it was a measure of energy little expected — & one which much address alone has carry'd into operation.

Jourdan was pushed back on the 11 & 12 March by the Arch Duke as far as Stockak — Since, on 21 & 22 a very serious & important victory has been atchieved by the Austrian army over him & he retires still more into the Black forest. Fortune I think is certainly changing! — I am with Sincere & true attachment, Dear Sir,

Y<sup>rs</sup> always &c &c

W. V. MURRAY.

N. B.—The *Mary* of Boston has been liberated & I am very certain that no penalty will be urged ag<sup>t</sup> her — The Privateer will be more rigorously dealt by — M<sup>r</sup> Lombard on a full explanation withdrew his opposition to my demand. His opinions respecting privateers are very different from his violent predecessors.

[Mass. HS, Pickering Papers, Vol. 24.]

[5 April 1799]

Extract of a letter written on board the U. S. Ship *Delaware*, Captain Stephen Decatur, (senior) U. S. Navy, commanding, dated April 5, 1799

Our time has been so much taken up in attending to the trade that we have had very little time, or chance of taking prizes. This is the sixth fleet we have convoyed from the Havanna, amounting to 142 sail, independent of those conducted to it. We have been but four days at an anchor since we left Reedy Island in December; and expect soon to return to port unless prevented by fresh instructions.

Preparations are making at Norwich, in Connecticut, for building a sloop of war for the federal government, under the agency of Mr. Joseph Howland. She will mount 18 guns, and is to be commanded by captain David Jewitt.

[LC, "Claypoole's American Daily Advertiser", Philadelphia, April 29, 1799.]

To Nehemiah Hubbard, Agent for vessel building at Middletown, Conn., from  
Secretary of the Navy

[PHILADELPHIA]

N Department 5<sup>th</sup> April 1799.

NEHEMIAH HUBBARD Esq<sup>r</sup>  
*Middleton Connecticut*

SIR I have your letter of the 1<sup>st</sup> Ins<sup>t</sup> & am mortified that further delay is to be apprehended in completing the Ship — M<sup>r</sup> Overton should have foreseen, and guarded against the demand for Carpenters. — I have directed a remittance to be made you of 2000 Dollars — you will please use your own discretion in advancing it to M<sup>r</sup> Overton, or otherwise; If that or a larger sum would expedite the Ship, the advance would be made with pleasure. —

I have the Honor &c &c

[NDA, LB, Vol. 2, 1799.]

Extract from Captain Thomas Truxtun's Journal, U. S. Frigate *Constellation*,  
Friday, 5 April 1799

Moderate Breezes, the first and middle Parts & fair Weather, the latter very squally with dirty Appearance. Continued beating round Nevis to gain the Road of Bassateer in Order to dispatch a Convoy for the United States under the *Baltimore*, and about 10 AM anchored in that Road, Bearings nearly as before.

[HS of PA, NDA photostat.]

Extract from log of U. S. Frigate *Constitution*, Captain Samuel Nicholson, U. S. Navy,  
Friday, 5 April 1799

Light airs and variable, At 1 Made the Private Signal to a strange sail bearing SW. Answerd by his Brittannic Majestys Ship The *Pearl* PM. at 4 Answerd the private Signal of his Majestys Ship *Hydra* Sir Francis Laforey and Commodore Captain Barton, who Sent an officer to wait on Captain Nicholson to Enquire whither the Ship we had in tow was a recapture or in Distress. At 5 Breeze Sprung up from ENE Made all plane Sail to work into S<sup>t</sup> Pierrs, at 7 Light airs and Variable Cast off the Ship we had in tow and Order'd them to proceed and Anchor In the Bay of S<sup>t</sup> Pierrs without the loss of time. at 9 Calm. at 10 Moderate breezes and cloudy Steerd In towards the Town, and brought too with the Main Topsail to the Mast

Wore as nessasary during the Night to keep clear of the land

At Daylight Made Sail and Workd Into the Bay and Deliverd his Majestys Packett *Carterett* to M<sup>r</sup> John Gay Merchant at S<sup>t</sup> Pierrs Who Captain Nicholson Appointed Agent for the Officers and Ships company at that place

Wore and Tack'd as nessasary to keep to Windw<sup>d</sup> in the Bay of S<sup>t</sup> Pierrs

[NHSC, NYHS.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,  
5 April 1799

Light Winds & Vble made the private Signal to an English Ship of war at 5. PM. a Boat came from the English Frigate *Concorde* a Breeze came frm E.S.E. made all sail to work into St. Pierres, cast off[f] the Prize and orders him to make the best of his way into the Bay and anchor. @ 9. Light Winds steer'd towards the Town and brot too with the Main Top Sail aback.

Middle part wore as Necessary to keep clear of the Land @ 5 made sail and worked into the bay delivered the prize into the hands M<sup>r</sup> Jn<sup>o</sup> Gay Merch<sup>t</sup> at S<sup>t</sup> Pierres Cap<sup>t</sup> Nicholson appointing him agent for Ship and Officers at that place.

[NDA.]

Extract from log book, of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Friday, 5 April 1799

Moderate breeze and Cloudy, employd filling Empty water Casks in the fore hold, to keep Ship in trim found our Main Top Gall<sup>t</sup> Yard Sprung in the Slings Sent down and got another one up, shortend the Main Tyes, found one of the Larboard main Shrouds Stranded got preventer on it

Made and shortend Sail occasionally

Moderate and cloudy at Midnight the Commodore  $\frac{1}{4}$  Mile ahead at 2 A M Squally with rain

at 6 pleasant weather, hands employd fitting trusses

Gunner painting half Ports yellow

At Meridian Pleasant

Distance per Log — 81

[Lat. Observed — 24 — 39 N.]  
[Long. Observed — 58 — 14 W.]

[LC, EPP, 1799.]

[6 April 1799]

To Captain Samuel Barron, U. S. Navy, U. S. Ship *Baltimore*, from Captain Thomas Truxtun, U. S. Navy

SIR, You will proceed without Delay with the Convoy bound for the U:S: and keep with the fleet untill you arrive in the Latitude of Bermuda; You will then make the Signal for each to make the best of his Way, and return with all possible Expedition to this Road for further Orders.

The Prize Schooner *Union* having my Dispatches on Board for the Secretary of the Navy, you will be pleased to pay particular Attention to that Vessel, and oblige Lieut: Archer to keep close under your Quarter at all Times, but more particularly at Night. I wish you great Success, and am always with Esteem & Respect —

Your very Obed<sup>t</sup> humble Serv<sup>t</sup>

U:S: SHIP *Constellation* BASSATEER

Road S<sup>t</sup> Christophers 6<sup>th</sup> April 1799

Capt<sup>n</sup> SAMUEL BARRON.

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

To Lieutenant John Archer, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

U: S: SHIP, *Constellation* BASSATEER ROAD,  
S<sup>t</sup> Christophers 6<sup>th</sup> April 1799.

SIR, You will proceed with the Schooner *Union*, under your immediate Command to Philadelphia, taking Care to keep with the *Baltimore*, untill Captain Barron leaves you, which he will not do, without giving you previous Notice. If you fall in with Cape Henry, take a Pilot on Board, and keep him, untill you get a Philadelphia Pilot, at or about the Capes of Delaware, for your safe Arrival at Philadelphia is of the utmost Importance imaginable. You will therefore be diligent, and watchful and speak no Vessel, that is any way suspicious, after you part Company with the *Baltimore*, untill you get in

the Delaware, and as soon as you reach Philadelphia, deliver my Packet (to the Secretary of the Navy) which is herewith handed you, and numbered 1.

All the other Papers handed you, relating to the public Business, now under your Charge are numbered as at Foot; they must be produced at the Custom House (after being first shewn to the Secretary of the Navy) in Order to effect your Entry of the Vessel's Cargo.

M<sup>r</sup> Clarkson, who has shipt the Cargo on Board the *Union*, or the greatest Part, I believe, has procured the Consignment of the whole for M<sup>r</sup> Henry Benbridge Junior, who will render you such Services, as you stand in Need of in Philadelphia.

As soon as the Vessel is condemned and sold, you and M<sup>r</sup> Porter are to join the Ship again without Delay, she will be either at New York, in the Delaware, Norfolk, or near to Baltimore by that Time, probably in Annapolis Road. In all your leisure Moments, you should endeavour to improve yourself in the Line of your Profession, and endeavour to give Stability, and Steadiness to your Mind, which is absolutely necessary for an Officer to have. Wishing you a good Passage, and safe arrival at Philadelphia, I remain Your's with

Consideration —

Papers not enclosed in Secretary of Navy's Packet are —  
to Viz<sup>t</sup>

Copy of my Commission

N<sup>o</sup> 2. Governor Thomson's Passport, or Certificate.

“ 3. A Letter for Henry Bainbridge Jun<sup>r</sup> as also regular Clearance, & Custom House Papers, Manifest &c.

Lieutenant JOHN ARCHER.

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

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

UNITED STATES' SHIP *Constellation*

*Bassateer Roads, S<sup>t</sup> Christophers'*

6<sup>th</sup> April 1799.

SIR, I enclose you herewith every Document & Writing found on Board *La 'Union*, as delivered to me by the late Master of that Vessel, together with some, that were afterwards discovered on Board by Lieutenant Sterett. These Papers being all regular and clear I have no Doubt but the Judge, before whom they appear, will be so completely satisfied as to the Legality of the Capture, that Condemnation will be immediately pronounced on the Vessel, and Cargo that was on Board her at the Time of Seizure.

Situated as I was in the West Indies, I could not do otherwise, than I have with the Cargo &c: The Salt Fish and some other Articles being in a perishable State, the whole adopted for the West India Market and the Ship too weak (in Consequence of manning *La 'Insurgente*) to spare Men to send the Prize immediately Home; add to this the Practice of the French in disposing of Cargoes in one Place, and sending the Papers for Condemnation in another, is in my Opinion a sufficient Example for us, especially as they still adhere to the Practice. I hope neither you, or Judge Peters will think, I have

acted improperly in the Step I have taken in this Business especially as we observed the same Conduct in France during the last War with Respect to English Prizes made in the Channel.

I have the Honor to be, Sir, with great Respect,  
Your Obed<sup>t</sup> humble Servant

Hon<sup>ble</sup> BENJAMIN STODDERT  
*Secretary of the Navy*

[Enclosure]

List of documents found on board the prize Schooner *Union*

A just and true List of the Commission, and all the Papers, and Documents found on Board of the Schooner *Union*, Captured by the United States' Ship, *Constellation*, Commodore Truxtun, on the 14<sup>th</sup> Day of March 1799 off Bassateer, Gaudaloupe, and carried into S<sup>t</sup> Christophers where the Vessel was examined, and found to be a good Prize, agreeable to the Laws of Congress, and the Instructions of the President of the United States to the Commanders of their Ships of War. The Vessel having a Letter of Marque's Commission, mounting six Carriage Guns, and the Master Pierre Miaille with his Secretary having sworn before the Honorable John Garnett, Esquire, his Britannick Majesty's Judge of Vice-Admiralty Court, that the whole Property on Board as per List, belongs to Citizens of France] which Affidavit accompanies this List.

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- N<sup>o</sup> 1. is the Letter of Marque's Commission  
" 2. is the Roll de l'Equipage.  
" 3. is Affidavit of Master, & Secretary with List of Cargo annexed.  
" 4. and 5 are two Policies of Insurance.  
" 6. is a Bundle of Papers apparently of no Consequence, but being found on Board are transmitted.

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

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

UNITED STATES' SHIP *Constellation*  
*Bassateer Road S<sup>t</sup> Christophers*  
6<sup>th</sup> April 1799. —

DEAR SIR, Having put under Cover, and forwarded to you by Bearer Lieut: John Archer the Letter of Marque's Commission, and all the Documents, and Papers found on Board *La 'Union*; I have now only to inform, that this Vessel has been loaded by Merchants here on Freight for Philadelphia, with the Produce of the Island of S<sup>t</sup> Christophers, and that in Consequence of my having considered her as an American Bottom, being built at or near New York, and now under Copy of my Commission, and Governor Thomson's Passport, all of which Lieut: Archer has with him, they have readily become Shippers, and I trust, no Delay, foreign Duty, or other Circumstance at our Custom House, will prove of Disadvantage to the Gentlemen, that loaded her, for the Freight is an Advantage to the United States, and all concerned, and the Revenue arising from her present Cargo will be considerable; add to which, I con-

sider myself responsible in some Measure, if the Shippers should suffer any Inconvenience, which I rely on you, and M<sup>r</sup> Wolcott to prevent. I have the Honor to be, D<sup>r</sup> Sir

Your Obed<sup>t</sup> Servant

P: S: I shall sail again to Morrow, or next Day on a Cruize off Gaudaloupe, taking with me *La 'Insurgente* having returned yesterday from off S<sup>t</sup> Bartholomews', and run in merely to dispatch the present Convoy consisting of upwards of Twenty Sail of American Vessels. On my last Cruize I brought to several valuable Danes &c: loaded with french Property as usual, and chased a french Privateer Schooner of 14 Guns into S<sup>t</sup> Bartholomews', which during the Chase, hove her Guns Overboard & Boat, and had we been one Mile further from the Land, should have made Prize of her. Vessels of 16 or 18 Guns are much wanted on this Station. I am anxiously waiting to hear from you. Enclosed you have also a Reply to my last Letter to Gen<sup>l</sup> Desforneaux of the 15<sup>th</sup> March, thro his Agent in his Absence from Bassateer to quell an Insurrection I understand in the Northern Part of Gaudaloupe, the Fact is, those Officers plainly see that we discover all their Manuvres, & are now (they cannot bully) ready to stoop with a Degree of Meanness below the Character of Men.

Hon<sup>ble</sup> BENJ<sup>n</sup> STODDERT

*Secretary of the Navy.*

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

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

UNITED STATES SHIP *Constellation*,  
Bassateer Road S<sup>t</sup> Christophers'  
6<sup>th</sup> April 1799.

SIR, This will be handed you by M<sup>r</sup> M<sup>o</sup>Donough lately a Midshipman on Board this Ship, who lost his Foot in the Action with *La 'Insurgente*, and has been in the Hospital here, since our Arrival with that Frigate, untill this Day, that I have ordered his Embarkation on the *Union*, in Order to be placed on the Pension List, which I have assured him you will do, as he has been rendered incapable of getting a Livelihood in future, from his Profession in the Line of a Seafaring Man. I have the Honor to be, D<sup>r</sup> Sir, with great Esteem

Your very Obed<sup>t</sup> Servant

Hon<sup>ble</sup> BENJ<sup>n</sup> STODDERT

*Secretary of the Navy.*

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

To President John Adams from Secretary of the Navy

[PHILADELPHIA]  
*Navy Department 6 April 1799.*

SIR I have the honor to enclose copies of letters this Day rec<sup>d</sup> from Capt Murray, — being the only information I have rec<sup>d</sup> for several Days past, from our Vessels in the West Indies.

Barry has a considerable force under his Command at Dominica — and I am mortified to find, that so late as the 18<sup>th</sup> March, no part of it had visited Curicoa; a place particularly pointed out to his attention by his Instructions — & where it appears by Murrays letters, much good might have been done.

The City Troops of Horse marched toward Northampton, on Thursday last — We hear nothing to lead to an opinion, that there will be any opposition.

I have the honor to be

With the highest respect & esteem

Sir Y<sup>r</sup> most Obed<sup>t</sup> Serv<sup>t</sup>

BEN STODDERT —

[NDA, photostat.]

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

[PHILADELPHIA]

*Navy Department 6<sup>th</sup> April 1799. —*

Capt<sup>t</sup> THOMAS WILLIAMS

SIR The Brig *Norfolk* I hope will be ready to sail in a few days — before she sails the Purser ought to settle his Accounts for the last Cruise — and you should also settle yours before the Purser leaves this, — as it may be more difficult afterwards. — Please to attend to this business. —

I have the honor to be &c

[NDA. OSW, Vol. 1.]

To Master Commandant William Bainbridge, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 6<sup>th</sup> April 1799. —*

Capt<sup>t</sup> WILLIAM BAINBRIDGE

SIR I wish the Brig *Norfolk*, to sail on her return to the West Indies, with all possible expedition. — View the subject particularly and let me know if you please, on Monday morning, what day you judge she will be ready. —

I have the honor to be &c

[NDA. OSW, Vol. 1.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Saturday and Sunday, 6 and 7 April 1799

[Basseterre Roads, St. Christopher.] Employed writing, and making up my Letters for the Government, and dispatching the Convoy for the United States of America under Care of the *Baltimore*, Captain Barron, who is to proceed by my Orders with the Trade as far as the Latitude of Bermuda, and then to return to this Road as fast as possible, and at Noon of the latter Day the Fleet sailed by via of S<sup>t</sup> Thomas to take all Vessels that may be ready there.

[HS of Pa. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*, 6 April 1799

Light Winds and Variable Stand<sup>s</sup> off and on St. Pierres waiting for the Officers and Men to return from the Prize at 6 PM the small cutter return'd and left on shore 3 Men Viz<sup>t</sup> Thomas Jones. Edward West & Jn<sup>o</sup> Connally. Seam<sup>n</sup> & Ordinary Seamen Lieu<sup>t</sup> Hull reports that it is uncertain wether they left the boat with an Intent to run away or Not At ½ past 6. filld and made sail proceeding immediately to sea

Working to Windw<sup>d</sup> between Dominica and Martinico.

Wash'd and fumigated between Decks.

[Latitude In 15. 12 N<sup>o</sup>]

[NDA.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 6 April 1799

Begins with Cloudy weather & light winds

At 2 PM saw Deseada bearing S b W 7 leagues.

Middle part moderate breezes and Cloudy.

At 6 AM the body of Deseada bore West 3 leagues

Ends with light winds & pleasant

[Latt'de ob'd. 16.36 N.]

[HS of Old Newbury, Mass., NDA photostat.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Saturday, 6 April 1799

Squally with rain

At 4 PM saw a strange Sail, bearing N W made sail spoke commodore, who orderd, us to continue the Chase for one hour, and if the Sail disappeard, to tack and stand towards him — soon discoverd the Sail to be a Brig standing to the eastward, cleard ship for Action at 5 she bore N W b W. dist<sup>ce</sup> 2 Leagues, Squally weather fired the larboard bow Gun, and brought the Brig to, at 7 Spoke her, she was from the Havanna, bound for S<sup>t</sup> Croix, the boat with 2<sup>nd</sup> Lieut went on board her and sent the Capt on board us, she proved to be a dean, at 9 Spoke commodore informd him respecting the chase. at Midnight light breeze & Cloudy

at 4 AM Cloudy. made and shortend occasionally

Sent down Main Top Gall<sup>t</sup> Yard, and got up the one that was Sprung having fish'd it — —

Pleasant at Meridian Seaman Variously employd

[Lat. Observed — 24 — 27 N.]

[Long. Observed — 58 — 43 W.]

[LC, EPP, 1799.]

[7 April 1799]

To Secretary of State from Turell Tufts, U. S. Consul, Paramaribo, Dutch Guiana

SIR, I take the liberty to refer you to a Letter confided to the care of a M<sup>r</sup> N. Moore of Baltimore — a Copy of which I transmitted by M<sup>r</sup> Benj<sup>a</sup> Lewis of Philadelphia. Both of those Gentlemen departed



in the Fleet that sailed under Convoy of Capt M<sup>e</sup>Neil on the 25<sup>th</sup> Ult: — As a native of the United States of America, I think it my duty to Communicate the following facts & observations.

The day after the departure of the Fleet — a prizemaster of one of the French Privateers that went out with the Dutch Squadron, & which were bound to Cayenne with provisions — brought into this River an Am: Brig called the *Prudence*, last from N<sup>o</sup> Carolina, Captain Farquhar laden with provisions & lumber. The prize master was ordered to take Her to Cayenne — but she could not be beat up to that place — This — I'm told — is the first instance of any Am. Vessell having been Sent in here by a French Privateer — previous to a condemnation. As I considered her condemnation as certain, & that a Copy of it Would Soon arrive from Cayenne — notwithstanding the Cargo is consigned to a Commercial House here, I advised the Captain, as well as the Consignes, to represent to the Governor all the Circumstances of the Seizure (especially as she was, at the time of it — within the jurisdiction of this Government) throw the property under his protection, & demand its restitution and damage for the detention &c<sup>o</sup>. This has been done — but an answer is Postponed untill He hears from Cayenne —

This affair has much perplexed & agitated this Government. Sensible of their dependance almost solely on the American Intercourse for supplies, they are anxious to do no act that would induce our Government to Suspend it. On the other hand, they Suspect (if it has not already been threatned) attempts would be made from Cayenne to revolutionize & liberate the Slaves, should this Govern't not conduct towards that — as towards a Nation in strict alliance & fraternity, even tho' in Prejudice to Neutrals. This indeed is a very formidable & frightful engine, & will produce respect — tho' it Cannot esteem; for, the possibility of such a revolution is not imaginary, and is to be avoided as carefully as it is fearfully dreaded. But, is it proper for the Governm't of the United States to submit to such protections — Cooly to view the Governm't of this plan [or place] — granting liberty to French Privateers to bring in Am. Vessells & detain them untill a condemnation can be procured from Cayenne? — The very circumstance of this place being dependent on us for Supplies — shows that the trade must be, on the whole, lucrative; and that it is now more so than at any former period; follows, from the Suspension of intercourse with France. It would not therefore appear very wise, in a commercial view, to suspend this trade — when the evils above mentioned might be prevented, by keeping Constantly on the Coast — a Brig and a Schooner — armed strong enough to Capture the Privateers, & always ready to direct, or protect Am: Vessells into the River. By the best information I have obtained — there is 6 Privateers out of Cayenne, the largest of which is a Brig of 14 Guns.

A Gentleman of this City has communicated to me Some of the Contents of a Letter lately rec<sup>d</sup> from his Correspondent at that place. He says — the Commissioner, or Agent of the Civil department — has exiled the Commander of the "Militaire" — together with some of his Officers to the Confines of the Portuguese Settlements; that the Suspension of Am: Intercourse — has produced violent Commotions; that they are in want of every kind of food — particularly *Flour* — which if sold at all — is sold at 50 Doll<sup>s</sup> Per Barrell. The few 100 bls.

gone up from this place — will yield them but a temporary Supply — which they would not have had — if — two armed Vessells as above advised — had been Stationed here. Their Privateers may be more productive; indeed, a report has been in circulation that the same privateer that sent in the *Prudence* — had also Seized on 3 others — and sent them to Cayenne. I think Captain Lynch the bearer of this can answer you very Satisfactorily to many Questions you might think proper to ask him. — Altho' he permitted Doctor Logan to take passage in his Vessell from Bourdeaux — I consider him to be an Independent American.

Please to excuse the freedom of this Communication.

I am with great respect

Your humble Servant

TURELL TUFTS.

The Hon<sup>ble</sup> M<sup>r</sup> PICKERING,  
Secretary of State

PARAMARIBO Ap<sup>l</sup> 7, 1799

[SDA. Paramaribo, Vol. 1, CL, 1799–1834.]

Extract from Log of U. S. Frigate *Constitution*, Captain Samuel Nicholson, U. S. Navy,  
Sunday, 7 April 1799

Moderate breezes and Cloudy, observed the current to run to leward at the rate of  $1\frac{1}{4}$  miles P<sup>r</sup> hour Tackd as nessasary to work to windward between dominico and Martinico opend two barrels of beef Contents 400<sup>lb</sup> short of contents 19<sup>lb</sup> At 7 the East extreem of dominico N by W  $\frac{1}{4}$  W 4 miles At 12 fresh breezes and cloudy

at 4 Moderate breezes and cloudy Weatherd away dominico and Stood towards Desceada At 9 saw a strange sail bearing W N W at 10 Assembled the ships company and performd the divine service At 11 came to windward of Marigalante at 12 Saw Desceada N  $\frac{1}{2}$  E ten leagues

[Latitude obs<sup>d</sup> 15.57 North]

[NHSC, NYHS.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy,  
commanding, Sunday, 7 April 1799

First part light winds & pleasant Weather

At 1 PM Saw 2 sail to windward made Signals & was answerd by one of them, Deseada SW 10 leagues

Mid. part fresh breezes & Cloudy

At Mer<sup>dn</sup> Deseada bore WSW  $\frac{1}{2}$  W 8 leagues —

Ends with Moderate breezes

[Latt<sup>d</sup> ob<sup>d</sup>. 16.27 N.]

[HS of Old Newbury, Mass. NDA photostat.]

To William Winder, Accountant for Navy Department, from Secretary of the Navy

[PHILADELPHIA]  
N Department 8<sup>th</sup> April 1799.

W<sup>m</sup> WINDER Esquire

SIR Enclosed are the regulations made at the War Office respecting Fuel & Straw, for the Troops in Garrison, & recruiting parties. — The same regulations are proper for the Marines — But it is to be understood, that the marines are only intitled to Fuel & Straw, while on duty, on Shore — not for the time they may be on furlough, nor is any allowance for these Articles to be made them, while on duty on board of Ship. —

I have the Honor to be &c &c

[NDA. GLB, Vol. 2, 1799.]

To Captain Robert Gill, Navy Storekeeper, from Secretary of the Navy

[PHILADELPHIA]  
N Department April 8<sup>th</sup> 1799.

Cap<sup>t</sup> R. GILL

SIR Enclosed is a list of Articles which are to be Shipped immediately p<sup>r</sup> the Brig<sup>d</sup> *Florida*, Capt<sup>n</sup> James Long for the supply of the Ships of War in the West Indies — you will please to inform me in the course of this day which of the Articles you have not in Store, in order that they may be procured.

I am Sir G[arrett] C[ottringer]  
for B[enjamin] S[toddert.]

400 Barrels of Bread  
150 " of Beef  
150 " d<sup>e</sup> Pork  
500 Gallons of Vinegar  
20 Teirces of Beans  
20 ditto Rice  
100 Barrels of Porter  
20 Barrels of flour  
6 Firkins of Butter  
20 Boxes of Candles  
2,352 lb<sup>s</sup> of Cod Fish } or all of these articles you have in Store. —  
3,000 lb<sup>s</sup> of Cheese }

[NDA. GLB, Vol. 2, 1799.]

[About 8 April 1799]

To David M. Clarkson, United States Agent, St. Kitts, from Captain Thomas Truxtun, U. S. Navy

Memorandum.

Sales of the Cargo of the Schooner *Union* Captured by the United States' Frigate, *Constellation*, Commodore Truxtun, together with various Articles sold out of La'Frigate *Insurgente* captured as afore-said, and marked with the Name of said Ship as below.

The above Sales to be headed, and made out as above, and the whole Nett Proceeds to be vested in Government Bills at a low Exchange, or Mess<sup>rs</sup> Dennison, M<sup>r</sup> Lachlan, and Thomson's Bills, or other good, and unexceptionable Bills with good Endorsers at the lowest Exchange. I mention the whole Nett Proceeds, as Bills on the Government of America shall be given to M<sup>r</sup> Clarkson for the Vessels Expences &c:&c:&c: in the West Indies, so that the Prize Property can be all kept separate to divide, when regular Condemnation is effected in America, and Advice of the Bills on England being paid has arrived.

It is expected that the above Bills of Exchange will be procured under the Par of Exchange considerably; otherwise it will be well to get them in Time from his Britannick Majesty's Agent at Martinica.

[To] DAVID CLARKSON, Esquire  
*S<sup>t</sup> Christophers.* —

One Copy of the above given to  
 M<sup>r</sup> GARRETSON, Purser.

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

[8 April 1799]

To Lieutenant John Rodgers, U. S. Navy, of the *Insurgente*, from Captain Thomas Truxtun, U. S. Navy

SIR, You are to attend to the Signal for getting Underway to Morrow, and to proceed to cruize in Company with me, in the mean Time I expect you will get the Anchor off, and have the Bread landed that you have complained of. — It is my ardent Desire, that in chasing, or otherwise, you never lose Sight of the *Constellation*; their are a great Variety of Reasons, why the *Insurgente* should not be separated from her, when at Sea, untill after being first anchored in the Waters of the United States, and being regularly commissioned by the Government to cruise from thence.

The great Chance of taking Prizes being to Windward of S<sup>t</sup> Bartholomews', and S<sup>t</sup> Martin's, and by cutting the Enemy off from Gaudaloupe, you are to understand these cruising Grounds are not to be abandoned for visionary Objects to Leeward; otherwise our Vessels may be employed for Months without rendering the smallest Service, it is therefore necessary to distinguish well, whether a Vessel be a Dane, Swede, or one of another Nation, other than French, before you run off Ground that cannot be easily regained, at least without great Loss of Time; this Order is necessary in Case of our parting, which I hope will not be the Case, and always necessary for an Officer cruising in the West Indies, and I doubt not but your Attention to it will be equal to your Zeal to promote the Good of the Service. Whenever you may be alone cruising, and have a discretionary Power, exercise your own Judgement, and of all Things never be induced to suffer the privateering Principle to be introduced on Board of your Ship, or to receive Council, or be led away by those who have no Ability to judge. When you are in Squadron, or cruising in Company with a superior Officer follow his Orders strictly; I mention this, as it is possible, you may be in Company with some

one holding Rank, a Day or two only before you, and at present, tho' you are in a Frigate, any Captain in the Navy you may meet, tho' in a small Vessel, takes Rank before you. I am led to these Observations from a Variety of Causes, and you know the late Demur of Captain Bright. Should such Conduct be suffered to exist, our Navy would receive it's Death Blow in the Outset, and it is my Business, and my Duty to check and prevent such Examples being repeated, which you are at Liberty every where to make known.

It has been, you well know some Pain to me, having recommended several from the best Motives, that can be ascribed to the human Heart, who have turned out badly, and disgraced my Recommendation; and altho' I never shall apprehend you doing any Act that will cause me Pain wilfully, still it is proper for you to know, and to consider, that an Officer in the Navy, having a Command, is often placed in a Situation, where from Imprudence, or Want of Thought, he may do a great Injury to his Country, as well as honor it's Flag on the other Hand by a judicious Proceeding.

Should it so happen that from any Cause we part Company during the present Cruize, you will come into this Road as soon after as possible.

I am in great Haste, but with regard  
Your Obed<sup>t</sup> humble Servant

U.S: SHIP *Constellation* —

*Bassateer Road St Ch<sup>t</sup>s 8<sup>th</sup> April 1799.*

Lieutenant RODGERS.

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

To Lieutenant Josias M. Speake, U. S. Navy, U. S. Brig *Richmond*, from Captain Thomas Truxtun, U. S. Navy

U.S: SHIP *Constellation* BASSATEER ROAD  
*St Christ<sup>s</sup> 8<sup>th</sup> April 1799 —*

SIR, Having returned on Friday from a Cruize to dispatch a Convoy, which sailed Yesterday, I leave this again to Morrow and as I before directed you, not to exceed being absent from hence on any Cruize more than a Fortnight, I calculate on your being at Old Road, or this Road on Thursday the 11<sup>th</sup> or Friday the 12<sup>th</sup> Instant at furthest; and as soon as your Water is filled up, proceed to Windward of St Bartholomews' and St Martin's, and cruize there untill the 25<sup>th</sup> Instant (unless you should sooner take a Prize, or Prizes) and then return, and wait for further Orders, should I not be in this Road. I am, Sir,

Your Obed<sup>t</sup> hble Serv<sup>t</sup> —

Lieutenant SPEAKE.

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

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Monday and Tuesday, 8 and 9 April 1799

[Basseterre Roads, St. Christopher.] Southerly Winds, and a high Surf running on the Shore. Employed overhawling the Store Rooms, airing the Powder, and at Sundries.

At half past 10 AM made the Signal for *La' Insurgente* to get Underway in Company with us, and at half past 11 Ditto both Ships weighed, and stood to the Southward, stowed the Anchors, and cleared Ship &c: &c: At Noon abreast of the Salt Ponds.

[HS of Pa. NDA photostat.]

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Extract from log of U. S. Frigate *Constitution*, Captain Samuel Nicholson, U. S. Navy, Monday, 8 April 1799

Moderate breezes and cloudy at 3 Saw a strange sail bearing N by E Made all plane sail and Gave chase at 5 answered the private Signal of the United States Ship *Merrimack* shortnd sail and Rec<sup>d</sup> 8 men from the *Merrimack* they being borne there Supernumary from the Prize *Neutrallity* at 6 filld and parted comp<sup>y</sup> with the *Merrimack* at  $\frac{1}{2}$  past 7 desceada W  $\frac{1}{2}$  S 12 miles at 12 Tack'd to the southward AM at 5 saw a strange sail bearing N N W Tack'd and Gave chase at 7 answerd the private Signal of his Majestys Ship *Hydra* Shortn'd Sail and wore to the Southward at 10 Saw a sail E S E which we Supposed to be the *Merrimack* At 12 Desceada W N W 6 Leagues

[Latitude Observed 16.14 North]

[NHSC, NYHS.]

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Extract from journal of James Pity, U. S. Frigate *Constitution*, 8 April 1799

Moderate breezes and Squally at 3 PM. saw a strange sail bear<sup>y</sup> N. b E made sail and gave chase @ 5 PM. Answerd the Signals of the United States Ship *Merrimack* shortend sail & rec<sup>d</sup> 8 Men from her which She rec<sup>d</sup> on B<sup>d</sup> at Martinico from our prize *Neutrality* at 6 parted Company with the *Merrimack* @  $\frac{1}{2}$  past 7. Deseada W  $\frac{1}{2}$  S. 12 Miles at 5 AM saw a strange sail bear<sup>y</sup> N N W. gave her chase at 7. Answerd the private Signals of the English Frigate *Hydra* shortend sail and wore to the Southw<sup>d</sup> @ 10 AM Saw a sail bear<sup>y</sup> E S. E supposed to be the *Merrimack*

At 12 Deseada W. N. W. 6 leagues

[Latitude In 16.14 N<sup>o</sup>]

NDA.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 8 April 1799

First part light winds & pleas<sup>y</sup> Weather.

At 2 PM saw a sail to the Southard made Signals & Stood for her, at  $\frac{1}{2}$  past 4 spoke her the U. S. Frigate *Constitution* — hall'd our wind to the South<sup>d</sup> & *Constitution* to the North<sup>d</sup> Mid. part Squally & rain

At 11 AM saw a Sail under our lee suppose it to be the *Constitution* Latter part fresh breezes & pleas<sup>y</sup>

[Latt'de ob'd. 16.36 N.]

[HS of Old Newbury, Mass. NDA photostat.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 9 April, 1799

First part Steady breezes & pleasant Weather,  
Employ'd setting up the Rigging At 3 ½ PM made sail to the North<sup>d</sup>

Mid. part D<sup>o</sup> weather

At 4 AM saw the *Constitution* to windward Standing Northerly

Latter part moderate winds and pleasant Weather —

[Latt'de ob'd. 16.17 N.]

[HS of Old Newbury, Mass. NDA photostat.]

[10 April 1799]

Signals to be observed by ships under convoy of U. S. Ship *Baltimore*, signed by Captain Samuel Barron, U. S. Navy

Signals to be Observ'd by Vessels under Convoy of U. S. Ship *Baltimore* under my Command.

- N<sup>o</sup> 1. To get under way (to be hoisted at the fore)  
[Square red flag over square blue flag]
2. To Anchor — (to be hoisted at the main)  
The same as above
3. The fleet to make Sail — — —  
[Blue and white pennant]
4. To Shorten Sail — — — —  
[Square blue flag over white pennant]
5. To tack or Ware and Stand the Other way  
[Blue and white pennant over square red flag]
6. To follow the Commander — —  
[Square flag (horizontal red stripe over white stripe) over blue and white pennant]
7. To Sail in Close Order — —  
[White and red pennant over square flag (horizontal white stripe over blue stripe)]
8. To Speake the Commander — —  
[Square flag (horizontal white stripe over red stripe) over white and red pennant]
9. The Sternmost ships to make all the Sail they Can, So as to keep up with the fleet  
[Square flag (horizontal white stripe over blue stripe)]
10. The fleet will heave too with her Starboard Tacks on board — — — —  
[Square flag (horizontal red stripe over white stripe) over square red flag]
11. The fleet will heave too with the Larboard tacks on board — —  
[Square flag (horizontal red stripe over white stripe) over red and white pennant]
12. For the fleet to make Sail after laying by and keep the same course they were before Steering  
[Square flag (horizontal red stripe over white stripe) over red pennant]

English  
Ensign  
at the Fore

13. The fleet will disperse  
[Square flag (horizontal white stripe over blue stripe) over square flag (horizontal red stripe over white stripe)]
  14. For the fleet to rally around the Commander as near as possible and Carefully Observe his Motions during the Night
  15. For the fleet to take their own Course the Commander about to depart from the Convoy —  
— —
  16. For the fleet to Continue their Course and Under the same Sail & not attend to the Motions of the Commander —
- |   |                    |
|---|--------------------|
| } | English            |
| } | Ensign             |
| } | at the Fore        |
| } | English            |
| } | Ensign             |
| } | at the Main        |
| } | <sup>a</sup> Dutch |
| } | Jack at the        |
| } | Mizen T.G.         |
| } | M Head             |

*Signals by Night*

Two Lights abreast —	{ The fleet to sail as near the Commander as possible —
One Gun and two Lights	{ To tack or ware and stand the other way.
Two flashes of Powder & three lights in a range	{ To lay too on the Starboard tack
Two flashes of Powder & Four lights in a range	{ To lay too on the Larboard tack
One Gun and One Light	{ To make sail after lying by and follow the Commander —
3 d° & Two D° —	{ The Convoy to disperse —
2 D° & One D° —	{ To haul by the wind on the Starboard tack
2 D° & Two D° —	{ To haul by the wind on the Larboard tack
A Light hoisted and Lowered three times, at two minutes intervals —	{ Sternmost Vessels to make all the Sail they Can —
Four lights abreast, with one gun a flash or Portfire	{ to keep y. course & not the motions of the Comma[nder?]

**NOTE.**

Should a Strange sail be discovered by any of the fleet by day, they will hoist their Colours and if they are desirous of Speaking the Commander then their Colours to be hoisted in a Whift —

These lights are to be considered as independent of the top lights, which will be Carried when I think it necessary — and at times Portfires or flashes of Powder will be used instead of Guns being fired — It is expected the Vessels will keep as near the *Baltimore* as possible and neither go too far ahead or on the Wings of the fleet but endeavour to Sail as compact as possible, by which means she can more easily afford them protection in case of surprise by an Enemy

If you discover any appearances that you dont like, you will immediately hoist a light and Lower it at half minute intervals untill it is Observed by the *Baltimore*, at which time it will be answered in



# Signals to be Observed by Vessels under the Command of U. S. Ship *Mathews* under my Command.

- N. 1. To get under way (to be hoisted at the fore)
2. To Anchor (to be hoisted at the main) The same as above
3. The fleet to make Sail
4. To Shorten Sail
5. To tack or Wear and Stand the other way
6. To follow the Commander
7. To Sail in Pace Order
8. To Speak the Commander
9. The Stormiest ships to make all the sail they can, so as to keep up with the fleet
10. The fleet will leave too with her Starboard Tack on board
11. The fleet will leave too with the Larboard Tack on board

12. For the fleet to make sail after laying by and keep the same course they were before Steering
13. The fleet will disperse
14. For the fleet to rally around the Commander as near as possible and Carefully Observe his Motions during the Night
15. For the fleet to take their own Course the Commander about to depart from the Convoy
16. For the fleet to continue their Course and Under the same sail & not attend to the Motions of the Commander

## Signals by Night

- |  |   |
|--|---|
| Two Lights aboast  | The fleet to sail as near the Commander as possible   |
| One Gun and two Lights   | To tack or wear and stand the other way               |
| Two flashes of Powder & three lights in a range                  | To lay too on the Starboard tack                      |
| Two flashes of Powder & four lights in a range                   | To lay too on the Larboard tack                       |
| One Gun and One Light  | To make sail after laying by and follow the Commander |
| 3 d. & Two D.  | The Convoy to disperse                                |
| 2. D. & One D.   | To haul by the wind on the Starboard tack             |
| 2. D. & Two D.   | To haul by the wind on the Larboard tack              |
| A Light hoisted and lowered three times, at two minute intervals | Stormiest Vessels to make all the sail they can       |

Four lights aboast, with one gun  
 a flash or Portfire

Should a strange sail be discovered by any of the fleet by day, they will hoist their colours and if they are desirous of speaking the Commander their colours to be hoisted in a Whiff —

These Lights are to be considered as independent of the top lights, which will be carried when I think it necessary — and at times Portfires or flashes of Powder will be used instead of Guns being fired — It is expected the Vessels will keep as near the *Mathews* as possible and neither go too far ahead or on the wings of the fleet but endeavor to sail as compact as possible, by which means she can more easily afford her protection in case of surprise by an enemy.

If you discover any appearances that you don't like, you will immediately hoist a light and lower it at half minute intervals until it is observed by the *Mathews*, at which time it will be answered in the same manner as made by you, taking care at the same time to speak her with all possible expedition — whenever a signal is made by the Commander, the whole fleet will give notice that they observe it, by hoisting a light each, which will remain in view two minutes — should any accident happen to disperse the fleet, unless circumstances

render it improper to observe the sail which way carries the boats steered by the Commander at the fore mizen of the *Mathews*, and endeavor to make the same course and distance which would have been gained, had there been no interruption in their progress — By which means the Commander will most probably find him under the night or in the morning — It is so necessary to pay attention particularly to all these different signals so that the person will consider the consequence attending the smallest neglect — of the safety of the whole fleet depends on your observance of every part of these instructions — All lights are to be shown by any of the fleet unless meant for signals, they are necessary to go a head of the Commander or the ship who wears the white Pendant as the leading ship — which may at times be necessarily employed in that service, & when this is the case her course is carefully to be observed and followed — when a strange is discovered by any of the fleet to windward their colours must be hoisted at the main if to the leeward then at the Fore

In addition to the first signals delivered, it is necessary to form a few others viz —

The fleet will sail on the Starboard Dutch Jack  
 Quarter of the Leading ship — } at the Main  
 The fleet will sail on the Larboard Dutch Jack  
 Quarter of the Leading ship — } at the Fore

St Thomas 10 April 1799. *Sam Barron*



the Same manner as made by you, taking care at the Same time to speak her with all possible expedition — whenever a signal is made by the Commander, the whole fleet will give notice that they observe it, by hoisting a light each, which will remain in view two minutes — should any accident happen to disperse the Fleet, unless circumstances render it improper) observe the sail which was carried & the Course steered by the Commander at the Commencement of the Evening and endeavour to make the same course and distance which would have been gained, had there been no interruption in their progress — By which means the Commander will most probably Join them during the night or in the morning — It is so necessary to pay attention particularly to all those different Signals &c that I hope you will consider the consequences attending the smallest neglect — as the safety of the whole fleet depends on your observance of every part of those instructions — No Lights are to be shewn by any of the fleet unless meant for signals, & by no means to go ahead of the Commander or the ship who wears the white Pendant as the leading ship — which may at times be necessarily employed in that service & when this is the case her course is carefully to be observed and followed — when a strange is discovered by any of the fleet to windward their Colours must be hoisted at the main if to the leeward then at the Fore

In addition to the first signals delivered, it is necessary to form a few others viz —

The fleet will sail on the Starboard	} Dutch Jack
Quarter of the Leading Ship	
The fleet will sail on the Larboard	} Dutch Jack
Quarter of the leading ship	
St THOMAS 10 <sup>th</sup> April 1799.	at the Fore

SAM<sup>l</sup> BARRON

[LC, Manuscripts, USN, 1775-1804 (1).]

[10 April 1799]

Capture of Brig *Fair Columbian*, by the British Frigate *Hinde*, in company with H. B. M. Sloop-of-War *Swan*

BALTIMORE, April 29.

Arrived on Saturday, the brig *Fair Columbian*, 23 days from the Havana, Edward Cary, master.

*The following is an authentic account of the particulars aboard the above vessel and the means, by which she reached port.*

Sailed in company with a fleet of about twenty sail of Americans, under convoy of the *Delaware*, captain Decatur, who convoyed us as far as the Double headed shot, where he left us on the 7th of April; the brig being in light ballast and not holding a good wind, fell to the leeward, and that night lost sight of the fleet; the wind at north I tacked ship, and stood over for the Florida shore; on the 9th made Cape Florida, and taking the wind from S. W. stood on my course, for Baltimore; the next morning at 10 A. M. in lat. 29, 9, N. long. 78, 48, west, saw a sail, which proved to be the *Hind* frigate, captain Larkin, in company with the *Swan* sloop of war, captain Carew; I was boarded by the *Hinde*, and carried on board with my papers; the

captain broke open all the letters, except one from a boy to his mother, asked me several questions about the fleet, and what convoy they had, that he should like to fall in with them, as he knew a great many of them were Spanish property, which he said I was, and a good prize; he asked me how I should like to be sent into New-Providence. I replied that I was not Spanish, but real American property: He then said that as I had nothing to shew for it, he would make a prize of my vessel; I told him that he was the strongest, and therefore might do as he pleased, but that he could not with propriety make a prize of her; however, he ordered me into the boat, and accompanied me himself on board the *Swan*, and gave my papers up to capt. Carew, who sent a prize master and 6 men along with me to take possession; carried away the second mate, four seamen, and the cook, leaving only the mate and a boy, taking us in tow; at dusk, being in chase of a ship they cast the hawser off; at 10 P. M. capt. Carew came alongside in his boat, and gave my papers up to the prize master, with directions to proceed for the Bermudas as fast as possible, which he made sail for; but the next day finding him *fond of a drop of comfort*, I supplied him with the brandy bottle, and kept him always in such a state, that he could not keep the ship's way, which was left to my mate, who took care he should not find the Bermudas: on the 12th at 10 P. M. the people expecting I was going to rise on them, came to the companion, called the prize master on deck, and insisted on his putting the mate, the boy, and myself in confinement, and take the arms from me, which were a pair of pistols and a cutlass; however, he refused doing it, upon which they threatened to confine him, and us both, and take charge of the vessel themselves; the prize master returned into the cabin followed by three men, one of whom had the cook's axe in his hand, I inquired whether they were going to murder or confine me, and with the cutlass drawn in my hand, leaping from my bed, protested I would kill the first man who should attempt to lay hold of me — They answered that it was not their intention to do me any injury, but required the arms, which I immediately gave up (the pistols being unloaded and without flints) and followed them on deck, where they were wrangling with the prize master, mean time took an opportunity of concealing the quadrants, took advantage of their quarreling to ingratiate myself, and the sails being in bad order, persuaded them to make for some port in America, (keeping the prize master in *good sailing trim*).

On the 14th they all consulted with him what was best to be done, and seeing he was not capable of conducting the vessel, they consented to be guided by my directions — on the 21st the prize master became delirious, and continued so for two days, which gave me an opportunity of running in for the land; on the 22d at 4 A. M. got soundings on Hatteras shoals, in 25 fathoms of water, having no observation since the quadrants were concealed, I determined to haul in for the land to know our situation; on the 23d at 12 Meridian, made the land twelve miles to Southward of cape Henry, at 2 P. M. Spoke the ship *Cumberland* of Portland, capt. Scott, in 59 days from Liverpool for Savannah, who put letters on board us, as I told him we were bound for Annapolis, which was more agreeable to the people than Hampton, and I had persuaded them it was the seat of government, and the English Consul there would do their business the same as if it was an English port; at 4 o'clock took a pilot on board, to whom I

made known our situation, and privately directed him to proceed for Baltimore where we arrived without their having any suspicion of our intention until we reached the Fort.

[LC, N. Y., "Argus, or Greenleaf's Daily Advertiser", 3 May 1799.]

To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

N Department 10<sup>th</sup> April 1799

SECY OF THE TREASURY

SIR I want to send Guns for the Frigate *Congress* at Portsmouth. She will require 28, 18 pounders — & 12. — 9 or 12 pounders. — Have you as many at New York, of your Importation from England — have the Guns Carriages? Will they be delivered to my order? If the Guns have not Carriages, I shall want to know their dimensions, to have the Carriages made at Portsmouth. —

I have the Honor to be

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

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

[PHILADELPHIA]

N Department 10<sup>th</sup> April 1799.

STEPHEN HIGGINSON Esq<sup>r</sup>

Boston

SIR It is not positively determined at what places, the six 74 Gun Ships are to be built; steps have been taken to get from Georgia, the frames of live Oak — but a very great quantity of other timber will be wanted, and must be obtained very quickly; moulds are preparing, and by the time they are ready to be sent from hence, I want to fix on the places to which they are to be sent. —

I am inclined to believe, that we must ultimately build our public Ships at not more than three different places — one in Newhampshire or Mass<sup>ts</sup> — one on North river, and one on Chesapeake Bay — but I am rather disposed to build the present six ships in as many different places; but to make collections of Timber, beyond what will be necessary for the Ships, only at three places; one on Chesapeake, one on North River, and one to the Eastward, — Will you be so good, as to favour me with your opinion on this subject. — and also with your opinion of the places, where two of the present Six Ships ought to be set up, East of New York — one will probably be commenced — at New York, one on Delaware — But if it should be found impracticable to build one on Delaware for want of sufficient depth of Water — a point at this moment doubtful — in that case three will be set up Eastward of New York. —

I have the Honor &c &c

[NDA. GLB, Vol. 2, 1799.]

To Richard Conway, Agent for ship to be built at Alexandria, Va., from Secretary  
of the Navy

[PHILADELPHIA]

*N Department April 10<sup>th</sup> 1799*

Cap<sup>t</sup> RICHARD CONWAY

*Alexandria*

SIR The high opinion I entertain of your Patriotism and public Spirit, induce me to trouble you with the present application. — Congress at their last Session authorized the building Six Brigs of 18 Guns, one of which I request you will undertake to have built, of best materials in your power to procure, calculated to carry 18–9 pounders to advantage, and no more, as the Law will not admit of exceeding that number, nor must she be constructed to carry more hereafter; — I mention these particulars because our Cap<sup>ts</sup> are frequently fond of overloading their Vessels with useless Guns; — Her burden must not exceed 360 Tons, and I think she may be made as formadable a Vessel, as any in the World of her size. — It is highly desirable that she should be as swift a Sailor as it will be possible to make her, and yet have room enough in her hold to carry Six months Water & provisions for 100 to 120 Men — She must be copper butted, bolted & Sheathed, if you cannot procure the Bolts, Spikes, &c please to let me know timely, and I will endeavour to send them to you. —

I shall not trouble you with Dimensions, Models &c from hence. — I wish her to be built agreeably to such Model as you may approve, for I know I can confidently rely on your judgment. — Mony shall be remitted you from time to time on your Requisition, and you will be allowed a Commission of two P<sup>r</sup> C<sup>t</sup> on the Amount of your expenditures; — This will be no object with you, compared with the gratification, you will feel in contributing to the addition of our Navy, by a valuable Vessel built under your own Superintendence. — It is highly probable that Cap<sup>t</sup> Brookes, or Cap<sup>t</sup> Johnson, will be appointed to command this Vessel; Too much expedition cannot be used, in getting her ready for Sea.

I am &c

[NDA. GLB, Vol. 2, 1799.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Wednesday, 10 April 1799

Moderate Breezes with some smart Squalls of Wind, and Rain  
At 6 AM saw a Sail in the North West and gave Chase; at 8 ditto brought to with a Shot the Schooner *Amiable* Probus Wilson Master from Tortola bound to Martinica; saw no french Cruizers, but several English Privateers (Schooner rigged) which spoke him. At Noon the Island of Montserrat bore E.N.E. eight Leagues Distance. Find a very strong Lee Current.

[HS of PA. NDA photostat.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 10 April 1799

First part light winds & pleas<sup>t</sup>

At 11 PM saw a sail running down for us show'd the signals of the Night but was not answer'd by her — all hands to quarters — at daylight found her to be the *Constitution*

At 5 AM the *Constitution* tack'd to South<sup>d</sup> we tack'd after her  
Lt<sup>r</sup> part pleasant weather

[Note from Journal of *Constitution* 10 April 1799:—"At Merd<sup>a</sup> Descada bears SWbs — Lattitude In 17.02 N<sup>o</sup>"]

[HS of Old Newbury, Mass., NDA photostat.]

To Master Commandant William Bainbridge, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 11<sup>th</sup> April 1799. —

Cap<sup>t</sup> WILLIAM BAINBRIDGE

SIR The bearer M<sup>r</sup> Gault is a Midshipman — Midshipmen are much wanted in the West Indies — I want you therefore to take as many out with you as you can, — to be put on board of other Vessels there — I hope you can find room for M<sup>r</sup> Gault — he says he had rather go in any character, than not go —

I am Sir &c

[NDA. OSW, Vol. 1.]

To Gibbs & Channing, Navy Agents, Newport, R. I., from Secretary of the Navy

[PHILADELPHIA]

N Department April 11<sup>th</sup> 1799.

Mess<sup>rs</sup> GIBBS & CHANNING

Newport

GENTLEMEN I have received your letter of the 3<sup>d</sup> In<sup>st</sup>. The Medicine Chest has been forwarded some time. — M<sup>r</sup> Colemans Warrant as Sailing Master has been sent on to him under cover to Cap<sup>t</sup> Perry. —

M<sup>r</sup> Coe shall receive his appointment as Midshipman in consequence of your recommendation, but as there are already three Lieutenants commissioned for the *General Greene* there would be an impropriety in appointing M<sup>r</sup> Sayer. —

The Public make no allowance of Liquors, and other Cabin Stores — The Captains supply these articles themselves but as a compensation therefor, an extra number of Rations are allowed them. —

A Remittance has been made to Cap<sup>t</sup> Perry for the purchase of recruiting, and making the customary advances to the Officers & Men. —

I have the Honor to be &c

[NDA. GLB, Vol. 2, 1799.]

To Jacob Sheaffe, Navy Agent, Portsmouth, N. H., from Secretary of the Navy

[PHILADELPHIA]

N Department 11<sup>th</sup> April 1799 —

JACOB SHEAFE Esq<sup>r</sup>

Portsmouth

SIR I am honored with the receipt of your letter of the 30<sup>th</sup> Ultimo; — With respect to copper I shall take [sic] arrangements for sending it to you, as it will not do to take that which is intended for the Ship at Salem. —

Round Shot can be had here of the best	
quality cast in Iron moulds for . . . . .	73 $\frac{1}{2}$ D <sup>s</sup> p <sup>r</sup> Ton
Double headed (bars included) . . . . .	93 $\frac{1}{2}$ " "
Grape & Cannister . . . . .	100 " "
Iron bottoms . . . . .	93 $\frac{1}{2}$ " "

Shot cast in sand are at least 10 P<sup>r</sup> C<sup>t</sup> lower. — As to the Superior quality of M<sup>r</sup> Seymore's Shot, nothing extra can be given on that account. — If you can contract with him for the delivery at Portsmouth at these prices you may do so to the quantity wanted for the Ship *Congress*, and you may if necessary agree to allow the freight to Portsmouth from Boston. — She will carry 18 Pounders on the Gun Deck, & 12 pounders on the quarter deck, and ought to have 100 Rounds of Ball for each Gun, one third of which to be of double headed & Grape.

I have ordered 100 Tons of Kentledge to be sent you from hence, which I judge to be enough. — Some imported Guns are daily expected, out of which parcel, or from some now casting here, I shall send you the number wanted. —

The timber may be preparing for the Carriages, and when I determine on the Guns, I will send you the exact dimensions.

The Cordage necessary for the Ship you will please to have made immediately. — The hemp at Boston will be wanted here, but it might be spun into Yarns of about 20 for a strand of 3 inch rope, ready to be made into such cordage as may hereafter be ordered; — as also the hemp at Beverly. —

I have the Honor to be

[NDA. GLB, vol. 2, 1799.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

N Department 11<sup>th</sup> April 1799

PRESIDENT OF THE U. S

SIR I have the honor to enclose the copy of a letter from Cap<sup>t</sup> Truxtun of the 16<sup>th</sup> March, with the late correspondence between him and Gen<sup>l</sup> Desfourneaux.

With respect to the Schooner taken by him — his course should have been, to have sent her to America, or if he could not spare men to navigate her, he should have laid her up at S<sup>t</sup> Kitts, until his own return. —

The Laws, & his Instructions direct him sufficiently on this subject. He creates his own difficulties by his own zeal. — I shall by the



Brig *Norfolk*, to sail from hence on Sunday, endeavour to put a stop to these efforts, to increase improperly, our Navy.—

I have the Honor to be &c

[NDA, Nom. Appts. LB, 1798–1820.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,

*Thursday, 11 April 1799*

Light and moderate Breezes with some short Intervals of Calm all these twenty four Hours. The Schooner spoke Yesterday still in sight, as also a Sail in the N.E. Quarter to which we are now giving Chace.

Filled all our Empty Water Casks with Salt Water, the Ship being tender; and employed at various Carpenter's, Boatswain, and Gunner's Work &c: &c: &c: At Noon the Island of Montserrat bore N.E.B.E. 8 Leagues Distance a Lee Current as before. —

[HS of PA. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,  
11 April 1799

Moderate Weather @ 1. PM saw a sail bear<sup>s</sup> S.S.E. made all sail and gave chace *Merrimack* In C<sup>o</sup> @ 5 fired a Gun and bro't her too prov<sup>d</sup> an American brig f<sup>m</sup> Surinam bound to New York. filld and bore up S.WbS. saw Descada W.S.W 7. Leagues Distant @ 5 saw Martinico S.S.W. & a strange sail NNE. at 9 becalm'd under the Pearl Rocks @ 10 a light breeze sprung up made sail for St. Pierres at 1/2 past 10 opend the Bay

At 12 the Town St. Pierres EbN. 4 Miles Distant *Merrimack* in C<sup>o</sup>

[NDA.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 11 April 1799

First part Light winds & pleasant at 2 PM spoke the *Constitution* at 3 D<sup>o</sup> the *Constitution* spoke a Brig from Surinam bound to New York who gave him information of the U.S. Ship *Portsmouth* sailing with 60 sail of Americans under Convoy bound home, and a number of French Privateers fitting out in Surinam

At 6 PM saw Descada bearing WSW 10 leagues

At 6 AM Dominico bore WNW 15 leagues

Martinico SSW 12 D<sup>o</sup>

Latter part Pleasant

[HS of Old Newbury, Mass., NDA photostat.]

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

[PHILADELPHIA]

*N Department 12<sup>th</sup> April 1799.*

WILLIAM CRAFTS Esquire  
*Charleston*

SIR I am honored with the receipt of your letter of the 19<sup>th</sup> Ultimo; — The recommendations, said to be forwarded by Cap<sup>t</sup> Cross in favor of the Officers of the Brig<sup>d</sup> *General Pinckney* have not been received, or the appointments would have been made. — As soon as I receive a list of their names, I will forward their Commissions. —

The Rations of the Officers of Marines while in port must be the same as are allowed in the Army, and if not drawn must be paid for at the same Value. — For the time they are doing Duty on board Ship they are entitled to the Navy Rations which if they do not receive, they are to be allowed for them at the rate of 28 Cents each. — which is the price allowed to the Officers, of the Navy for all undrawn Rations — I give you these particulars, as you request it, but you will not be troubled much in future with this business, particularly as it relates to the Navy, because it is the duty of the Pursers of the different Ships to make these Arrangements — The Marines until they are employed on board, will probably continue to call for your attention. — You will be credited for Captain Beluches draft in your favor, but it has not been presented to M<sup>r</sup> Regis le Blanc, who is now at New York. —

I some time ago gave L<sup>t</sup> Blouche a letter to you requesting you to deliver to him the French prisoners then at your port — you may deliver to him any that have since arrived. — The Officers and Passengers ought not to be confined, and the situation of the Privates should be rendered as comfortable as the nature of the case will admit. In general the Cap<sup>ts</sup> may be admitted on Parole, if there is nothing in their conduct which appears to forbid such indulgence, but when this is granted, they ought to bear their own expenses. —

I have the Honor to be

[NDA. GLB, Vol. 2, 1799.]

To Master Commandant William Bainbridge, U.S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Dep<sup>t</sup> 12 April 1799*

Cap<sup>t</sup> WILL. BAINBRIDGE

SIR, Herewith you will receive a Sett of the Private Signals in use between American Ships of War — also those which were agreed upon, to be used by our Vessels & those under the Command of the English Admiral Vandeput — it is uncertain, whether the last will be of any immediate use or not — as Admiral Vandeput Squadron may have left the Seas in which you are going to cruise.

I am &c &c

[NDA. OSW, Vol. 1.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Friday, 12 April 1799

Squally uncertain Weather with much Rain, and a remarkable strong Lee Current, which I have found here on the encreased D, ever since I have been on the Station.

At 8 AM saw a Sail to the Southward, which I bore down on, and spoke a little after 9. She proved to be an American Schooner from the Cape De Verde Islands bound to Saint Christophers out 18 days, and loaded with Jackasses.

At Noon Montserrat bore N.E. about 8 Leagues Distance; and at same Time Bassateer, Gaudaloupe bore East ten Leagues Distance, and the Extreme of the Saints E.S.E.

[HS of PA. NDA photostat.]

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Extract from journal of James Pity, U. S. Frigate *Constitution*,  
12 April 1799

Fine Weather stand<sup>d</sup> off and on St. Pierres @ 2 bro't too w<sup>th</sup> Main Top Sail to the Mast Application being made by the American Cap<sup>t</sup> for convoy to Dominico Captain Nicholson thinks proper to wait till tomorrow

Tack'd as Necessary to keep the Ship clear from the Land.

@ 9. AM the *United States* arrived here.

At 12 Moderate Breezes laying too in the Harbour St. Pierres waiting for the Convoy.

[NDA.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy,  
commanding, Friday, 12 April 1799

These 24 hours begin with light winds & pleasant weather — laying off & on St Pierres in Comp<sup>y</sup> with the *Constitution*

At 3 PM the 2<sup>nd</sup> Lieu<sup>t</sup> went on shore at 6 the boat return'd — Made sail, left the *Constitution* lying off the Bay

Mid. part brisk breezes & Cloudy

at 11 AM the South part of Dominico bore West 7 leagues.

saw a Sail & gave chase

Ends pleasant

[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, 12 April 1799

Fresh Breeze and pleasant Weather — 2 P.M. saw a strange sail bearing S.W. made sail and spoke the Commodore who ordered us to make sail ahead and give chase but not to go to Leeward of our Course  $\frac{1}{2}$  past 2 P.M. discovered the chase to be a Brig<sup>t</sup> standing to the N<sup>e</sup> under all sail, gave up the chase and shortened sail — 4 P.M. the Commodore ahead  $\frac{1}{4}$  of a Mile

Midnight squally accompanied with rain

7 A.M. saw a strange Sail on the lee quarter made sail to speak the Commodore  $\frac{1}{2}$  past 7 Squally lost sight of the Strange Sail Broach'd a Cask of Water Expended 60 Gallons, remains 1632 Gallons —

Noon Moderate breeze and pleasant weather, Commodore on the Weather bow  $\frac{1}{4}$  Mile

Rove New Jibb Halliards the former being intirely worn out

[Lat. Observed — 18 — 24 No.]  
[Long. Observed — 61 — 45 W.]

[LC, EPP, 1799.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Saturday, 13 April 1799

Light Winds the first Part; the Middle fresh Breezes, and the latter moderate. Employed trimming the Ship, and trying her Sailing with *La'Insurgente*; Had all Hands at Quarters &c: &c: &c: Uncertain, and disagreeable Weather with a little Rain; saw a Sail at 11 AM to E. N. E. gave Chace, and at Noon Montserrat bore North (The North Part) and Englishman's Head, Gaudaloupe, East; Distance from nearest Shore seven Leagues.

[HS of PA. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,  
13 April 1799

Moderate breezes laying too waiting for the Convoy at 4 PM made the Signal for the blue Cutter and repeated 3 times @  $\frac{1}{2}$  past 4 came to sea 15 sail Americans & 2 English under our Convoy f<sup>m</sup> Martinico to Prince Ruperts Bay Dominico

At Midnight Squally made and Shortend sail as Necessary to keep with our Convoy @ 1 AM passd the Town of Rosseau (Dominico) & hauld our Wind

at 9 Anchor'd In Prince Ruperts bay with our Convoy and Moor'd Ship

Sent our Empty Casks on Shore to fill with Water.

[NDA.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 13 April 1799

First part fresh breezes & Cloudy at  $\frac{1}{2}$  past 1 PM came up with & brought too the Privateer Schooner *Lydia* of Antigua John M<sup>e</sup>Main Master. at 3<sup>d</sup> saw a Sail to the South<sup>d</sup> tack<sup>d</sup> after her made signals & was answerd by her She was a British Frigate

Middle part pleasant weather bore away for Dominico, at 7 AM came too in Prince Ruperts Bay in 8 fath<sup>s</sup> water — at 10 the *Constitution* arrived —

Latter part pleas<sup>t</sup>

HS of Old Newbury, Mass. NDA photostat.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Saturday, 13 April 1799

Fresh breezes and cloudy weather, Seamen variously employed Bent the Cables — —

4 P. M. The Commodore on the Weather Bow a Cables Length  $\frac{1}{2}$  past 4 Saw a Sail over the Lee Bow, spoke the Commodore and informed him of the same but being near night the Commodore thot. proper not to give chase — In Top Gall<sup>t</sup> Sails and Stay Sails 6 P M. Tacked Ship to the Eastward —

Moderate breezes and pleasant weather

Squally accompanied with rain

Spoke the Commodore — Expended 60 Gallons Water, Remains 1537 Gallons. Sprinkled between decks with Vinegar Noon moderate Breezes and pleasant weather — Comm<sup>d</sup> on the Weather Bow  $\frac{1}{4}$  Mile

Lat. Observed	— 17 — 21 N
Long. Observed	— 61 — 45 W

[LC, EPP, 1799.]

[14 April 1799]

Letter from S. B. Davis, First Mate of the Ship *General Washington*, captured by the H. M. S. *Lynx* and *Pheasant* because of the alleged contraband

PHILADELPHIA, May 6.

*Lynx* sloop of war, April 21, 1799.

Sir,—I have only to inform you, that we were taken by the *Lynx* and *Pheasant*, on the 14th inst. off the Hole-in-the-Wall, and are bound to Bermuda. We had seperated from the *Star* some time before; but she was in sight when we were taken, and, I suppose in New-Province, as there was a brig of 18 guns in sight, belonging there, and they send in all vessels they meet.

(It appears by the following article, that the ship *Star*, mentioned in the above letter, has escaped:)

Capt. W. Odlin, of the brig *Rambler*, from Honduras, on the 16th ult. spoke the ship *Star*, George, of and from this port, bound to New Orleans, then in lat. 24. 50, near Martin's Reef, Cape Sables bearing N. N. W. Capt. George informed that he had parted company with the *Gen. Washington*, a few days before, in a gale of wind.

The capture of the *Washington*, by the *Lynx*, British ship of war, is another among the thousands of proofs of British amity to the United States. On that ship Major Cushing was passenger, on his way to the Natchez, and he had under his care *arms* and *military stores* for the use of that Fort. It may be fairly said that this vessel was in effect in our own waters, and navigating between two ports belonging to the United States, for she was bound to the Mississippi, one of our own rivers.

The seizure of this ship and the carrying her into Bermuda, was done under pretext that the *arms* and *stores* were contraband; we may expect hereafter, that should our administration think proper to send military stores by sea, from New York to Boston, or from Philadelphia to

Charleston, that an English ship meeting the vessel so laden and destined, would seize her as a good prize in like manner.

The canvas on board the *Washington*, which was intended for tents for our military on the south-western frontiers, is among the articles which the British denominate contraband.

While the British are thus robbing the public property of the United States—we may expect to hear, in the federal prints, that they treated major Cushing with the *greatest politness*.

[LC, Mass., "Independent Chronicle", 13 May 1799.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Sunday, 14 April 1799

Light Airs, and a heavy N.E. Swell the first; the Middle, and latter moderate Breezes. At 5 AM saw a Sail gave Chase; at 8 ditto spoke the Chace; she was the Schooner *Lilly* from Antigua bound to St Vincents came out last Evening. Immediately after speaking the *Lilly*, gave Chase to a Ship that hove in Sight to the Westward, and at Noon spoke her, she was the *Friendship* of London bound to Antigua William Dowel, Master, out 40 Days, from Portsmouth; Parted with the Fleet of Two Hundred Sail Night before last, and left *United States* frigate, Captain Barry at Barbadoes. After speaking the *Friendship*, gave Chase to a Sail to Leeward. At Noon Montserrat bore N. E. nine Leagues Distance.—

[HS of PA. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,  
14 April 1799

[Prince Rupert Bay, Dominica.] Moderate breezes Sent an Officer and a party Men on shore to fill Water rec<sup>d</sup> on b<sup>d</sup> stone ballast and some Water @ 11.AM saw a ship in offing Supposed to be the *United States* Com<sup>o</sup> Barry.

[NDA.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy,  
commanding, Sunday, 14 April 1799

[Prince Rupert Bay, Dominica.] Begins with light winds & pleasant W<sup>t</sup> saw a fleet of 22 sail beating in the bay under Convoy of the *Constitution* from Martinico

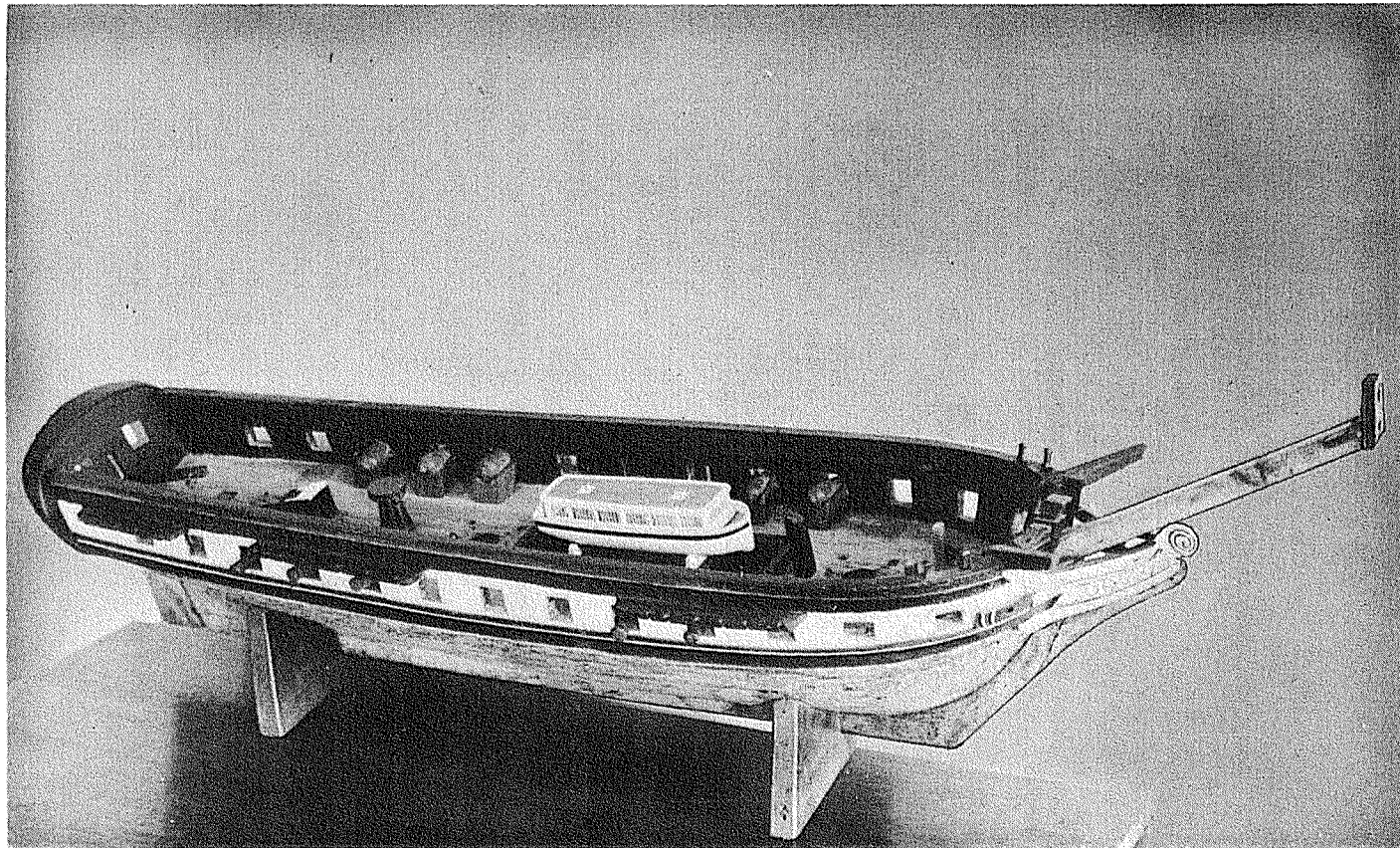
Mid. part D<sup>o</sup> wind & weather

took out the boats

saw the *U States* of[f] in Bay

Pleasant Weather

[HS of Old Newbury, Mass., NDA photostat.]



AMERICAN ARMED MERCHANT SHIP GENERAL WASHINGTON, OF PHILADELPHIA





Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Sunday, 14 April 1799

Moderate breeze and pleasant weather  $\frac{3}{4}$  Past 12 P. M. saw the Island of Antigua, bearing S. W B W. distant 10 Leagues 1 P.M. spoke the Commodore sent down main T. G. Y<sup>d</sup> shifted the sail and sent it up again, 2 P. M. the Nothern Extremity of the land bore W S. W — 8 Leagues distance — I Saw a strange Sail bearing W. S. W. of us standing by the wind on the Starboard Tack. Spoke the Commodore, discovered the strange sail to be a Ship — Called all hands to Quarters cleared Ship for Action — The Commodore shew a \*Tack Ship private Signall which was answered by the strange Sail from which she was known to be an English Man of War. Short'd Sail — 6 P M. the extremes of the Land from N. W. to W. our distance of Shore about 7 Leagues Midnight Moderate Breezes and pleasant weather

5 A. M. saw a strange Sail bearing N. E. made sail and spoke the Commo<sup>e</sup> who ordered us to bear away and speak the strange Sail — cleared Ship for Action 6 A. M. Spoke the Chase a Brig<sup>n</sup>; from New York bound to M<sup>t</sup> Serat 35 days out. sent the Jolly boat on board with the 2<sup>nd</sup> Lieutenant —  $\frac{1}{2}$  past 6 Boat returned on board, hoisted the Jolly Boat up and made sail — 9 A. M. spoke the commodore informed him relative to the Chase — 11 A. M. Must<sup>d</sup> ships Company, every man exam'd by the Doctor to see if any where affected with the scurvy, no symptons appeared — Broachd a Cask Water Expended 56 Gallons — Remains 1481 Gall<sup>s</sup> — Broach<sup>d</sup> Cask Rum —

[Lat. Observed — 17 — 21 N]  
[Long. Observed — 61 — 20 W]

\*Tack Ship

[LC, EPP, 1799.]

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

[PHILADELPHIA.]

*Navy Department 15 April 1799.*—

Captain JOHN BARRY

SIR Presuming from the Contents of your letter of 16<sup>th</sup> March, that this will not find you in the West Indies — I shall only observe in the event of your receiving it there, that I approve of your returning to the River Delaware, with the *United States*, with all possible expedition, sacrificing however, no opportunity which may offer, to protect our Trade, or annoy the French armed Vessels, on your passage — and that, all the Vessels under your command, the *Constitution* and the *George Washington* excepted, which are to return agreeably to my Letter of the 15<sup>th</sup> March, are to remain in the West Indies under the command of Cap<sup>t</sup> Truxton.—

I have the honor &c &c

[NDA. OSW, Vol. 1.]

[15 April 1799]

To Captain John Barry, U. S. Navy, from General Etienne Desfourneaux, Special Agent of the Executive Directory at Guadeloupe, Signed by his Secretary Deschamps

[Translation]

Agency  
of

Guadeloupe

Liberty

{Emblem of the }  
{French Republic }

Equality

At [                      ] the [                      ]                      [                      ]

Year ——— of the French Republic.

ETIENNE DESFOURNEAUX, Division General of the Armies of the Republic,

Special Agent of the Executive Directory at Guadeloupe and dependencies.

To His Excellency Commodore BARREY  
Commanding the Frigate *United States*.

MR. COMMODORE, The Danish Captain Gabriel Elster, commanding the Vessel *Barber*, has presented himself with the intention of assisting the seamen of the United States of America, who are here in this Colony, having been captured by armed privateers. Consequently, I have authorized this embarkation. These Americans are 21 in number, including masters as well as sailors and cabin boys.

I am enclosing the list herewith together with the acknowledgement of the Danish Captain. There are left here neither officers nor sailors, excepting those who wish to remain here.

I see with great satisfaction in the news from Europe which has come here, that your Government and ours are preparing to enter into an agreement. This should all the more persuade you not to ignore the fact, Mr. Commodore, that I was not to blame if your Commerce and that of the Colony which I administer did not enjoy all the advantages of a state of peace. Permit me to make the observation that this state of peace [illegible word] ceased only when the rebellion broke out.

Please accept the assurance of my esteemed consideration.

By the Agent of the Executive Directory

DESCHAMPS

Secretary [?] of the Agent.

[Enclosure]

BASSE TERRE, GUADELOUPE, THE 26 TH GERMINAL, YEAR 7 OF THE  
FRENCH REPUBLIC, ONE AND INDIVISIBLE. (15 APRIL 1799)

Assistant Commissioner of the Navy In charge of the  
Police of the Troops.

For the Commissioner Diculaide

Signed BONTRUIS [?]

I the undersigned, of the name and occupation aforementioned, acknowledge that I have taken on board the Vessel *Barber* which I command, for the purpose of transporting them to Saint Croix, all the American seamen, likewise listed above, in order to facilitate

their return to their country, the consent to their departure from Guadeloupe having been given by the Agent of the Executive Directory of the French Republic. I also undertake to deliver to Comodore Barrey, commanding the American Division cruising in these waters, a letter announcing to the latter, in the name of the Agent, the departure of the seamen in question.

At Basse Terre, Guadeloupe the 26th Germinal, Year 7 of the Republic.

Signed GABRIEL ELSTER

Certified to be in conformity with the original in the [illegible word] of the Agency at Basse Terre, Guadeloupe, on the 28th Germinal, Year 7 of the Republic. [17 April 1799].

DESCHAMPS

Secretary [?] of the Agent.

[Enclosure]

List of names of twenty-one American citizens embarked this day of the Vessel *Barber*, Captain Gabriel Elster, Danish, in order to return to their country, the United States of America, in accordance with the order of Citizen Desfourneaux, Special Agent of the Executive Directory on the Windward Islands.

*To wit.*

*Masters*

James Laer  
Joseph Parkins  
Thomas Vilkins

*Sailors*

William Teray  
John Levis Storm [?]  
Richard Henry Utterburn [?]  
Isaac Bleek  
John Davis  
Samuel Tailor [?]  
Joseph Becker  
Emery Hancoke  
Thomas Guelson  
James Retarson [?]  
Hebenis Warnem  
John Adams

*Sailors (continued)*

John Lay Coss [?]  
Edward Ryan  
John Welch  
John Cooper

*Cabin boys*

James Meidanen [?]  
Den Gossdein [?]

*Recapitulation*

Masters	3
Sailors	16
Cabin boys	2
Total	21.

[LC, Mss. Div. Ac. 462, NDA Photostat.]

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

[PHILADELPHIA]

N Department 15<sup>th</sup> April 1799

Captain THOMAS TRUXTUN

SIR I have been honored with your letters down to the — March, your conduct throughout has been that of a Judicious & able Officer. You have not disappointed the expectations of your Country. —

By a letter of the — March, just received from Cap<sup>t</sup> Barry, I find he intended to leave the Islands about the Middle of April. — This intention I hope he is now carrying into effect, and that from about this time, you will have nearly all of our force under your

command. — an event I contemplated when I wrote Barry the 15<sup>th</sup> of March — and which I direct by this opportunity, least any circumstance should have detained Barry in the Islands beyond his expectations. — Enclosed you will find the Copy of my letter to him.

I presume this letter will find you possessed of the following force. —

The *Constellation*,  
*Insurgent*  
*Ganges* — Tingey  
*Baltimore*  
*Portsmouth* M<sup>c</sup>Neil

The *Merrimack*. Brown  
*Herald*  
*Pickering*  
*Richmond* —

and three or four revenue Cutters — in addition to which you will receive therewith the *Norfolk* well fitted, manned & commanded. — I hope you will be able to arrange with your men, whose times are near expiring, to remain some time longer in Service — and that it will not be disagreeable to yourself, to direct the operations of the above force — or at least of as many of the Vessels, as can be usefully employed in the Islands, until you can be relieved by the return of one of the Frigates. The *Constitution*, I have supposed might be got out so as to reach the Islands, in the Month of June — or early in July. It seems to be important that we should keep one Frigate, in that quarter, to protect from Frigates, the smaller Vessels. — If however, any circumstance should render your return, earlier than a Frigate can relieve you indispensable, you will in that event, make such arrangements for the employment of the force you leave behind, as you shall judge proper — M<sup>c</sup>Niell is the oldest Cap<sup>t</sup> with you — Tingey next — I know little of M<sup>c</sup>Niell — Tingey is a man of sense; — You can divide the force, in the way you think best for the Public service, under the command of these two Gentlemen — so as to give each an opportunity to distinguish himself. This I mention in the event of your leaving the Islands. — While you remain there you can better judge, than I can direct how to employ the force to greatest advantage. I will however suggest the propriety of employing only the worst sailers in convoys — the good Sailers by cruising may render more effectual protection to our Commerce, by capturing the Vessels which annoy it. —

I send under convoy of the *Norfolk*, a Vessel with provisions; and will take means to get more to you before it is wanted. — I send no Spirits presuming you can get that article cheaper in the Islands, and that you can sell any bill you may find necessary to draw on me. — As to the *Insurgent* you can keep her with you, until your return — or you may send her, as you proposed, to Norfolk. — I will endeavour to meet your ideas, as to her valuation. — Our revenue Cutters are too small to be of the smallest use on our Coasts — I doubt whether they are much better in the Islands. — By a Law of the last Session, the Presedent may add as many of them as he thinks proper to the Navy Establishment, the rest will be reduced to mere revenue Cutters. I request you will point out particularly to me, which are proper to be added to the Navy — & which tend to consume our means, without increasing our strength, that I may know how to make the proper distribution of them. — The *Gen<sup>l</sup> Greene* of 24 — 12 pounders, but mounting 32 Guns in all, will I hope be ready for Sea, by the middle of May — she is now getting her Crew — the

Adams, at New York, of the same force, will also I hope be ready in May — & the two Ships at Baltimore, of 20 Guns, very quickly after. — The Trade has much increased so as to produce a scarcity of Seamen — & it would be attended with great delay, to have the three Frigates, & the *Insurgent*, all in port, getting Crews at the same time. By the arrangement herein, the *Constitution* & the *United States* will be manned, before the *Constellation* & the *Insurgent* arrive in port. I have already taken measures to get men for the *Constitution*, to be ready on her arrival; I think it is not unlikely that Nicholson will remain on Shore for the next cruise of that Ship. — I am mortified that I cannot even now late as it is, send you all the laws of last Session, respecting the Navy. — I send such as I can get — the whole will be ready in a Week, & I will send them by some private Vessel. — Any Vessels you capture, you can either send in to our ports, or keep in a British port, till you return yourself as you find most convenient. Should there be an Actual declaration of War, by France against America, it will be best in that case to keep such prisoners, as you cannot get Americans for, in return — the balance of Prisoners, is great in our favor — I mean the French owe us, three or four hundred, probably more. —

You will have heard of an Insurrection in Pennsylvania — it amounts to nothing — & against the small armed force sent into the Country, not the least shew of resistance was made. —

I wish you to continue as heretofore to write me by all opportunities — If any thing material should occur, you can I presume readily spare one of the Revenue Cutters to come to Philadelphia — The President is in Massachusetts, therefore I can say nothing from him by this conveyance — further than that he is highly gratified by your capture of the *Insurgent* — & by your correspondence with Desfourneaux

[NDA. OSW, Vol. 1.]

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

[PHILADELPHIA.]

Navy Department 15<sup>th</sup> April 1799. —

Captain THOMAS TRUXTUN

W. Indies. —

DEAR SIR Captain Murray, who I daily expect writes me the 16<sup>th</sup> March off Portorico, after having been at Curricoa, his opinion that some Vessels might be employed to great advantage, to cruise from Boraïne to Laguira, calling occasionally at Curicoa. — Our Trade has latterly suffered more in this quarter than any where else — I urged Barry very particularly to attend to it — but I believe Murray was the first Vessel that touched at Curicoa — Your force has been too small — I wish you had had more Vessels — Barry has had too many unless they had been more dispersed — but perhaps circumstances of which I am ignorant, rendered a greater dispersion of them impracticable — What would be the effect of a Manoeuvre on your part, to give out that you should, and pretend to return to the Continent with all your Vessels — and to return suddenly upon Gaudaloupe — would not the Privateers swarm out the moment they thought you had left those seas — ? However, your own mind is sufficiently active — I need not suggest to you greater enterprize,

or better managment — Should you practice any thing like my suggestion, it would be well to deceive even the People of S<sup>t</sup> Kitts — and perhaps the Vessels under your Command. —

I requested Barry in my Letter of 15 March to let the *Constitution* and the *George Washington* bring no more provisions than necessary to last them to the United States — to distribute the rest among the Vessels remaining behind. — I hope he will also do this as to his own Ship —

Captain Bainbridge (whose Rank is Master and Commandant) takes out Nine Midshipmen with him — those not wanted for the *Norfolk* you will please order on board such Vessels as are in want. —

General Washington has made it a request, that a relation of his (who however does not go in the *Norfolk*) should be under your immediate Command. —

I have the honor to be &c

You will receive herein a Bill lading of the articles sent under convoy — and also I meant more bread, but it is shut out — butter I expect will be of but little use, and therefore sent but little for the Officers — Vinegar you will find useful, and the Porter as far as it will go, will be better than Rum. —

[NDA. OSW, Vol. 1.]

To Master Commandant William Bainbridge, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 15 April 1799 —

Cap<sup>t</sup> W. BAINBRIDGE

SIR You will proceed with the Brig *Norfolk*, with all possible expedition to the Island of S<sup>t</sup> Kitts, taking under your convoy the Brig *Florida*, James Long, with Provisions for Cap<sup>t</sup> Truxtun, under whose command you will place yourself. — Wishing you a safe Voyage and great success in the West Indies, I remain with great esteem

Sir Your most &c

[NDA. OSW, Vol. 1.]

To Rufus King, U. S. Minister to London, England, from James Maury, U. S. Consul, Liverpool, England

LIVERPOOL 15 Ap<sup>r</sup> 1799

DEAR SIR, I have been honored with your additional Information & Instructions of the 4<sup>th</sup> Instant relative to the Blockade of the ports of the United provinces, which shall be particularly attended to.

The Dispatches by to days post are in the *Arethusa* to sail for Phil<sup>a</sup> within a few days. The armed American Ship *Caledonia* for New York with some other running Vessells will follow in the Course of a Week or ten days.

I have the Honor to be with perfect Respect

Your Excellency's most ob S<sup>t</sup>

JAMES MAURY

His Excellency

RUFUS KING

Minister plen<sup>y</sup> to the U. S. A.

London

[SDA. Liverpool, Vol. 1, CL, 1790–1800.]

To Master Commandant William Bainbridge, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
N. D. 16 Ap<sup>t</sup> 1799

Cap<sup>t</sup> W<sup>m</sup> BAINBRIDGE

SIR, I enclose you a copy of the Circular to Commanders, given on the 19<sup>th</sup> Mar 1799; also your Authority to capture French Armed Vessels &c

[NDA. OSW, Vol. 1.]

To certain subscribers to the loan for building U. S. Ship *Merrimack*, from William Winder, Accountant of the Navy

[PHILADELPHIA]  
NAVY DEPARTMENT  
*Accountants Office April 15<sup>th</sup> 1799*

Mess<sup>rs</sup> WILLIAM BARTLETT  
WILLIAM COOMBS  
NICHOLAS JOHNSON  
EBENEZER STOCKER &  
ABRAHAM WHEELRIGHT

GENTLEMEN The Secretary of the Navy anxious to accommodate the several subscribers to the loan for building the *Merimack* with separate certificates agreeably to your requests applied to the Treasury Department from which the certificates must issue for that purpose; but he was informed by the regulations of that department that certificates of fixed denominations only, the lowest of which is 100 dollars can be issued: and that for any vessel accepted on the credit of the United States one certificate only will be issued at the treasury; but that this original certificate may at the loan office in any state be cancelled and new certificates issued in the names of such persons as the holders of the original certificate may transfer to so as to accommodate the several subscribers as far as can be done with certificates of the established denominations —

The Secretary of the Navy accepts the *Merimack* at the price of 41,158°.639'' as stated by you; the fraction of 58°.639'' as it cannot be included in a certificate must be paid in money; and for the 41.100 dol a certificate bearing interest from the 1<sup>st</sup> day of February 1799 will issue when an account stating those terms and to whom payable shall be certified from this office. From the documents you have transmitted I should state this sum payable to the gentlemen who compose your committee; but if for more conveniently making the transfers at the loan office, or for any other reason you wish the certificate in the name of any other persons, or of a smaller number, you will please to inform me and authorize my stating it payable to such persons as you may agree upon and nominate for that purpose —

To arrange the several parts of this Sum under different heads of expence agreeably to the mode prescribed to this office requires a detail of particulars, therefore if the bills are of no essential use to you I will beg the favour of you to transmit them to this office that I may be enabled to make the requisite dissections

I am &c.

WILLIAM WINDER  
*Acco<sup>ts</sup> of the Navy.*

[15 April 1799]

Letter from Captain Andrew Cazneau, of the Merchant Ship *Britannia*, of Boston, to a friend in Salem, concerning his capture by a French Privateer and recapture by H. B. M. S. *Surprise*.

A letter from Capt. ANDREW CAZNEAU, of the ship *Britannia*, of Boston, to his friend in this town [Salem], gives the following account; which, though the event was not entirely fortunate, may serve as another specimen of American spirit:

"On the 15th of April, at 3 o'clock, P. M. I fell in with a French privateer of 10 guns and 95 men, and engaged her for three quarters of an hour; but he, having so much the advantage of sailing, run up along side, boarded us with 50 men, and obliged me to submit. They killed two and wounded three of our crew, and we killed seven of them. Myself and all hands were taken on board the privateer; and at 8, P. M. the same day, were taken by the *Surprise*, capt. Hamilton;; and at 1 A. M. the *Surprise* retook the *Britannia*, and sent her into this port (Jamaica)."

The *Britannia* mounted eight 4 pounders, and 14 men.

[LC, "Salem Gazette", Vol. 1, June 11, 1799.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Monday, 15 April 1799

Calms and light Airs with Squalls of Rain, accompanied with but little Wind. At One PM spoke the Chace mentioned the preceding Day at Noon; she proved to be a Danish Schooner from Saint Thomas's bound to Martinica.

At 5 AM saw several Sail, gave Chace to a Schooner ahead; soon after a Ship hove in Sight, which I chased, and at 11 ditto spoke her; she was the Ship *Brothers*, Foster Master from Martinica bound to Jamaica; was boarded by a french Privateer Yesterday (the Vessel we first chased this Morning) who plundered him of every Material, and all their Stores. Supplied the *Brothers* with some Candles, and then gave Chace by the Wind to the Eastward after the above Privateer, and a Schooner which I take for her Prize, as the Master of the *Brothers* informed she had taken two Prizes, both Americans. — At Noon Montserrat bore N.N.E. about twelve Leagues' Distance.

[HS of PA. NDA photostat.]

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Extract from journal of James Pity, U. S. Frigate *Constitution*,  
15 April 1799

[Prince Rupert Bay, Dominica.] Wind at East employ'd Watering The *United States* Com<sup>o</sup> Barry Anchor'd here with a Convoy from Martinico rec<sup>d</sup> some Water on board Captain Nicholson waited on the Comodore Latter part employ'd scrubbing Hammocks.

[NDA.]



Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy,  
commanding, Monday, 15 April 1799

[Prince Rupert Bay, Dominica.] Light Winds & pleasant weather  
throughout these 24 hours

At 1 PM the Commodore [Barry] came in & anchored

Employ'd painting the Ship getting water &°

Cap<sup>t</sup> Brown went on board the Commodore

[HS of Old Newbury, Mass., NDA photostat.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 16. April 1799. —*

THE PRESIDENT OF THE UNITED STATES

SIR I have the honor to enclose a Letter from John C. Jones Esquire  
Chairman of the Committee for building a Ship at Boston, recom-  
mending Cap<sup>t</sup> George Little, for the command of that Ship. — Pre-  
suming that you Sir, will think it proper to indulge the Committee at  
Boston, as has been the case in all similar instances, with the selection  
of the Officers — I take the liberty to enclose in the Letter for M<sup>r</sup>  
Jones a Commission for Cap<sup>t</sup> Little, giving him rank from the 4<sup>th</sup>  
March — which is as much as can be done with propriety. —

If this meets with your approbation, the Letter may go on to M<sup>r</sup>  
Jones — otherwise it may be returned to me. —

I have the honor &° &°

[NDA. Nom. Appts. LB, 1798–1820.]

To John Coffin Jones, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA.]

*N D 16 Ap<sup>l</sup> 1799*

JOHN C JONES Esquire

SIR, In consequence of the Recommendation of the Committee  
of which you are Chairman, the President has been pleased to appoint  
Cap<sup>t</sup> Little, a Captain in the Navy.

I have the honor to enclose his Commission, giving him rank as far  
Back as propriety would admit [from 4 March 1799]. There have  
been no appointments of Captains for some time past, & there will  
not be so many above Cap<sup>t</sup> Little as to preclude his commanding the  
Navy, if such should be his laudable Ambition — If Cap<sup>t</sup> Little  
accepts, he will please return the Oath enclosed to this office.

I am &°

[NDA. GLB, Vol. 2, 1799.]

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

[PHILADELPHIA.]

*Navy Departmt April 16. 1799.*

W. W. BURROWS Esq<sup>re</sup>

SIR You will please to send a Lieu<sup>t</sup> and 25 Marines on board the Brig<sup>d</sup> *Norfolk* commanded by William Bainbridge Esq<sup>re</sup>

I am &c

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 2, 1799.]

To Captain Robert Gill, Navy Storekeeper, from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department 16<sup>th</sup> April 1799*

Cap<sup>t</sup> ROBERT GILL

SIR You will please to examine the Fire Engine you have in Store, and if it is in good order, send it as soon as possible to Norfolk for the Frigate *Chesapeake*, If it wants repair, let it be repaired without delay. —

I am Sir &c &c

NDA. GLB, Vol. 2, 1799.]

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

[PHILADELPHIA.]

*N Department — April 16<sup>th</sup> 1799*

Cap<sup>t</sup> THO<sup>s</sup> TRUXTUN

SIR I have stipulated with M<sup>r</sup> Fitzsimons Owner of the Brig<sup>d</sup> *Florida*, that if you should find it convenient to detain that vessel as a Store Ship, you may be permitted to do so for any period not exceeding forty days, on his being allowed for such detention at the rate of Twenty dollars p<sup>r</sup> day. You will therefore act therein as you may deem necessary, and in case you detain her, give the Captain a Certificate of the number of days, and advise me on the Subject. —

I have the Honor to be

P. S. Enclosed is the extract of a letter, just received from the President. —

[Enclosure.]

Extract of a letter from the President of the United States to the Secretary of the Navy

“I return you the Copies of Cap<sup>t</sup> Truxtuns Correspondence with “General Desfourneaux, which is conducted on our part with dignity “and propriety, excepting perhaps that the respect to french property “on board neutral Vessels, and the respect to unarmed french Vessels “might as well have been concealed.”

[NDA. OSW, Vol. 2, 1799.]

To Captain Long, of the Brigantine *Florida*, from Secretary of the Navy

[PHILADELPHIA]

N Department April 16<sup>th</sup> 1799.

Cap<sup>t</sup> LONG  
of the Brig<sup>a</sup> *Florida*

SIR You have signed Bills of Lading for the delivery of a quantity of provisions to the Commanding Officer of the American Ships of War, Stationed off S<sup>t</sup> Kitts; It is possible tho not probable, that you may not meet with Cap<sup>t</sup> Truxtun or any other of the American Cruisers, when you arrive, in which case you may deliver the provisions to David M. Clarkson Esquire of Basseteere in that Island. —

I am Sir &c &c

[NDA. GLB, Vol. 2, 1799.]

To David M. Clarkson, U. S. Agent at St. Kitts, from Secretary of the Navy

[PHILADELPHIA]

Navy Department, April 16, 1799.

DAVID M. CLARKSON Esq<sup>t</sup>,  
S<sup>t</sup> Christophers.

SIR I am honored with the receipt of your letter of the 7<sup>th</sup> February last, informing me that Cap<sup>t</sup> Truxtun had appointed you Agent at S<sup>t</sup> Kitts, and as I have no doubt his confidence has been well placed, I shall address you from time to time on such subjects as may occur within my department requiring attention at your Island. —

At present I have to advise you that I have loaded a Brig<sup>a</sup> called the *Florida*, with provisions for the Ships of War on the S<sup>t</sup> Kitts Station, to be delivered as Captain Truxtun or the Commanding Officer may direct, but I have directed Cap<sup>t</sup> Long in case he should not meet with Cap<sup>t</sup> Truxtun, or any other of the American Cruisers, to deliver the Provisions to you — This however can hardly be necessary, but should it happen, you will please to receive, and Store them for further orders. —

I have the Honor to be &c.

[Ct. of Cl. French Spol. Case No. 2200 & NDA, GLB, Vol. 2.]

[16 April 1799]

Capture of Brig *Hopewell* by French Privateer and recapture by H. B. M. S. *Surprise*

KINGSTON

*Jamaica Is*

Henry Dandelot Mariner Commanding the Brig *Hopewell* of Philadelphia being duly Sworn Maketh Oath and Saith that on the Sixteenth day of April last on his Voyage from Philadelphia aforesaid to the Island of Cuba where he was bound the said Brig was Captured by a French privateer and about five hours afterwards recaptured by his Britannick Majestys Ship *Surprise* Captain Hamilton That when he was so Captured five of his Crew to wit —

Thomas Robinson — a Native of New York —

James Wake — ditto of Boston —

Thomas Sound —	ditto	of Norfolk —
Samuel Espy —	ditto	of Philadelphia
John C. Mulburn —	ditto	of Germany —

all Subjects of the United States of America were put on Board the privateer, That on the next Night the said privateer was Captured by his said Britannick Majestys Ship *Surprise* and on the Eighteenth of the same Month the said Brig and privateer were brought into the Harbour of Port Royal, That on their Arrival the said Thomas Robinson, James Wake, Thomas Sound, Samuel Espy and John C. Mulburn were pressed on Board his said Majesty's Ship *Surprise* notwithstanding they have regular American protections — And Depo-  
nent further Saith, that he hath made repeated application on Board the said Ship for the Discharge of the said Men, but without Effect, and that they are detained on board her against their Will and Consent.

HENRY DANDELLOT.

Sworn before me one of his  
Majesty's Justices assigned  
to keep the peace for the  
parish of Kingston.  
June 14<sup>th</sup> 1799

W<sup>m</sup> SAVAGE  
Kingston I<sup>a</sup>

Henry Dandelot Within named personally appeared & Solemnly made Oath that he was yesterday on board the Within named Frigate the *Surprise* & saw Cap<sup>t</sup> Hamilton & requested of him to deliver up the Within Named Seamen which he refused

HENRY DANDELLOT.

Sworn before me at  
Kingston Jamaica  
18<sup>th</sup> June 1799  
W<sup>m</sup> SAVAGE

The *Hopewell* was owned by Richard Joron Merchant Philadelphia. Mulbury Street

[SDA. Kingston, Ja., Vol. 1, 1796-1828.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Tuesday, 16 April 1799

Light and moderate Breezes with some few Squalls and Calms intermixed all these Twenty four Hours. At One PM gave Chace to a Schooner, at 5 Ditto brought her to, she was from Baltimore bound to Martinica called the *Adalade*. Immediately after chased a Schooner, which she informed was a Privateer, and at 7 AM fired several Shot at her, but by the Help of Sweeps she got out of our Reach, and under the Land. Saw a Fleet of Ships standing towards Antigua under Convoy of a Line of Battle Ship I take for the *Vengeance* bore down to the *Insurgente* nearly out of sight. At Noon Bassateer Gaudaloupe bore E. S.E. four Leagues Distance.

[HS of PA. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,  
16 April 1799

[Prince Rupert Bay, Dominica.] The U. S. Ship *Merrimack* sail'd for Martinico employ'd clearing for Sea painted the Ships sides Unbent the Fore & M. Top Sails & bent others.

Small Cutter employ'd Watering. —

[NDA.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 16 April 1799

[Prince Rupert Bay, Dominica.] Begins with pleasant weather & light winds. took on board a Boat load of wood.

Sent our prisoners on board the Commodore [Barry] 4 PM unmoor'd Ship & took in the boats — got underway bound for Martinico Latter part Light winds & pleas<sup>t</sup>

[HS of Old Newbury, Mass., NDA photostat.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Tuesday, 16 April 1799

Moderate breezes and pleasant weather — 2 p.m. the south point of Descada bore S. W.  $\frac{1}{2}$  S<sup>o</sup> 5 Leagues  $\frac{1}{2}$  past 2 Carried away the Starb<sup>d</sup> M. T. Sail Sheet. repair'd it 4 p.m. the Extrems of Descada from W S. W to S. W  $\frac{1}{2}$  S<sup>o</sup> our distance of Shore 4 Leagues

5 p.m. called all hands and stationed them to furl sails in port Saw a strang Sail bearing S W B S<sup>o</sup> made sail spoke the Comm. who ordered us to make more sail and chase 'till dark but if we did not come up with the chase in that time to give up the Chase & speak him — 6 p.m. the centre of Descada bore W B S<sup>o</sup>  $\frac{1}{2}$  S 6 Miles distance, In Top Gall<sup>t</sup> Sails and stay Sails. 7 p m the Commodore bore N E B N 2 Miles distance  $\frac{1}{2}$  past 6 p m Tackd Ship to the N E<sup>t</sup> 7 Tacked again — made and Shortened Sail occasionally to keep our station 10 p m. Mauraz about bore W S. W distance 2 Leagues —

Midnight moderate breeze and pleasant weather the Commodore on the weather bow  $\frac{1}{2}$  Mile

$\frac{1}{2}$  past 4 A.M. saw the N W point bearing west distance 4 Leagues made Sail

8 A M. saw 2 small Sloops in Shore of us and a sail off the S.W. pt. of the saints the Commodore hoisted a Red and White Flag which we did also at the (F T. G. Mast head)  $\frac{1}{2}$  past 8 the N<sup>o</sup> side of Prince Ruperts Bay, Flagg staff of the fort bore S B W 3 Leagues — Broach'd a Cask of Water — Expended 56 Gall<sup>s</sup> Remains 1369 Gall<sup>s</sup>

Noon moderate breeze and pleasant Weather

[LC, EPP, 1799.]

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

DEPARTMENT OF STATE  
*Philad<sup>a</sup> April 17<sup>th</sup> 1799*

ROBERT LISTON ESQ<sup>r</sup>  
*Envoy Extraordinary &c &c*

SIR I have the honor to acknowledge the receipt this day of your note of the 10<sup>th</sup> informing that the loan made last year, by the Commander in Chief of the troops of his Britannic Majesty at Halifax, of some cannon and shot, which had formerly been presented to South-Carolina by his late Majesty George the Second, had by the orders of his present Majesty been changed into a transfer of the property. This testimony of his Majestys friendship towards the U. States I shall communicate to the President, by transmitting him a copy of your note. I shall also inform the Governor of South-Carolina whither the cannon and shot have been transported, of this transaction; because altho' the transfer is to the United States, I presume it will ensure solely to the use of South-Carolina.

I have the honor to be &c &c

TIMOTHY PICKERING

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

[17 April 1799]

To General Desfourneaux, Commander in Chief of Guadeloupe, from Captain  
Thomas Truxtun, U. S. Navy

UNITED STATES' SHIP *Constellation*  
*off Bassateer Gaudaloupe 16<sup>th</sup> April 1799.—*

SIR, In Case an Oppertunity should present itself by a Neutral bound to your Island, or otherwise; I have sat down to acknowledge the Receipt of your Letter of 9<sup>th</sup> Germinal, handed me by Captain Church just as I was getting Underway from the Road of Saint Christophers consequently it is not yet translated; and I have even by the Help of a French, and English Dictionary, but a very imperfect Knowledge of it's Contents; but that Part wherein you say I am given over to the English Faction, I clearly understand, and as it is the only Part I can make out, that appears to require a Reply from me, I must in this Place deny your Assertion, and inform you, that I never have, nor never will be given over to any Faction either English, or French; No, Sir, I am an American, born and brought up in the Love of rational Liberty, and real Independence, one that will always be true to his Country's Trust, and who will never I repeat be led away by any Faction, Party, or by Intrigue; an American, Sir, who considers the English Nation, as he does all the Rest of the World "Friends in Peace, in War Enemies." I ought not, however to be hurt at this Accusation as unjust, as it is unfounded; for the Jealousy of France towards other Nations in Amity with Great Britain, is shown by repeated Declarations of the same Sort, which are to be seen in her various Diplomatic Correspondence.

America, Sir, tho' young as a Nation has arrived to Manhood, knows her own Interest, and having already fought for that Independence, which she now possesses, will by the Spirit of her true Sons, maintain it for ever untarnished, against all Europe, should it com-

bine to enslave her, instead of being led away by any Faction whatever, this being the universal Sentiment of all My Countrymen, I must not be thought arrogant, when I say, I partake of the same. — When the french Nation was friendly towards us, as one of many Thousand Individuals in America, I always strove to cultivate strengthen, and promote that Friendship, and lamented the Prospect of a serious Quarrel with her in it's Commencement, as much as I now do the Gloomy Appearance of a speedy Restoration of general Peace, and Tranquility. There being no Difference between the U. S. & G: Britain at present, it is my Duty as an Officer, and my Inclination as an Individual to show a similar Disposition towards her, and such will ever be my Conduct towards all foreign Powers, who prefer mutual Intercourse, and mutual Justice, to Aggression, and Depredation, under false Pretexts.\*

M<sup>r</sup> Urquhart, whose Treatment I complained of in my last, was the Supercargo of a Vessel from New York (Johnston, Master) carried into Gaudaloupe since the Capture of *La'Insurgente*, consequently long after your Arrival at the Government of that Island, he has however gone Home to tell his own Story, and Church and Others make similar Declarations, all of which will be attended to by the Officer in the United States, most proper to take Cognizance of such Complaints. I do not deal, as you say, in Invective, but always speak the honest Sentiments of my Soul. Would to God under all the Disadvantages attending such Candor, as it often begets Enemies that Mankind would more generally adopt the same Principle. Since writing the above, I have captured the french Letter of Marque Schooner *Diligente* Captain Audieure from S<sup>t</sup> Thomas's bound to your Island carrying 34 Mariners and Passengers, Thirty of which I will land on your delivering me all the Americans now within your Government agreeable to the Convention settled between Monsieur Beauvarlet and myself, otherwise I must dispose of those Prisoners in a different Way as well as such Others as I may hereafter be possessed of.

The long Detention of my last Flag, which was at a heavy Expence, as also the Officer, who I ordered to return from Gaudaloupe without Delay prevents my sending another Gentleman from my Ship.

The french Prisoners are now landed at S<sup>t</sup> Christophers, and will be delivered to your Order by M<sup>r</sup> Clarkson should I be absent from the Island, when the Americans now with you are sent down.

I am with proper Consideration—

His Excellency GENERAL DESFORNEAUX  
*Commander in Chief of Gaudaloupe*  
 &c: &c: &c:

P: S: I send Captain Audieure of the Letter of Marque Schooner *Diligente* to be exchanged, and I liberate Monsieur Defonseque, who has resided in S<sup>t</sup> Thomas's, and was a Passenger in this Vessel; and I repeat that I send you no more of your Citizens, that the Fortune of War may place in my Hands, untill you release those Americans now detained in Gaudaloupe in Prison, or employed at Labour.

\* Whenever the Blessings of Peace are restored between your Country, and mine, you will then be convinced how unjust the Suspicions of your Government &c: have been of us, and of the fair, open & independent Part shown by the U:S. to all Parties engaged in the present War between France & other European Powers.

[17 April 1799]

Memorandum of Captain Thomas Truxtun, U. S. Navy, concerning Prize  
*Diligente*

Account of the Distribution of Prisoners taken out of the Schooner, Letter of Marque, *Diligente*, of 2 Guns & 34 Men, commanded by Monsieur Audieure, the 17<sup>th</sup> April 1799.

On Board the *Constellation* as under to Viz<sup>t</sup>

5 Passengers	On Board <i>La'Insurgente</i>
1 <sup>st</sup> Captain	10 Seamen —
2 <sup>d</sup> Ditto	—
Gunner	On Board the Prize <i>Diligente</i>
Clerk	2 Seaman —
Boatswain	—
—	34 Total

10

In the fore Hold in Irons to Viz<sup>t</sup>

9 Negroes  
1 white Seaman  
2 Boys

—  
12

22 Total on Board the *Constellation*

List of Men for the Prize *Diligente* 17<sup>th</sup> April 1799.

M <sup>r</sup> Brooks, Lieutenant, On Board	} M <sup>r</sup> Wederstrandt, Midship <sup>r</sup> On Board
M <sup>r</sup> Herbert, Midshipman — ditto	
Robert Proviance, Seaman — ditto	
Edward Phillips, ditto — ditto	
David Mulat ditto	
W <sup>m</sup> Dale ditto — ditto	
John Cornelius, Ordinary — ditto	
Edward Fitzsgerrald, ditto	All on Board —
2 Prisoners as above mentioned —	

10 Total

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

To Christian Carpenter, Sheriff of Lancaster County, from Secretary of the Navy

CHRISTIAN CARPENTER ESQ } [PHILADELPHIA]  
Sheriff of Lancaster } Navy Department 17<sup>th</sup> April 1799. —  
County. —

SIR In consequence of your Letter of the 15 instant I have directed the Commandant of the Marine Corps to send an Officer and twenty Marines to Lancaster to serve as a Guard for the French Prisoners. — In a former letter I requested you to send me a list of the Prisoners last sent down, as well as of those still remaining under your charge. —

Permit me to repeat this request. —

I am Sir &c &c

[NDA. GLB, Vol. 2, 1799.]



To Naval Constructor Josiah Fox, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

N Department April 17<sup>th</sup> 1799

M<sup>r</sup> JOSIAH FOX

Norfolk

SIR I have received your letter of the 3<sup>d</sup> Inst— you will find enclosed the dimensions of the 18 & 12 pound Cannon, so that the Carriages may be preparing, and I have written to Mess<sup>rs</sup> J. & E. Watson, urging them to send on the residue of the Treenails — with respect to the name of the Frigate I have already informed you of my determination as well as M<sup>r</sup> Rush the Carver. — I am pleased to hear that you are going on rapidly with the Frigate. — There is a Fire Engine in the Navy Store which I have directed Cap<sup>t</sup> Gill to send to you. —

I am Sir &c &c

[NDA. GLB., Vol. 2, 1799.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Wednesday, 17 April 1799

Light Airs, Calms, and moderate Breezes intermixed. Standing various Courses about the Road of Bassateer, Gaudaloupe, which Station I have repaired to having been informed that the *Volunteer* a french national Frigate of 50 Guns was destined for that Station, but had gone on an Expedition to Cyane, from whence she was expected early in this Month. At 6 AM saw two Sail to the Southward gave Chace, one of them proved to be the *Dane* I spoke from Saint Thomas's for Martinica a few Days ago, the other a french letter of marque from S<sup>t</sup> Thomas's bound to Gaudaloupe which Vessel struck her Colours to the *Constellation* and *La Insurgente* without putting us to any Trouble, or even firing a Shot; She is called the *Diligente*, and commanded by Mons<sup>r</sup> Audieure out ten Days, and loaded with Flour.

Saw the Frigate *United States*, or the *Constitution* standing out of Prince Rupert's Bay, Dominica, and towards the Saints. At Noon Bassateer, Gaudaloupe bore North North East Distance 8 Leagues.—

[HS of PA. NDA photostat.]

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Extract from journal of James Pity, U. S. Frigate *Constitution*, 17 April 1799

[Prince Rupert Bay, Dominica.] Wind a E.S.E. and Light

At 5 Answerd US. Frigate Signal for all boats to tow her out sent an officer & 3 Boats to assist @ 9. Unmoored ship and Made Signal for the Convoy to prepare for Sailing

[NDA.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy,  
commanding, Wednesday, 17 April 1799

First part light winds & pleasant weather

At 6 PM the South part of Dominico bore ENE dist<sup>t</sup> 2 leagues

Middle part D<sup>e</sup> weather — saw several sail to windward shew a light & one of them bore away for us at ½ past 12 spoke her the

British Frigate *Unity* with a fleet under her Convoy. at 10 am Lay by off St Pierres The Cap<sup>t</sup> went on shore.

[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, 17 April 1799

Light air and pleasant Weather — the point of Prince Ruperts Bay bearing S. W. 3 Leagues distance 2 p m. light air at NW. Capt<sup>n</sup> Fletcher came on board, saw a strange Sail off the point of Gaudaloupe  $\frac{1}{2}$  past 2 Capt<sup>n</sup> Fletcher return'd on board the *Gen<sup>l</sup> Washington* [*George Washington*] and desired Capt<sup>n</sup> Preble to make the best of his way to Prince Ruperts Bay — Made Sail. 8 pm. moderate breeze from SE. — 10 we came abreast of the North point of Prince Ruperts Bay — shew a light to the Fort — between 9 & 11 pm. turning to Windward to get into anchoring Ground  $\frac{1}{2}$  past 11 Anchored in Prince Ruperts Bay in 10 fathoms of Water Bearing as follows N<sup>o</sup> point of the Bay N. W B W  $\frac{1}{2}$  W — S<sup>o</sup> point S. S. W. Flagg Staff on the fort of the N<sup>o</sup> Point N W  $\frac{1}{2}$  W our distance off shore  $\frac{1}{2}$  a mile Found riding in this Bay, The United States Frigate *Constitution*, UNS. Frigate *United States*, and the UNS. Brig *Eagle* besides 25 Sail of Merchant Ships all except two belonging to the UNS. At day light 5 AM. sent down T. G. Y<sup>as</sup> unbent Fore and main Topsails and Jibb they being much worn Seamen employ'd as per Logg book of this date — at 9 A. M. anchored here the *George Washington* Patrick Fletcher Esq<sup>r</sup> Commander, and sailed hence the UNS Frigate *United States*, Commodore Barry

Noon Sea breeze and pleasant Weather

At Anchor in Prince Ruperts Bay

[LC, EPP, 1799.]

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To Captain Daniel Carmick, U. S. Marine Corps, from Commandant of Marine Corps

PHIL<sup>a</sup>, April 18 — 99 [1799]

Capt CARMICK

SIR You will proceed immediately to Lancaster and take charge of the French Prisoners there, You will take under your Command 1 Sergt, 1 Corp, 1 Drummer & 1 Fifer & 20 Privates. I expect every vigilance & attention from you & expect from time to time from you a regular account of your detachment. I have wrote to the Sheriff of Lancaster County to provide Barracks for you.

Your obed<sup>t</sup> Serv<sup>t</sup>

W.W.B. [WILLIAM WARD BURROWS]

[MCA. LS, 1798-99.]

[18 April 1799]

Capture of the Brig *Susanna* by the British Brig *Earl of Moira*, off New Jersey CoastEXTRACT FROM THE LOG BOOK OF THE BRIG *SUSANNA*, ALEXANDER COMBS COMMANDER.

At 7, A. M. of the 18th April last, got underway at Sandy-hook, and stood out to sea, at 1-2 past 7 observed a British armed brig of twelve guns, called the *Earl of Moira*, commanded by Jones Fawson, getting also under way and standing out after us; at 8 o'clock the *Susanna* hawled up for the Island of St. Thomas's where she was bound, and the *Earl of Moira*, instead of proceeding on her voyage to Halifax (to which place she was bound) hawled up and gave chase to the said brig *Susanna*, at one P. M. the *Earl of Moria* came up & boarded the said brig, and the said Jones Fawson after having taken out Mr. Story (Mate) and all the fore-mast men of the said brig and possessed himself of all her papers, put a prize master and a crew of his own men on board, and ordered her for Halifax, where she arrived on the 24th. At the time she was captured the Highlands of Neversinks bore N. W. by W. distance 12 miles.

Capt. Jones Fawson, after taking possession of the said brig *Susanna*, declared that he had waited for her in New York, and was resolved to pursue, take and make prize of her when ever she sailed.

[LC, NY, "Argus, or Greenleaf's Daily Advertiser", 20 May, 1799.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 18 April 1799

Begins with light winds and pleasant weather At 8 PM the Cap<sup>t</sup> came on board & made sail with 2 ships & a brig under our Convoy

Light winds & pleasant

At 6 AM the South part of Dominico bore ENE 2 leagues

Latter part pleasant & Calm

[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, 18 April 1799

Moderate Breeze and pleasant weather Seamen employ<sup>d</sup> about the main rigging — Rec<sup>d</sup> from the *Geo<sup>e</sup> Washington* 17 Casks sent them on shore to fill with a party of Marines and Seamen, under a Midshipman — 3 P M. sailed hence the U N S. Frigate *Constitution* and U N S. Brig *Eagle*, with a Convoy of 33 sail 3 of which where English, the remainder Americans — 6 P M. the Watering party came on board having filled the Casks, which remained to be brot off in the morning — Thro the night moderate breeze and pleasant Weather — 5 A M. sent the Watering party on shore — Ships Com<sup>rs</sup> employed as P Log book

At noon moderate breeze and pleasant weather —

Anchored in the bay an English Sloop from Martinico bound to Halifax. Rec<sup>d</sup> on board 1290 Gall<sup>s</sup> Water

At Anchor in Prince Ruperts Bay

[LC, EPP, 1799.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Thursday, 18 April 1799

Moderate Breezes. At 5 PM bore away for Saint Kitts, and at Noon anchored in Bassateer Roads Bearings as before.

[HS of Pa. NDA photostat.]

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Extract from journal of James Pity, U. S. Frigate *Constitution*,  
18 April 1799

[Prince Rupert Bay, Dominica.] Winds fm E.S.E to N.E Laying at single Anchor Prince Ruperts Bay @ 4 P M Made Signal to weigh and put to Sea at 5. Weigh'd & saild in C<sup>o</sup> w<sup>th</sup> *United States* Brig *Eagle* and 30. sail of Americans. @ 12. becalm'd under Gaudaloupe @ 2 A M. a Breeze at E.N.E at Day light saw a strange sail bear<sup>e</sup> N.W. stand<sup>e</sup> to Windw<sup>d</sup> made Signal for the *Eagle* to Chace @ ½ past 5 Repeated the Signal at 12 Monseratt. N.b.E. 4 Leagues

[NDA.]

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To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Department 19<sup>th</sup> April 1799

THE PRESIDENT OF THE UNITED STATES

SIR In letters to Cap<sup>t</sup> Barry by Cap<sup>t</sup> Tingey dated the 16<sup>th</sup> March, He [Capt. Barry] was directed to send Nicholson to Boston without delay, and Fletcher in the *Geo. Washington*, to Rhode Island. It was supposed that by the time these Vessels could arrive, our Coast might require some attention. By a letter just rece<sup>d</sup> from Barry, a copy of which I do myself the honor to enclose, it appears probable, that both Barry & Nicholson may leave the Islands on their return before the rec<sup>t</sup> of my letters. — I fear these Gentlemen will return without an increase of reputation. Barry no doubt is brave, and well qualified to fight a single Ship — Poor Nicholson is not allowed to rank so high in the Public estimation — Our Navy at this time when its Character is to form, ought to be Commanded by Men who, not satisfied with escaping censure, will be unhappy if they do not receive, and merit praise. — By men who have talents & activity, as well as Spirit, to assist a judicious arrangement for the employment of the force under their command, or to cure the defects of a bad one. — I hope & I believe, there are several such men in the service. — I have taken measures to procure the material part of the frames of the Six 74 Gun Ships, from Georgia — and as soon as the moulds are prepared, which have been in hand for two Months past, measures must be taken for the rest of the Timber. — It is not expected any thing more can be done towards these Ships in the present year, than to prepare the materials — after this is done, the timber may be left to season, or be put together, as the exigency of our affairs may require. In this view of the subject, the Services of Captains to attend to the building of the Ships, cannot be essentially necessary in the present year — But as it might be agreeable employment for

Nicholson, I will Sir if you do not disapprove, put him upon that duty on his arrival. — in this case either Talbot, or Sever, might take the *Constitution*. — But in order that there may be no delay, & that every proper arrangement may be made, to dispatch the Ship, on a Cruise as soon as possible after her arrival, it is necessary that I should know your pleasure on the subject, before she does arrive. — With every exertion, she may possibly remain a full month in port, as she will require some repairs, & must get a new Crew. —

I have the Honor to be &c &c

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

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To President John Adams from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department, 19<sup>th</sup> April 1799.* —

THE PRESIDENT OF THE UNITED STATES

SIR I am honored with your letter of the 10<sup>th</sup> April — and in consequence have enclosed in a Letter for Captain [Samuel] Parker, his Commission as a Lieutenant in the Navy, which requires your signature. —

I have the honor &c &c

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

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[19 April 1799]

To Berridge Allicott & Co., Agents for British Ship *Brothers*, from Captain Thomas Truxton, U. S. Navy

MESS<sup>rs</sup> BERRIDGE ALLICOTT & C<sup>o</sup>

GENTLEMEN, Understanding that you are the Agents for the British Ship *Brothers* Captain Foster, I demand a Salvage, for having saved her from being sent into Port by a french Privateer, in whose Possession she was when I chased, and in Consequence thereof they delivered her up. I am, Sirs, respectfully

Your Obed<sup>t</sup> Servant

U.S:Ship *Constellation*

*Bassateer Road St Christophers' 19<sup>th</sup> April 99* —

[HS of Pa. NDA, photostat, Truxtun's LB, 189-9.]

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[19 April 1799]

Recruiting Advertisement for U. S. Frigate *General Greene*

"Frigate *General Greene*. All able bodied and ordinary Seamen, who wish to serve their Country, on board the United States' Frigate *General Greene*, Christopher Raymond Perry, Commander, now lying at Newport, may have an opportunity of entering, by applying at the House of Mrs. Broaders in Fore-Street, where a Rendezvous is opened for that purpose, and where the Terms will be made known.

When the INJURIES and INSULTS of our Country are considered on the one hand, and the glory of avenging them on the other, it is presumed that any pressing solicitation to enter the service will be unnecessary. Boston, April 19, 1799."

[Mass. Mercury, Boston, Mass., Friday, May 3, 1799.]

To Captain Robert Gill, Navy Storekeeper, from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department April 19<sup>th</sup> 1799 —*

Cap<sup>t</sup> R. GILL

SIR Enclosed is a bill of Lading for Cannon arrived in this port, by the [Merchant] Ship *Connecticut* Cap<sup>t</sup> Jacob Haylander for account of the United States — you will please to receive them, and send five of the 12 Pounders to Mess<sup>rs</sup> J. & E. Watson of New York, for the Ship *Adams*. —

I am Sir &<sup>c</sup> &<sup>c</sup>

P. S. The 18 pounders are intended for Portsmouth New Hampshire.

[NDA. GLB, Vol. 2, 1799.]

To James & Ebenezer Watson, Navy Agents, New York, from Secretary of the Navy

[PHILADELPHIA.]

*N Department April 19<sup>th</sup> 1799*

Mess<sup>rs</sup> J. & EBEN<sup>r</sup> WATSON

GENTLEMEN I have received your letter of 16<sup>th</sup> Inst, and am sorry that as the Guns for the Ship *Adams* were cast agreeably to Cap<sup>t</sup> Morris's Instructions, that any of them should prove defective. — I fear that the Guns made at Salisbury cannot be depended upon, and you will please to inform me particularly as to this point, for as we know certainly that good Guns can be cast here, it will not do to depend in future on the Salisbury Furnace if their Guns will not stand proof or are defective in any respect; — You may make use of the 19-twelve pounders you mention for the *Adams* and as there are more of the same kind arrived here I will send five of them to make to the number required. — I will in a day or two reply to that part of your letter which relates to Anchors.

I have the honor to be &<sup>c</sup>

[NDA. GLB, Vol. 2, 1799.]

To Second Lieutenant James Thompson, U. S. Marine Corps, from Secretary of the Navy

[PHILADELPHIA.]

*N Department 19<sup>th</sup> April 1799*

M<sup>r</sup> JAMES THOMPSON

*Geo. Town Potomack*

SIR The President has appointed you a Second L<sup>t</sup> in the Corps of Marines. — If you accept, it is intended that you shall act as Paymaster to that Corps — You will of course, be stationed at the seat of Government, wherever that may be. — I hope you will repair to Philadelphia without delay. — Pay as 2<sup>nd</sup> L<sup>t</sup> of Marines — 25 Doll<sup>s</sup> P<sup>r</sup> M<sup>o</sup> & 2 Rations P<sup>r</sup> day, as Paymaster — the same Addition as in the Army. —

I am Sir &<sup>c</sup> &<sup>c</sup>

[NDA. GLB, Vol. 2, 1799.]

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

[PHILADELPHIA]

*N Department 19<sup>th</sup> April 1799.*

STEPHEN HIGGINSON Esq<sup>r</sup>

*Boston*

SIR I am honored with your of the 10<sup>th</sup> — Where the powers are legal, and witnessed by the Purser it will be I presume right to pay. — The purser ought to be a witness to check his own advances; but pay them if you think right whether they are witnessed by the Purser or otherwise. — The money you request shall be remitted. —

As to Nicholson I determined on the rec<sup>t</sup> of your letter of the [space] Ins<sup>t</sup>, to write to the President, the reasons for the measures, & to propose employing him to superintend the building (as Cap<sup>t</sup>) of one of the 74 Gun Ships. — The President I am sure will agree to this — & I shall disregard the clamour that may be expected, knowing the step to be proper. — You need not therefore proceed in the measure before suggested. Barry's health will probably render the same kind of employment for him agreeable. — I am very sorry that Chapman did not continue in the Service —

As some uneasiness might be excited by the premature mention of the intention as to Nicholson, it may as well rest with you for the present. —

It is very probable that Nicholson may arrive at Boston in this month or early in next — If the men will not complain it will be well to discharge immediately all those whose time of Service will expire in two months — they will probably, or many of them enter again after being a little while on shore — and at any rate such men cannot be usefull, for the Ship will probably be detained a Month in port, & it would not do, for her to sail on a Cruise with men who had but one month to serve. — Will you be pleased to attend to, & have this matter properly arranged. — On the subject of French prisoners who may arrive, I am endeavouring to make an arrangement with the Secretary at War, & will soon write you the result. —

I believe I mentioned before, that I had taken measures for the live Oak for the 6-74 Guns Ships — I wait for the finishing of the moulds, to proceed in obtaining other timber — I wish to hear from you in answer to mine of the 10<sup>th</sup> Ins<sup>t</sup> Do you think there is any solid objection to cutting the timber when the Sap is up? The British cut their's in that situation. I know that the winter season has been thought best in this Country — But in this Country, we know that our timber so cut, is of very short duration — not so, the British timber, cut when the pores are filled with Sap. —

I have the Honor to be &c<sup>t</sup> &c<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Friday, Saturday, Sunday, and Monday, 19, 20, 21 and 22 April 1799

[Basseterre Roads, St. Christopher.] Employed on the Business of the Prizes, and demanding a Salvage on the British Ship *Brothers* retaken on the 15<sup>th</sup> —

[HS of Pa. NDA photostat.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 19 April 1799

First part calm & pleasant

at 6 PM Prince Ruperts Head bore NbE 4 leagues

Middle part light breezes & pleasant Weather —

At 6 AM Saw a Schooner in the NE gave chase & fir'd a gun, finding we could not come up with her gave over chase — At Merd<sup>r</sup> saw Montserat bearing N  $\frac{1}{2}$  E 9 leagues

Ends pleasant

[HS of Old Newbury, Mass., NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*, 19 April 1799

Light Winds @ 3 PM shortend sail & spoke the *United States* Com<sup>r</sup> Barry @  $\frac{1}{2}$  past 3 fill'd and made sail for Montseratt @ four shortend sail and bro't too for the Convoy to join Comp<sup>r</sup> Montseratt N. b. E 4 Leagues @  $\frac{1}{2}$  7 steer'd N. W b N. for the Island of S<sup>t</sup> Kitts Convoy in C<sup>o</sup>

at 9. A M Answerd the private Signals of an English Arm'd Schooner At  $\frac{1}{2}$  past 9. saw a strange sail stand<sup>e</sup> towards the Convoy made the Signal of the Day w<sup>ch</sup> was Answer'd by an English Ship War —

[NDA.]

To Dr. Edward Stevens, U. S. Consul General at St. Domingo, from Secretary of State

DEPARTMENT OF STATE,  
*Philadelphia, April 20, 1799.*

N<sup>o</sup> 2.

SIR, This will be handed to you by General Maitland. He is authorized by the British Government to make some arrangements with General Toussaint, for opening & giving security to the British commerce with the Island of S<sup>t</sup> Domingo. Before your departure you were informed of the disposition and assurance of that Government to give equal facility and security to the commerce of the United States with that Island. In correspondence therewith, General Maitland has come to the United States, to concert with the American Government the measures deemed necessary for the security of the commerce of both nations, and of the tranquillity of our Southern States and of the British West Indies, which it was considered would be endangered by an unrestrained intercourse with S<sup>t</sup> Domingo. Both the commercial regulations, and those calculated for the political safety of the Dominions of each Nation abounding in Negro population, must depend for their establishment on the orders of General Toussaint. The two Governments of Great Britain and the U States can only determine what arrangements for those purposes will be compatible with their respective interests, convenience and safety. For these however, it is presumed that Toussaint will be perfectly willing to provide.

Before your departure, we did not contemplate any restraints with respect to the Ports under General Toussaint's jurisdiction: But the British Government deeming it highly important, if not essential, to



the safety of their Islands, to confine the commerce to one or two Ports, until experience should prove, that to increase the number of Ports of entry would be useful and expedient; and as we desire to preserve a perfect harmony with them, whereby greater facility and security will be given to our commerce with S<sup>t</sup> Domingo: As moreover, a further consideration of the subject has induced us to think, that in the first instance, to limit the ports of entry to one or two places will expose our trade to less hazard, while it will occasion very little inconvenience; we did not make any difficulty in acceding to the idea, with an amendment — That after our vessels should arrive at the port or ports of *entry*, enquired the markets, and found what other ports they could safely resort to, they might, on your passports proceed to those other Ports, sell their outward, & purchase their return cargoes.

The arrangements on which we have agreed with General Maitland and M<sup>r</sup> Liston, you will find in the inclosed "Heads of Regulations to be proposed to Toussaint", and "points on which there is an understanding between the Governments of Great Britain and the United States." But the President being absent, I have informed those Gentlemen that the whole must be considered as subject to his determination: altho' as the heads of Departments had maturely considered the subject & unanimously approved of the arrangements, we trusted they would also receive the President's approbation: and in full expectation of such eventual approbation you will regulate your proceedings.

On the proposed arrangements I subjoin a few remarks.

1. The Cape being the Northernmost port in S<sup>t</sup> Domingo, was manifestly the most convenient as a port of entry for the vessels of the United States; the run being easy and expeditious from that to any other port. Port au Prince, or some other Southern port will probably be most convenient to the merchants of Jamaica, by whom chiefly the British portion of the commerce will be carried on. We understand that the Southern ports of the Island have suffered least by the devastations of the revolution: & it may therefore be important to the U States to have there, at the outset, one port of Entry: but it appearing still more necessary to the British, General Maitland will certainly concur in establishing it; unless weightier considerations than those of commerce, either in respect to themselves or Toussaint, should oppose it: and to such considerations you will yield of course: always bearing in mind, that the security of the British possessions and commerce in the West Indies, especially in relation to S<sup>t</sup> Domingo, is closely interwoven with our own.

2. Before the Revolution, the Cape and Port au Prince were the chief ports of entry, where most of the ships from France resorted, from which their cargoes were carried in coasting vessels to the other ports, whence the returns were brought in the same coasting vessels to the two principal ports. But there are at present, neither Merchants with capitals to purchase our cargoes at one or two ports, nor drougers to perform the coasting transportation: and it is desirable, on many accounts, that as little as possible of that transportation should be effected in the vessels of the Island. Hence our anxiety, at first, not to restrict the ports of entry, and in the next; seeing they were to be restricted, to secure to you, by this article, authority to give passports to American vessels to proceed from the port or ports

of entry to any other Ports where they might find markets to their acceptance.

3.) The design of these articles is obvious — the security

4.) of S<sup>t</sup> Domingo — the British Islands — and the United States against mischievous intriguers & revolutionists.

5. This restriction as to the time of commencing the trade to S<sup>t</sup> Domingo; may probably produce with impatient Merchants, some murmurs. It was not desired on the part of the British, in order to secure to their Jamaica merchants an equal advantage with ours, in getting to the first Markets in S<sup>t</sup> Domingo: for General Maitland will doubtless arrive so soon at the Cape, that he might by sending immediate notice to Jamaica, bring vessels from thence before ours could arrive, after the receipt of your advices, and the publication of the Presidents proclamation through the U States. But General Maitland and M<sup>r</sup> Liston considered the provisions necessary for the safety of their Islands, and equal security of their commerce, as depending very much on their proceeding hand-in-hand with the U States. On our part, we consider the prospect which has been opened to us of a lucrative trade to S<sup>t</sup> Domingo, is to be ascribed in a great degree to the operations of the British; and that the continuance & protection of that trade rests chiefly on the Naval superiority of Great Britain. We are bound then, by a direct regard to our commercial interests, and considerations of political safety against what may justly be called a common enemy, to act in perfect concert with Great Britain in all this business respecting S<sup>t</sup> Domingo.

6<sup>th</sup>) These articles speak for themselves. One Capital

7<sup>th</sup>) advantage which we expect from acting in concert with the British, is, that our direct commerce to and from S<sup>t</sup> Domingo will suffer no interruption from British cruizers. When all arrangements shall have been made by General Toussaint, to General Maitland's and your satisfaction, General Maitland will send information thereof to the British Admiral & officers on that station. This is a measure of too much importance to us to be omitted, & it will be well for you to remind him of it.

To all the seven "Points" on which there is an understanding between the American and British Governments, I must request your attention; and to the fifth in particular, in which we engage that you shall be instructed to assist in carrying into effect the proposed regulation.

The disposition of the British Government towards the United States, to place our commerce with S<sup>t</sup> Domingo on a footing equally free and beneficial as their own, and the frank and open character of General Maitland, assure us of a prompt and harmonious co-operation between you — in the establishing of regulations for our mutual safety and advantage.

I have the honor to be, with much respect & esteem,  
Sir, your most ob<sup>t</sup> Servant,

TIMOTHY PICKERING

EDWARD STEVENS Esq<sup>r</sup>  
*Consul General of the U States*  
*S<sup>t</sup> Domingo.*

[20 April 1799]

To Captain Hugh G. Campbell, of the U. S. Revenue Cutter Brig *Eagle*, from Captain Thomas Truxtun, U. S. Navy

SIR, I send you a Barrel of Flour from the *Constellation*, which will serve for the present, or untill we meet again; the other small Stores you want, you will call on M<sup>r</sup> Clarkson for, so as to be underway at three o'Clock at furthest.

Immediately on getting Underway, you will proceed to Windward of S<sup>t</sup> Bartholomews' and S<sup>t</sup> Martin's, and off the Harbour of S<sup>t</sup> Bartholomews' in Search of the U: S: Brig *Richmond*, and the Revenue Schooner *Virginia*, and deliver the enclosed Letter to Lieutenant Speake, under whose Command you are to place yourself, and cruize untill the 2<sup>d</sup> Day of May, and then return in Company with him, and the Schooner to this Road to wait my further Order.

I am Sir, with great Respect

Your very Obed<sup>t</sup> humble Servant

U: S: SHIP *Constellation* BASSATEER

Road S<sup>t</sup> Christophers' 20<sup>th</sup> April 1799 —

Captain CAMPBELL

U: S: Brig *Eagle*

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

[20 April 1799]

To Lieutenant Josias M. Speake, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

SIR, I send the *Eagle* Captain Campbell with this Letter, and to cruize with you, and the *Virginia* untill the 2<sup>d</sup> of May, and then to return with you, and the Schooner to this Road, and wait my further Orders. I arrived here on the 18<sup>th</sup> Instant, and brought in with me, one of the fastest sailing Schooners it is said in the West Indies, a french Letter of Marque from S<sup>t</sup> Thomas's bound to Gaudaloupe with a Cargo of Flour.

Neither you, the *Eagle*, or the *Virginia*, is to [go] into any Port, if it can be avoided untill the above Time, and by no Means anchor any where but in this Road, or at Old Road in Case of your wanting Water. I shall sail to Morrow probably to cruize under Gaudaloupe and the Saints, but you must not be surprized, should I appear off S<sup>t</sup> Bartholomews', for I am always governed by Intelligence I receive of the Enemy. I am

Sir,

Your Obed<sup>t</sup> humble Servant —

U:S:SHIP *Constellation* S<sup>t</sup> Kitts

20<sup>th</sup> April 1799. —

Lieutenant SPEAKE

U:S:Brig *Richmond*.

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

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

UNITED STATES' SHIP *Constellation*  
*Bassateer Road St Christophers' 20<sup>th</sup> April 1799 —*

SIR, It is to be presumed, that before the Line of Battle Ships are completed, that Admirals will be made, but in the mean Time I find by a late Act of Congress, it is intended Commodores only should command the Naval Forces of the U:S: it therefore becomes necessary for the Sake of Regularity and Propriety, that each Commodore should have a distinguishing Broad Pendnant, which he is to always carry at the Main; and I propose to you the following to Viz<sup>t</sup>

The Senior Commodore to have the Broad Pendnant annexed, and Numbered One. The next Commodore in Rank, the Broad Pendnant Numbered two. The third Commodore in Rank, the Broad Pendnant Numbered three. I have mentioned three Commodores as I suppose the President will not think it necessary to appoint more than that Number at most for any Vessels we may have previous to the Appointment of a higher Grade of Officers.

If Ships are sent in Pairs to cruize or in a greater Number, they will probably be dispatched, by an Order from the Commander of the Squadron, to which they are attatched; or by the Secretary of the Navy with Directions to the Senior Captain, as in the Case of a single Ship carrying Dispatches, or a Minister &c: I submit the foregoing and have the Honor to be, Sir, with great Respect,

Your very Obed<sup>t</sup> humble Serv<sup>t</sup>

P:S: No Officer in the Service should be suffered to wear the distinguishing Pendnant of a Commodore, but any Senior Captain being sent with one or more Vessels on Service, may hoist a plain Blue Broad Pendnant without any Stripes or Stars, which Pendn<sup>t</sup> he is always to hawl down on a regular Commodore heaving in Sight, and to hoist the Common long Pendn<sup>t</sup>, while he is so in Sight. If regular Instructions are not given by the Secretary of the Navy, it will be discovered by Foreigners generally, that we attend to no Order. I have shown an Example, for as soon as Barry hove in Sight Yesterday, I hoisted the Common long Pendn<sup>t</sup> having previously hawled down the Broad Pendnant, and this I did because our Broad Pendnants are both blue, and it would have been improper for two Officers to wear the same Colour without Distinction in Sight of each other. Some Instructions should also be given respecting Merchantmen, hoisting Pendnants, and fancy Colours, instead of the regular Ensign of the United States.

Hon<sup>ble</sup> BENJAMIN STODDERT

*Secretary of the Navy —*

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

To Secretary of the Navy, from Sam. Smith of Baltimore, Md.

Copy

BALTIMORE 20 April 1799.

DEAR SIR I take the liberty to enclose you a Letter received last night, from M<sup>r</sup> John Crawley Super Cargo of the Brig *Fanny*, bound to La Guira, and captured by a French Privateer, & carried into S<sup>t</sup> Bartholomews. — By this Letter it appears that Desfourneaux still flatters himself with a hope that our Government will accept his offer of a free uninterrupted commerce. — May I ask what hope there is of accommodation with him, & whether an attempt will be made with Guadaloupe similar to that with Hispaniola. If not? Will it not have the appearance [of] tampering with Toussaint, rather than a real desire to check & prevent Privateering. Will it not bear an unfavorable construction — that on the application of Toussaint who had seized the Power, we send an Agent authorized to renew our Commerce — and reject the offer of Desfourneaux the authorized Agent of France. — Were the Guadaloupe Corsairs stopped, our Trade would then be unmolested; I write to you always as a friend

And am D<sup>r</sup> sir

Your Obed. Serv<sup>t</sup>

SAM. SMITH.

Major BEN. STODDERT

*Secretary of the Navy.*

[NDA photostat.]

[About 20 April 1799]

Extract of a letter from Captain Moses Barnard, of the Brig *Lydia*, bound to Batavia, to his owner in Boston, captured by French Privateer

BOURDEAUX, June 28, '99.

SIR, I wrote to you on the 17th of May last, from on board the privateer by which I was captured. I remained on board of her nearly two months, until the 20th of June, when we arrived at this place, where I was informed that the *Lydia* had been recaptured and sent to Guernsey. And by recent information, I hear she has been claimed on your behalf by your correspondent in London.

On my arrival at this place the specie was landed from the privateer, and I had the public seal put on it, to prevent, if possible, their making use of it. Myself and people were examined, and my papers relative to the vessel and voyage, which I had sealed when taken, were produced before a magistrate; and when opened by him, I found them conformable to the receipt which the captain of the privateer gave me when I was captured. I have applied to the house of Mr. James Woods, of this place, for advice and assistance, he being recommended to me by capt. Homans; who, very fortunately, I found on my arrival here as a friend of yours. At present they are translating my papers — and I have summoned them to produce them before the tribunal of commerce, to shew cause for my detention — and have laid my damages for the vessel and loss of time at 100,000 livres.

I find that the *Pigou* has been liberated, and several of our vessels have been cleared — one in particular, at Nants, who had no roll d'équipage. The only objection they make to my papers is, their being witnessed by the Notary Public; they have no other whatever:

and as they have never condemned any of our vessels on that ground alone, I have some hopes of restitution — as at this moment they seem to have relaxed their system of depredation towards us, in some degree. It was but a few days before my arrival they released our countrymen from prison. I eagerly look forward for the arrival of our plenipotentiaries, as it would operate materially in your favor. There are two tribunals appointed at this place to determine captures, and one at Paris, similar to the High Court of Admiralty in England, from which there is no appeal, viz, the Cassation. This last court has determined several causes in favor of Americans, which the inferior tribunals had condemned. You will, in all probability, have heard of the late change in the Directory before this reaches you, which may also operate in favor of our country.

[LC, Mass, "Independent Chronicle", 4-7 November, 1799.]

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Extract from journal of James Pity, U. S. Frigate *Constitution*, 20 April 1799

Moderate Breezes standing off and on Bassatterre Roads S<sup>t</sup> Kitts rec<sup>d</sup> from the *United States* Com<sup>o</sup> Barry 9. French Prisoners @ ½ past 1. P M repeated the *United States* Signal for the fleet to bear up and make sail @ 2 P M. Took our station in the rear of the fleet bound for St. Thomas's @ 5 P M took in Tow the Schooner *Sally*. At 8. S<sup>t</sup> Eustatia N b W. 3 Leagues

At 11. P M. Passe'd over Saba Bank regular soundings f<sup>m</sup> 9. to 17. fathoms Saba bear<sup>s</sup> N N. E. 5 or 6 Miles

at 9. A M Took the Sloop *Hunter* in tow at 11. saw S<sup>t</sup> Croix S W b W ½ W 10 Leagues S<sup>t</sup> Johns W b N 9 Leagues At [       ] The *United States* and 30 sails of the Convoy in C<sup>o</sup>

[Latitude In 17.50 N<sup>o</sup>]

[NDA.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 20 April 1799

First part light breezes & pleasant

at 1 P M saw a sail to the South<sup>d</sup> hove too for her to come up. at ½ past 2 spoke & boarded her she was an English privateer Schooner at 6 PM the body of Montseratt bore N ½ E 6 leagues dist.

At 2 AM spoke an English brig from S<sup>t</sup> Christophers

At Mer<sup>da</sup> Bassterre town bore N by W 3 miles

Latter part pleasant

[HS of Old Newbury, Mass., NDA photostat.]

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Extract from log book of J. Ingraham, U. S. E. C. Brig *Pickering*, Saturday, 20 April 1799

Fresh Breeze and pleasant weather Seamen employ'd in getting every thing in readiness for Sea — 4 P M saw a Ship coming round the south point of the Bay Capt Preble came on board and gave orders for getting immediately under weigh ¼ past 4 under weigh and gave chase — 6 P.M. came along side the Strange Ship, Spoke

her Ship *Cammeron* Cap<sup>t</sup> Harris from Rosseau bound to Norfolk, belonging to Georgia — haul'd our wind between 7 P.M. and Midnight, turning to Windward at Midnight anchored in Prince Ruperts Bay in 7 Fathoms water The pints of the bay bearing S. W B W. and W B N., Watering place E N E. — our distance off Shore  $\frac{3}{4}$  of a Mile

Moderate breeze & pleasant weather —

8 A.M. hove short a peak found our Anchor catch'd under a Rock, got the buoy rope through a Block at the Bowsprit end and Weigh'd it — 9 A.M. under Sail in company with the *Geo. Washington*, and the *Cammeron* the Ship We spoke last evening Stowed Anchors and unbent Larb<sup>d</sup> Cable — Noon moderate breeze & pleasant weather, 4 Strange Sail in sight under Guadaloupe — The West part of the Saints bore N.N.E. 5 Leagues distance. The Town of Bassaterre N B W 4 Leagues

At Anchor in Prince Ruperts Bay

[LC, EPP, 1799.]

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

U: STATES' SHIP *Constellation* BASSATEER ROAD  
S<sup>t</sup> *Christophers'* 21<sup>st</sup> April 1799. —

DEAR SIR, On the 19<sup>th</sup> Current while on Board the *U: States*, I just had Time to drop you a line and inform, that I had brought in a french Letter of Marque the Day before, which we captured near to Gaudaloupe.

During my last Cruize, I saved several Americans, that would evidently have been taken, had I not been at Hand, but the Winds being light, and those small Privateers having a Number of Sweeps escaped our Vigilance in pursuing them. An English Ship however taken by one of them, was plundered of all her small Stores &c: and abandoned on my heaving in Sight. Judging that I was entitled to Salvage, as soon as I arrived here and was a little at Leisure, I took Council, having previously turned the Matter over in my Mind, and have since made a formal Demand of Compensation agreeable to my Letter to the Agent of the Ship Mess<sup>rs</sup> Berridge & C<sup>o</sup> Copy of which is hereunto annexed, and Dated the 19<sup>th</sup> Instant. It is true, that on speaking the Ship in Question, after she had been abandoned by the Privateer, there were no Frenchmen found on Board, and the Captain had agreed to a Sort of Ransom; but it is also true, that the Privateer would not have abandoned the Vessel, had we not been in Sight, and giving Chace to her; under these Circumstances, added to several British Men of War demanding Salvage from our Vessels in similar Cases, I have made a Claim, and shall inform you the Issue as soon as possible.

To Morrow Morning I leave this Road on a Cruize to Windward, taking with me *La 'Insurgente*. The *Richmond*, *Eagle*, and *Virginia* I have ordered to cruize about S<sup>t</sup> Martin's and S<sup>t</sup> Bartholomews', and the *Baltimore* is with a Convoy. I am anxiously waiting to hear from you, being without any of your Favours since the 6<sup>th</sup> February, but if I do not soon receive Advices I shall return to the United

States, being short of all Sorts of small Stores, which cannot be provided here, but at an enormous Expence.

April 22<sup>d</sup> I have Just Received a letter from John Gay Esq<sup>r</sup> our Agent at Martinica and he informs, that the French National Frigate *Volunteer* (which Ship mounts 50 Guns and Carries 500 Men) has arrived at Gaudaloupe; and I hasten to get Underway, and proceed as before under the principal road of that Island: (Bassateer) taking with me *L'Insurgent* My Constant Consort — Should the enemy come out, on our Appearing before their port — I hope you will soon after have a good Account of that Ship —

April 26<sup>th</sup> Since the 22<sup>d</sup> I have been continually cruising off the Road Bassateer Gaudaloupe, and find no Enemy disposed to pay us a Visit. I shall therefore fill up my Water at Martinica immediately, cruize a few Days, and then meet the Vessels of my Squadron at S<sup>t</sup> Christophers agreeable to Orders given them to repair there by the 2<sup>d</sup> of May. After which I shall cruize between the Islands, and the Continent, so as to reach the United States by the End of that Month.

You have herewith a List of all my Prizes captured by the *Constellation*, since my Arrival on this Station, and carried into S<sup>t</sup> Christophers'.

*L'Insurgente* French National Frigate 40 Guns & 409 Men.

*L'Union* — D<sup>e</sup> Letter of Marque laden with Provisions  
(and Dry Goods.

*L'Diligente* Ditto Ditto laden with Flour

BRITISH SHIP *Brothers* bound from London to Jamaica

(Retaken. —

Besides two french Privateers I chased, which hove over their Guns Boats &c: and became thereby dismantled. The other Vessels of my Squadron have hitherto been unfortunate, in not making Captures or retaking any Vessels; I hope however they will in future have better Fortune, and that I shall have a good Addition to put to the above List, before I have the Pleasure of seeing you in America.

I have the Honor to be Sir with great Respect

Your very Obed<sup>t</sup> humble Servant —

P. S. The Salvage of the *Brothers* is settled at  $\frac{1}{8}$  of the Ship to be appraised.

HON<sup>ble</sup> BENJAMIN STODDERT

*Secretary of Navy.*

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

To Midshipman Samuel Evans, U. S. Navy, from Captain Thomas Tingey, U. S. Navy, with letter attached, to Secretary of the Navy from Captain Thomas Tingey, U. S. Navy, dated 23 April 1799

[U. S. S.] *Ganges* 21<sup>st</sup> APRIL 1799

SIR You have herewith a copy of my commission from the President of the United States, by virtue of which I do appoint you, to take charge (pro: tem:) of the Sloop *Mary* of Norwich, to proceed to Philadelphia with all possible dispatch, taking care to avoid falling with French vessels of any description. It is most desirable that you go direct to Philadelphia, but on approaching the coast; should you hear of any French Cruisers being thereon, or about the Capes



of Delaware you may in that case, make either for New York, or the Chesapeak, as the wind may best answer.

I most particularly desire you will not permit, & that you use your utmost endeavors to prevent, your people, from plundering or taking the smallest article belonging, either to the vessel, her cargo; or to any person on board — You'll please take particular care of the packet of papers, I herewith commit to your charge — and I desire that you will deliver them yourself, into the hands of the Secretary of the Navy: should you get safe to Philadelphia — if to either Norfolk, or New York — send off a dispatch immediately with them.

You will immediately apply to M<sup>r</sup> Stoddert Sec<sup>y</sup> of the Navy for Directions how to proceed, and obey his instructions for your future government, till you are enabled to join me again —

At Philadelphia you will apply to, and put the business, on behalf of myself Officers & people, into the hands of my friends Mess<sup>rs</sup> Willing & Francis, whom it is probable will have the public business also. At Norfolk, the Naval Agent is William Pennock Esq<sup>r</sup> — to whom you will apply in behalf of the public — and Moses Myers Esq<sup>r</sup> in our behalf. At New York, Mess<sup>rs</sup> James & Eben<sup>ts</sup> Watson are the public Naval Agents — and on our part you will request Nicholas Cruger Esq<sup>r</sup> to act — but should he decline it or be absent — Mess<sup>rs</sup> Watson's may do the whole — I forbear to write any of these gentlemen; as to write them all would require more time, than I have at present leisure for, and your presentation of this letter will answer equally well

If you meet any of the Public ships of the United States, apply to the Captain, who will afford you every assistance you may be in need of — and should he be bound to either of the aforementioned ports he will take you under convoy, or advise you how to proceed with safety — Wishing you health, a safe and speedy arrival at your destined port

I am Sir &c &c

T. T. [THOMAS TINGEY]

To M<sup>r</sup> SAM<sup>l</sup> EVANS

hereby appointed to command the Sloop *Mary* of Norwich.

N: B: Under date of the 23<sup>d</sup> M<sup>r</sup> John Love was furnish'd with a copy of the above directed to him — being thereby appointed to command the Ship *Eliza* of Charleston — who also was furnish'd with the subsequent letters for the Hon<sup>bl</sup> M<sup>r</sup> Stoddert Secretary of the Navy — see the following page —

[The "following page" contained the following letter:—]

[Attached]

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

[U. S. S.] *Ganges* 23<sup>d</sup> APRIL 1799.

SIR Foregoing is copy of my correspondence of 21<sup>st</sup> instant by M<sup>r</sup> Sam<sup>l</sup> Evans, with the captured sloop — which was scarce concluded and arrangements made for quitting him, when a sail was discovered on the Lee; and shortly after another to the windward — the latter appearing largest and more immediately in the way of my Course, it was instantly determin'd to give chase by the wind — The whole afternoon was spent in chase and manoeuv'ring to get along side him — which was pleasingly accomplish'd a little after the close of day

It proved to be the Ship *Eliza* Capt<sup>n</sup> Baas of Charleston & from thence for the Havannah with a valuable cargo — had been captur'd 25 days past, by the French privateer *Telemaque* of Nantz, capt<sup>n</sup> Arnoult, by whom she had been confided to the care of Augustin Torrien, prize-master, duly authorized: with four others of the privateer's crew, and ordered for Cape Francois, where there is little doubt she would have arrived the succeeding day, had we been so unfortunate as to have missed her — we immediately took out the prize-master, and the others of the privateersmen — put an Officer and men sufficient on board, and kept to the windward during the night, hoping to get her through the Turks Island passage in the morning — By day break the sloop had again join'd us, and we all haul'd by the wind, intent to get them through the passage aforesaid —

At 7 AM we made the land, on approaching 'twas found to be the Southern Caycoses — which we could not weather — after stretching to the southward, and again to the northward, 'twas plainly observable we had lost ground; I hesitated not therefore to steer to the NW. for the Caycos passage. We proceeded under easy sail during the night and in the morn'g found ourselves tolerably advanc'd through the passage but the wind being light, rather scant, and the *Eliza* sailing dull, we are now at Evening only in sight of the Island Mayaguana and doubtful whether they will be able to gain to the windward of it. As I am now with the *Ganges* to the northward of the dangerous small Islands, I shall endeavor to make my destin'd passage, without interfering with the Land of the large Islands again—where frequent intervals of Calms may render the passage extremely tedious.

I have confided the charge of the Ship [*Eliza*] to M<sup>r</sup> John Love, one of the Masters Mates of the *Ganges*, and a deserving young man, as is also M<sup>r</sup> Evans, who has the charge of the Sloop [*Mary*] — Captain Warner who had commanded the sloop, has engaged to assist M<sup>r</sup> Love in navigating & working the Ship to America — and I have encouraged him to hope, that in consideration thereof — and his good behaviour on board, he may be entitled to such emolument by her capture, as would fall to the share of a midshipman; as I should have been necessitated to have sent one with M<sup>r</sup> Love, had M<sup>r</sup> Warner not agreed to assist him. The mate of the sloop also comes in the *Eliza*; and four of the crew of the *Ganges*. — M<sup>r</sup> Love & M<sup>r</sup> Evans will apply to you for instructions for their future guidance, till they can join me again — I have been necessitated to furnish the Ship with water of which they were nearly out {\*}

Our crew have continued tolerably healthy, though not in that very high degree, that heretofore prevail'd. and we have experienc'd one death, in the Marine corps by the loss of Robert Roseman, of a violent pleurisy. Every arrangement is now made, to leave the ship & sloop to their good fortune, but as it is now close of day, I mean to keep them company this night; endeavoring for them to weather the Island Mayaguana in the morning, which as soon as I can perceive, they can do with safety, and nought more material having occur'd, I shall order them to proceed without farther intercourse for the present & proceed also myself to perform the duty assign'd me — And under the expectation that it is improbable that I may conceive

it necessary to write again in the morning — shall conclude, wishing both vessels safe & speedily with you

I have the honor &c &c

T.T. [THOMAS TINGEY]

M<sup>r</sup> Love will deliver you herewith, a Tin-case containing all the Ships papers that have come to my hand. —

\* Mr. Evans had also copy of the above, and between the ({} ) crotchets was added as hereunder, viz<sup>t</sup>:

“The more I have considered the situation of the Sloop and cargo, the more I find myself inclin’d to believe her a legal prize — There was doubtless some scheme or plan intended, to frustrate the existing laws of our country — which however — although I have not been able entirely to develope — I am not the less confirm’d in — The Gentlemen *appearing* as proprietors (whose behaviour has been such in my mind, as to entitle them to every good fortune, and my best wishes) did not seem to posses an idea, but that vessel & cargo was to a certainty condemnable, on meeting with either an American, or British Ship of War — They could not obtain a legal clearance at the port they sail’d from, for the port *said* to have been bound to — Nor — had they arrived at that Port, could they have brought to legal entry, the cargo on board, excepting only for immediate exportation —

Under all these circumstances, I feel convinc’d I have not (by taking possession of her) exceeded the bounds of my duty.”

I therefore conclude with this addition to my dispatches by M<sup>r</sup> Evans, as should the wind be fresh in the morning, or seeing him clear of the land during the night I shall give him signal to make the best of his way, to one of the Ports mention’d in his orders, which he will shew you

I have the honor &c &c

T.T. [THOMAS TINGEY]

To the Hon<sup>ble</sup> BENJ<sup>t</sup> STODDERT  
Sec<sup>y</sup> of the Navy Philad<sup>a</sup>

N: B: In the letter by M<sup>r</sup> Love, the last observations relating to the Sloop — were also copied —

[NDA. Tingey LB, 1798-1800.]

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

[U. S. S.] *Ganges* OFF ISABELICA 21<sup>st</sup> April 1799

SIR I have the pleasure to inform you that on thursday last, I saw the *Kingston* safe into the harbour of Cape Francois all well. — It had been agreed between Doct<sup>r</sup> Stevens, Capt<sup>n</sup> Hodge, & myself (as we had knowledge there was a French Frigate at the Cape on the point of sailing) that by a signal they should inform me her force — which was duly executed, and I learn’d that she mounted 44 Guns.

It was also agreed, that if their reception was such as to warrant expectation, that I should be invited in, a signal would be made to intimate the same to me — The *Kingston* anchor’d about 2 PM: — and I continued to stand off and on close to the reef till the close of

day: when no favorable signal appearing I conceiv'd it my duty, to make sail for my farther destination agreeably to your orders — This morning off Cape Isabella; I fell in with the Sloop *Mary*, from the Cape, bound for Turk's Islands, between which places, it seems she has been some time past trading and intent to continue — believing it perfectly consistent with my duty, I have sent her for Philadelphia — having put her under command of M<sup>r</sup> Sam<sup>l</sup> Evans my eldest midshipman — who will have the honor to deliver you this letter, and the packet containing the Sloop's papers — by which it appears the property of said vessel has been more than once chang'd since she left America — and that her present situation appears to me a full justification for sending her onward — M<sup>r</sup> H. Hill, the owner of the sloop, and the Sugar — and M<sup>r</sup> I Ingersoll proprietor of the Coffee; come home in the sloop, in order to claim, and secure their property, should it not be forfeited to the violated laws of their country.

I hasten to conclude and dispatch her, understanding there are two French Schooners no great distance to the windward of me, from the Cape, and bound to S<sup>t</sup> Thomas

I have the honor &c &c

T. T. [THOMAS TINGEY]

Hon<sup>bl</sup> BENJ<sup>n</sup> STODDERT

[NDA. Tinge LB, 1798–1800.]

Extract from log of U. S. Frigate *Constitution*, Captain Samuel Nicholson, U. S. Navy, Sunday, 21 April 1799.

Moderate breezes and cloudy Steering WNW down between the Virgin Gorda and Santa Cruze, at 3 light airs Saw the Island of S<sup>t</sup> Johns bearing NW 7 leagues, at ½ past 7 the East NE end of Santa Cruze SSW 4 leagues and Ramshead near the South Extreem of S<sup>t</sup> Johns NW ¼ N 4 leagues, made and shortnd sail as nessasary to keep In the rear of the Convoy, at 12 Moderate breezes *United States* and Convoy in company at 2 AM Backd the Main Topsail and brought too, at ½ past 3 Bore up and took our Station, at daylight Saw S<sup>t</sup> Thomas<sup>a</sup> NNW 5 leagues and three strange Sails standing towards the Convoy, Wore Ship and Spoke with the three strange Sails three English privateers. at 8 answ<sup>d</sup> the *United States*' Signal to come within hail Wore and Spoke with the *United States* at ½ past 8 parted company from the Convoy and made all plane Sail for the North side of Santa Cruze at 11 Spoke with the Commodore's Tender. Tackd as ness<sup>y</sup> to work to windward At 12 Saw 3 Sail Standing out of Basseterre roads Suppos'd to be Americans to Join the Convoy the NW End of Santa Cruze SW 4 leagues S<sup>t</sup> Thomas<sup>a</sup> NNW 7 leagues

[NHSC, NYHS.]

Extract from journal of James Pity, U. S. Frigate *Constitution*, 21 April 1799

Moderate Weather Varib<sup>le</sup> Winds

at 3 P M saw the Island of S<sup>t</sup> Johns bear<sup>s</sup> N W. 7 Leagues

@ ½ past 7. east end S<sup>t</sup> Croix S S. W 4 Leagues distant

at 12 *United States* & Convoy in C<sup>o</sup> @ Day Light saw S<sup>t</sup> Thomas's bear<sup>s</sup> W N W. 5 Leagues wore round & spoke 3 English Privateers @ 8 Answer'd the *United States* Signal to come within Hale @ ½ parted C<sup>o</sup> & made sail for the North Side of S<sup>t</sup> Croix @ 11. spoke the Com<sup>o</sup> Tender @ 12. saw 3 sail stand<sup>s</sup> off Bass End supposed to be Americans to join the Convoy the N W. End S<sup>t</sup> Croix S W b W 4 Leagues

[NDA.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 21 April 1799

First part light breezes & pleasant

at 3 PM hove too off Bassterre, S<sup>t</sup> Kitts

the 2<sup>nd</sup> Lieut<sup>t</sup> went on board the *Constellation*

at 5 return'd on board.

Made sail with the Convoy

Middle part moderate—at 8 AM saw a sail to the South<sup>d</sup>

At Mer<sup>dn</sup> hoised signals & was answer'd by her — Saba bearing East 6 leagues

Ends with pleas<sup>t</sup> Weather.

[HS of Old Newbury, Mass., NDA photostat.]

Extract from log book of J. Ingraham, U. S. E. C. Brig *Pickering*, Sunday, 21 April 1799

Noon fresh breeze & pleasant weather — Saw 2 Sail off the West point of Gaudaloupe Made sail and spoke the Commodore who desired us to speak the Vessels in Sight ½ past 12 Saw 2 more Sail on the Weather Bow edging off from the Is<sup>d</sup> of Gaudaloupe towards us, stood for them — Call'd all hands to Quarters Cleared Ship for Action ½ past 1 P M. a Fort situated on the S. W. p<sup>t</sup> of the Is<sup>d</sup> Gaudaloupe, and named on the Chart (Fort dup<sup>t</sup> Vieux) fired 3 Shot at us, 2 fell near us to Windward — and one cross<sup>d</sup> our fore foot hoisted our Colours & returned the Compliment, immediately stood towards Basseterre. 2 p. m. abreast of another Fort on the Southern part of the Town Fort Royall) in the Chart. from this Fort 2 Shot where fired at us — We Returned one Capt<sup>n</sup> Preble finding it only wasting Amunition desisted firing any more 3 P M. hauled towards 2 Sail in Shoar, a Schooner (Privateer) & a Sloop under Sweedish Colours, both keeping in Shore under the Forts prevented our coming near enough to speak them ½ past 3 Bore away 4 P M spoke the Commodore, Saw another strange Sail made Sail and gave chase, 6 pm. night coming on and the chase being a great distance from us shortened sail 4 Commo<sup>s</sup> bore S. W. B. W. distance 3 Leagues, Montserat N W. 7 Leagues Englishmans head N E B. E<sup>t</sup> distance 3" — " [leagues] Midnight moderate breeze & pleasant weather 2 AM. the Commodore

bore away & shew a false fire, which we answered 3 A. M. bore away for Montserrat under the 2 Top Sails  $\frac{1}{2}$  past 3 set top G S. 4 AM saw 2 Sail ahead one of which we took to be the Comm<sup>d</sup> as she had been short in with the land a few moments before 5 discovered the 2 Sail before mentioned to be a Ship & a Small Schooner and as day light approached we found (contrary to our expectations) the Ship was not the *Geo. Washington*, fired small muskets to bring the Schooner too, finding she did not bring too fired a Cannon shott at this time 6 A. M. We discovered the Ship to be a 2 Decker (Ship of the line) Got all clear for wearing Ship made the private signals which was answ<sup>d</sup> wore Ship and Stood in shore,  $\frac{1}{2}$  past 6 A. M. saw the *Geo. Washington* to an anchor in Montserrat Roads, bent the Cables & got all clear for coming to anchor, all hands employ<sup>d</sup> in working Ship into the Roads. 7 a m a boat was sent from the *Geo. Washington* which took the purser on Shore to purchase provisions, 8 am. spoke the *G. Washington* Capt<sup>n</sup> Fletcher, inform<sup>d</sup> us he was chased in by the line of Battle Ship before mentioned, noon the purser came on board found no provisions to be purchased — Center of the Town in Montserrat bore North 2 Leagues, broach<sup>d</sup> a cask of water in the fore Hold, put all hands on allowance 2 Quarts per Day, Expended 56 Gall<sup>s</sup> Water Remains 2944 Gallons

[LC, EPP, 1799.]

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To Secretary of the Navy from President John Adams

QUINCY, 22 April, 1799.

SIR, — I return you the correspondence between Truxtun and Desfourneaux, inclosed in yours of the 11th, which I received on the 20th. I wish all the other officers had as much zeal as Truxtun. What has become of them? We hear nothing of any but Decatur, Truxtun, and Murray.

If you correct Truxtun's ardor a little, as you ought to do, I pray you to do it very gently and with great delicacy. I would not have it damped for the world.

The weather has for three days been so cold as to retard the circulation of the blood.

[NR&L, Adams, Vol. VIII, p. 636.]

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To Gibbs & Channing, Navy Agents, Newport, R. I., from Secretary of the Navy

[PHILADELPHIA.]

Navy Department 22<sup>d</sup> April 1799.

Mess<sup>rs</sup> GIBBS & CHANNING

GENTLEMEN I hope from Cap<sup>t</sup> Perry's letter of the 16 instant — he will be ready for sea at latest by the 15 of May. — But as it is intended he should relieve Cap<sup>t</sup> Decatur at the Havanna, who will want provisions, I am very anxious that if possible he should sail before the 15<sup>th</sup> of May. Lieut<sup>t</sup> Weaver of the Marines will apply to you for Cloathing for 30 Marines to go on board if they have not already been

supplied. — I pray that you will suffer nothing which may depend on you to retard the Vessel. —

I have the honor &c

[NDA. GLB, Vol. 2, 1799.]

Letter to Captain Christopher B. Perry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA.]

N Department 22 April 1799.

Cap<sup>t</sup> CHRIS<sup>t</sup> R. PERRY

Newport

SIR I am honored with your letter of the 14<sup>th</sup> Inst<sup>t</sup> you will herewith receive warrants for the Gunner & Carpenter, you recommend. I am glad you have got so many as 36 Seamen and ordinary Seamen, besides the chance of more at your other rendezvous. Your recruiting Instructions, mentioned, or ought to have mentioned, that the men were to be enlisted for one year — you will please attend to this. — There are 30 Marines at Newport ready to go on board of you under the Command of L<sup>t</sup> Weaver, who will receive orders by this Mail. — I sincerely hope that you will be ready to proceed on a Cruise before the 15<sup>th</sup> of May — & that your answer to this may inform me, I may send on Instructions. — It is intended that you should go to the Havanna, and relieve Cap<sup>t</sup> Decatur on that Station — & that two or three Smaller Vessels should be under your Command. — But if I am Obligated to make other arrangements for the Havanna before you are ready, you will in that case act under, an older Officer — & by being under the Command of another will not have so good an opportunity to distinguish yourself. —

I mention this circumstance, to add to your exertions — tho I have no doubt you are doing every thing possible to get to sea. —

I have the Honor to be &c &c

You will instruct M<sup>r</sup> Slocum & M<sup>r</sup> Jacobs to communicate their acceptance in writing & to take the Oath enclosed for that Purpose. —

[NDA. OSW. Vol. 2, 1799.]

To Honorable Benjamin Goodhue, of Salem, Mass., from Secretary of the Navy

[PHILADELPHIA.]

Navy Department 22<sup>d</sup> April 1799 —

Hon. BENJAMIN GOODHUE Esq<sup>r</sup>

Salem

SIR I am honored with your Letter of the 13<sup>th</sup> instant and knowing the great importance of the Trade to the Baltic; and feeling the utmost anxiety to make our little Navy as useful as possible in the protection of all our Trade, it would afford me singular pleasure to comply with the wishes of the Merchants of Salem, by sending a Frigate and a Sloop of War to rendezvous at Elsinor early in July. — But this is impossible. — All our Frigates are now in the West Indies — The *United States* and *Constitution* may be expected back the 15<sup>th</sup> of May; but before they can go to sea again, they must get new Crews, which will take at least a month, I fear longer, as there is great demand every where for Sailors — so that it is probable neither of these

Vessels will be ready for Sea, till the middle, perhaps, the last of June — The two other Frigates, the *Constellation* & *Insurgent* will remain some time longer in the Islands, with the greater part of the Sloops, of War and inferior Vessels. — As to the Vessels preparing, the [U. S. Ship] *General Greene* at Newport is in most forwardness she will I hope, sail in May, but I believe it will be absolutely necessary to send her to the Havanna, to relieve Decatur, the time of service of those Crews, will also expire in May & June. — None of the other Vessels preparing will be ready to proceed to Sea before July, I fear. — It is an inconvenient circumstance that our Sailors can be enlisted for but one year — & will often interfere with a proper employment of our Vessels —

When arrangements were made in Winter for the Islands, the greatest part of our force was put under Barry, with the strongest injunctions to distribute the Vessels under his Command, so as to afford — the greatest protection to our trade, not only to the Islands, but to the Spanish main. — I have yet to learn in what manner his force has been employed. —

I have the Honor to be &c &c

[NDA. GLB, Vol. 2, 1799.]

To Murray & Mumford, New York, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 22<sup>d</sup> April 1799

Mess<sup>rs</sup> MURRAY & MUMFORD

(N York)

GENTLEMEN Our Vessels which are preparing in different parts of the United States, have not progressed so fast as I had hoped — in consequence I presume of the severity of the Winter. The Vessels I calculated to be ready in April (Cap<sup>t</sup> Morris at New York among the number) will not be ready 'till towards July. — One, & one only of these Vessels will sail in May, but she is too small to trust alone in the Mediteranean. — The information requested for the Frigate is preparing and will be sent in two or three days. —

I have the honor &c

[NDA. GLB, Vol. 2, 1799.]

To Nehemiah Hubbard, Navy Agent, Middletown, Conn., from Secretary of the Navy

[PHILADELPHIA]

Navy Department April 22<sup>d</sup> 1799. —

NEHEMIAH HUBBARD Esquire

Middletown Connecticut.

SIR I have received your letter of the 17<sup>th</sup> instant, and hope the *Connecticut* will be launched by the middle of May as you mention. —

You will find enclosed a list of Provisions necessary for 220 Men for six months, which you will please to procure by the time they will be wanted, as well as the Cabin Furniture of which a list is also



enclosed. — I shall in time send Instructions to Captain Tryon for recruiting, and hope he will not meet with the difficulty you apprehend. —

I have the honor to be &c

[NDA. GLB, Vol. 2, 1799.]

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Extract from log of U. S. Frigate *Constitution*, Captain Samuel Nicholson, U. S. Navy,  
Monday, 22 April 1799

Moderate & Cloudy, Employd working to Windward on the North Side of Santa Cruze at 3 wore and made Sail over for the West end of S<sup>t</sup> Thomas. at 6 Joind the *United States* with 4 Sail of Merchantmen, Americans she had convoyd from Santa Cruze  $\frac{1}{4}$  p<sup>t</sup> 6 the Commodore made the Signal to bear up and Make Sail and for the *Constitution* to take her Station in the Rear,  $\frac{1}{2}$  p<sup>t</sup> 7 bore up and Steerd NW to Go through Sail rock Passage between Little S<sup>t</sup> Thomas<sup>s</sup> and the Sail rock At 8 heard a Cannonading to windward wore and came to the wind under a press of Sail  $\frac{1}{2}$  p<sup>t</sup> 8 Spoke with a Small Schooner, armd and a prize to the *United States* who Informd **Captain** Nicholson that a small Vessel came along side and fird a volley of Small arms on her deck Wore Ship and tackd in every different direction but could not find or discover any Suspicious Sail In the rear of the Convoy At 9 bore up and steerd NW  $\frac{1}{2}$  W and NW by N through Sail rock passage and orderd the rear of the Convoy to keep as near the Commodore as the State of the weather would allow At 12 the North Extreem of Great passage Island WSW 4 leagues AM at 4 *United States* & Convoy in company at 8 Saw 38 Sail of the Convoy at 10 Made the Signal for two Sail bearing SE by S At 12 Portorico S by W 10 leagues

[NHSC, NYHS.]

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Extract from journal of James Pity, U. S. Frigate *Constitution*,  
22 April 1799

Moderate Breezes Winds Vble f<sup>m</sup> NEbE to EbS working to Windward the North Side S<sup>t</sup> Croix @ 3 PM made sail and stood for the West end St. Thomas's at 6 joind the *U[nited] S[tates]* with 4 sail Americans f<sup>m</sup> S<sup>t</sup> Croix @ 6 the Com<sup>o</sup> made Signal for the fleet to bear up and make sail thro' the Sail Rock passage @ 8 PM heard a Cannonading to Wind<sup>d</sup> hauld our Wind & made sail @  $\frac{1}{2}$  spoke the Com<sup>o</sup> Tender (a French Prize) who Inform'd Cap<sup>t</sup> Nicholson that a small Vessell came along side of him and fired a Volley Small Arms into him which he return'd with a broad Side @ 12 N<sup>o</sup> extreme of great passage Island bears WSW 4 Leagues Dist @ 10 Made a Signal for 2 Sail bear<sup>e</sup> SEbS Portirico SSW 10 Leagues Dist

[NDA.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy,  
commanding, Monday, 22 April 1799

First part light breezes & pleasant  
the Sail in sight prov'd to be an English Frigate —  
at 4 PM S<sup>t</sup> Croix bore West 10 leagues  
Mid. part pleasant weather  
at 5 AM saw 2 sail under the land  
Latter part pleasant —

[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, 22 April 1799

Fresh Breezes and pleasant weather Seamen Variously employed 2 pm. saw 2 Sail under Gaudaloupe gave chase

4 P. M. light breeze inclining to a calm gave up the Chase —  
The Vessels we saw being 2 Schooners close under Gaudaloupe, Montseratt N B W — 6 Leagues distance 8 P M. Englishmans head bore SE. by S. 5 Leagues Tack'd Ship frequently Midnight moderate breeze and pleasant Weather saw a Sail on the Lee Bow bore away & spoke her as did the Commodore, she prov'd to be the Brig from Portsmouth bound to Montseratt out 40 days  $\frac{1}{2}$  past 4 AM. saw a Schooner on our Weather Bow, gave chase, fired 3 Shot at her, at the 3<sup>rd</sup> she bore away spoke her (an English Schooner from Martinico bound to Antigua) several other Sails in sight, fired a shot at a Schooner on our Weather Bow, She being out of Gun Shott paid no further attention to her, as she shewed Danish Colours and had no Guns

8 A M. saw a Large Ship at Leward the Commodore made the private Signal which was answered, discovered her to be a Frigate at 10 AM. discovered our fore mast to be sprung about 14 feet above the deck, spoke the Commodore & informed him of it, Capt<sup>n</sup> Preble informed him it was necessary to get into some Harbour to fit the fore mast, Antigua was concluded on, however @  $\frac{1}{2}$  past 11 am. bore away for Montserat — Noon moderate & pleasant, Seamen employ'd in bending Cables & getting all things in readiness to Anchor, Expended 56 Gallons water, Remaining 1888 G<sup>s</sup> broach'd a Cask of Pork

[LC, EPP, 1799.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Tuesday, 23 April 1799

Pleasant Breezes, and clear Weather. At Four PM made the Signal for *La' Insurgente* to get Underway, and shortly after weighed, and stood by the Wind as per Column of Courses with that Ship in Company. At 5 AM saw a Sail, gave Chace, and at 7 ditto spoke the Chase; she was an English Schooner from Trinidada bound to S<sup>t</sup> Bartholomew's; after examining his Papers, gave Chase to another Schooner that hove in Sight between us, and the Land. At Noon Bassateer, Gaudaloupe bore East, Distance 5 Leagues *La' Insurgente* in Company.

[HS of Pa. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*, 23 April 1799

Moderate & Clear Made & Shortend sail as Necessary to keep with the Convoy.

@ 3 PM took two of the rear of the Convoy in Tow

@ 8 Answered the Com<sup>o</sup> Signal to come within Hail

At 12 the Com<sup>o</sup> light W. NW 3 Miles Dist.

At 6 took one of the rear of the Convoy in tow.

Set Up the Lower Rigging & washed between Decks

I take my Dep<sup>t</sup> fm. Portorico bear<sup>s</sup> SS.W. 10 Leagues Distant —

Latter part Moderate *U States* and Convoy in C<sup>o</sup>

N.E point in Latt<sup>d</sup> 18.39 N<sup>o</sup> & Long<sup>d</sup> 65.39 West Cape Cod bear<sup>s</sup> N.b.W. 1420 Miles Distant —

[Latitude In 20.27. N<sup>o</sup>]

[NDA.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 23 April 1799

First part light breezes & pleasant

At ½ past Mer<sup>dn</sup> lay too off S<sup>t</sup> Thomas'

the 2<sup>nd</sup> Lieut<sup>t</sup> went on shore — at 4 PM the boat return'd, at 5 D<sup>o</sup> made Sail — at 8 PM

the West part of S<sup>t</sup> Thomas' bore SE dist 7 miles from which I take my Dep<sup>t</sup> it lying in Latt. 18.25 & Long 64.41

Middle part fresh breezes & pleasant

Set Stearing sails

unbent the Cables & Stow'd them away.

Latter part pleasant

[Long'de ob'd. 65.17 W.]  
[Latt'de ob'd. 19.48 N<sup>o</sup>]

[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, 23 April 1799

Moderate breeze & pleasant weather, Seamen employ<sup>d</sup> in bending Cable & Buoys ropes & getting every thing in readiness to Anchor 1 pm. the East point of Montserat bore N B. W<sup>t</sup> 5 Miles distance running down along shore at 2 pm. came to anchor in Mountserat Roads in 5 Fath<sup>ms</sup> Water over a bottom of Sand — Veered out 20 fath<sup>s</sup> Cable sounded in shore of the Ship found 3 fathoms Water 2 Cables length within us, Bearings as follows the Extreme Points of the Bay S. E & NW the Flagg Staff on the S<sup>t</sup> Fort E B N<sup>o</sup> & the centre of the Town North, Our distance off Shore ¼ of a Mile ½ past 2 P. M. the Commodore Anchored to the Westward of us 3 Cables lengths. 3 PM. the Commodores Boat came on board, in which was the Sailing Master, and Carpenter, who came to survey the State of our Fore Mast & to report the same to the Commodore — Received from the *G. Washington* an Oak Plank for a fish — Rove New Main Top<sup>l</sup> Halliards & main braces, took the Old Halliards &

braces for Wouldings for the Fore Mast, clear'd all the Rigging about the fore mast in readiness for the Carpenters — Found Riding at anchor in the Road 9 Sail 7 English one Dane & one American, The Brig *Polly* of Portsmouth, Capt<sup>n</sup> Moore whom we spoke at sea on the 22<sup>nd</sup> Instant —

Midnight Light air & pleasant weather. Anchored in the Bay a Schooner from Berbuda, at day light called all hands and sent on board the *G. Washington* for her Carpenters to assist in fishing our Mast 4 Carpenters came on board, Rec<sup>d</sup> at the same time 2 Oak Planks Moderate breeze and pleasant Weather, Carpenters & Seamen employd as per logg book this date 10 AM. Capt<sup>n</sup> Preable accompanied Cap<sup>t</sup> Fletcher on shore in the [*George*] *Washington* Barge saw an armed Brig<sup>n</sup> off the South<sup>n</sup> point which shew American Colours, & a large Ship pass'd the Noth<sup>n</sup> point under all sail in Chase of Brig<sup>n</sup> — Noon pleasant weather, Expended 60 Gallons Water, Remains 1828 Gallons

Moored in Mountserat Roads

[LC, EPP, 1799.]

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To Stephen Sayre, Point Breeze, N. J. from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 24 April [1799]*

STEPHEN SAYRE Esq<sup>r</sup>

*Point Breeze, Near Trenton*

SIR I had the honor to receive your letter of the 15<sup>th</sup> Ultimo some time ago, and have lately Received that of the 15<sup>th</sup> Inst After reflecting materily [or maturely] on the subject, I have determined on having the Six Brigs authorised by Congress at their last Session built at as many different places, where seasoned timber can be procured. —

Do you understand any thing of Copper mines?

The English can spare no more Copper. —

I have the Honor to be &c

[NDA. GLB, Vol. 2, 1799.]

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To President John Adams from Secretary of the Navy

[PHILADELPHIA]

*N Department 24<sup>th</sup> April 1799*

THE PRESIDENT OF THE U. STATES

SIR I have sent a Commission of Surgeons Mate of the *General Greene*, to Doc<sup>t</sup> Metcalf of Providence. I will write to M<sup>r</sup> Bowman, on the subject of his Island, and will also endeavor to get Information from others. A great many persons offer land containing the live Oak in Georgia; and each describes his property as best suited for the purposes of Government. — from the information I have yet obtained, there is very little if any, worth the Public Attention. — The Ship *Connecticut* building at Middleton on Connecticut River, will be launched about the 18<sup>th</sup> of May. It is necessary to appoint Lieutenants, that the recruiting service may commence, to prevent any detention for want of men. Cap<sup>t</sup> Tryon, the Commander

recommends in very strong terms Andrew M<sup>e</sup> Combe & John May as Lieutenants, & James Wells as Surgeon. I have also received information from other sources, that these are well qualified men, and I do myself the honor to enclose commissions which will require your Signature, if they meet with your approbation. — the Commissions are in the letter to Cap<sup>t</sup> Tryon, which may go on immediately to Wethersfield. —

I hope Cap<sup>t</sup> M<sup>e</sup>Neill, who was sent from Prince Ruperts Bay, about the last of February, for Surinam will convoy safe all our Merchants Vessels at that place — I understand their Cargoes are of immense Value. Had Nicholsons Character been such as to have inspired confidence, a division of our Vessels might have been sent to cruise in that quarter, to great advantage — the next best thing was thought to be, to put so much of the force under the Command of Barry, as to afford the power of sending detachments, where ever they could be usefull. — I hope his next letters will give the information that he has sent other Vessels besides M<sup>e</sup>Neill to Surinam. —

I have the Honor to be &c &c

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

To Jacob Sheaffe, Navy Agent, Portsmouth, N. H., from Secretary of the Navy

[PHILADELPHIA.]

*N Department April 24<sup>th</sup> 1799*

JACOB SHEAFE Esquire

*Portsmouth N. H.*

SIR I have received your letter of the 15<sup>th</sup> The British Ships of War are generally provided with 7 Bower Cables, but I cannot think so many are absolutely necessary for our Ships; you will please to provide five of 17½ Inches, for the Ship *Congress*, and should more be hereafter required they can readily be prepared. —

I have the Honor to be

[NDA. GLB, Vol. 2, 1799.]

To William Rush, carver of figurehead for U. S. Frigate *Congress*, from Secretary of the Navy

[PHILADELPHIA.]

*N Department 24<sup>th</sup> April [1799]*

M<sup>r</sup> WILLIAM RUSH (Carver)

SIR A Figure head is wanted for the Frigate *Congress* building at Portsmouth N. H. which you will please to finish with as much celerity as possible. — Annexed is an Extract of a letter from Cap<sup>t</sup> Sever on the Subject. —

I am Sir &c &c

[NDA. GLB, Vol. 2, 1799.]

To Alexander Campbell, Merchant, Newburyport, Mass. from Captain Nathaniel Fowler at Santa Cruz

APRIL 24<sup>th</sup> 1799

S<sup>t</sup> Cruze

M<sup>r</sup> ALEXANDER CAMPBELL

DEAR BROTHER this will inform you of my Safe arrival to this Port after a passage of 33 days from Norfolk I have Sold my Cargo & Purchased Another & Expect to Sail in the Course of 10 Days for the Havana The Ship *Orange Cap<sup>tn</sup>* Orange of Newyork was Captured on 31<sup>st</sup> of March of Madary & Sent to this port By a French Corvet of 20 Guns

The Snow *Harmony* of Charleston S C Last from Cadiz Cap<sup>tn</sup> Marshall was Captured & Sent to this Port by the Same Ship The Ship *Orang* had been to Madaria Previous to her Capture & Landed the Greater part of her Cargo & Drifted out of Port I wrote you Several Letters from Norfolk which I hope you Received

I in hopes to be at home by the Last of Agust if no acident happens

I wish you to Show this to My wife as it will answer both to Let her & you be acquainted of my wellfare & that I am in Good health thank God

Yours &C<sup>s</sup>

NATHANIEL FOWLER

Corn is worth here 4 Currant dollars p<sup>r</sup> Farragas from that to 4 & ½ (a farragas is 2 & ½ bushels Staves[?] Pipe from \$140 to 150 H<sup>d</sup>s from 70 to 75

Barrel in proportion

Bee wax is Lo

a Currant dollar is ¾ of a hard Dollar

[HS of Old Newbury, Original]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Wednesday, 24 April 1799

Moderate Breezes with some Black Squalls rising in the Eastward over Dominica.

At 2 PM discovered two Ships bearing down on us from off Bassateer, Gaudaloupe. Cleared Ship, and gave Chase, and about 5 PM spoke the *Unity* and *Concord* British Frigates of 40 Guns Each on a Cruise. At 10 AM saw a Ship of the Line off Prince Rupert's Bay, standing to Windward; at about 11 ditto Exchanged the Signals for the Day with her. At Noon Prince Rupert's Head Dominica bore N. E. B. N. about four Leagues' Distance. Discovered several Sail at an Anchor in the Bay, on which Account I shall stand in, and see what they are.

Employed Repairing Rigging &c: &c: &c: —

[HS of PA. NDA photostat.]

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Extract from journal of James Pity, U. S. Frigate *Constitution*,  
24 April 1799

Light Airs and Cloudy Shortend sail as Necessary to keep our Station @ ½ past 5 spoke with the Com<sup>o</sup> and Cheer'd him made

the Signal for such as he Order to follow the *Constitution* to Close at 8 fill'd and made sail with Convoy in C<sup>o</sup>

@ ½ 2 answerd the Signal of the U S. Ship *Merrimack* Cap<sup>t</sup> Brown

@ 8 Parted with the *Merrimack* & an English Sch<sup>t</sup> that had followed us.

@ 10 A M the U.S. W N W 14 Miles

At 12.17 sail of the Convoy in Co.

[Latitude In 21.45 N]

[NDA.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 24 April 1799

First part light Winds and pleasant weather, all sail set.

Middle part Steady breezes

At ½ past 2 AM saw several sail under our lee, bore down to them made signals & was answer'd by the *Constitution* having a fleet under her Convoy, at ½ past 6 spoke her, at 7 bore away for the commodore [Barry] who was under our lee with a fleet bound to America

Latter part pleasant all sail set

[Long'de ob'd. 66.54 W.]

[Latt'de ob'd. 21.35 N.]

[HS of Old Newbury, Mass., NDA photostat.]

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To Secretary of the Navy from Samuel Sewall, of Marblehead, Mass.

MARBLEHEAD, 25<sup>th</sup> April 1799

SIR I beg leave to submit to your consideration a question which has been often repeated to me, and with great solicitude since my return from Philadelphia. It is whether a convoy, or any public protection will be afforded by the Government of the U. S. to preserve our commerce with Bilbao in Spain?

In this place in several neighbouring towns, and in other parts of the Sea Coast of New England, the Codfishery employs many thousands of people, who in a great degree depend upon it for support. Almost the only remaining foreign market to which their fish may be sent with advantage is the port of Bilbao; and to this, the course has been of late so much interrupted by the depredations of the French that the fishery has suffered a very sensible discouragement. For several years the number of Vessels employed in this business has been decreasing, especially in this Town, the commerce of which, once very considerable, seems now at a stand; and is hardly moved by the private arming, or the means of public protection, of which the beneficial effects are so apparent, in other places. Of a number of Vessels which sailed last fall from this neighbourhood for Bilbao, many were captured by the French, one of them by a fortunate discharge of a single cannon escaped from the armed launches which had attacked her, and several after being chased, and followed by french privateers into S<sup>t</sup> Andero, & other outports of Spain, & with difficulty, secured by the authority of the Country, finally hired the convoy of some English privateer, which appeared off the Coast, and were thus protected into Bilbao. —

With you it is unnecessary for me to suggest, the importance to the U. S. of the Codfishery, as an extensive nursery of Seaman, and as productive of a very valuable article of our foreign commerce. The practice of sending fish to Market in smaller Vessels and less capable of any considerable defence than are employed for other exports, is not easily altered, and in fact a very great expence in exporting, must so much reduce the price of fish as to discourage the taking of it. — Any extraordinary risque requiring a high insurance, has the same tendency, as if visible in the present state of the fishery. — I would not be understood however to suppose that this trade is unarmed, or that it is confined to the export of fish. The fact is that our Vessels all go armed, but they are generally attacked by a number of launches each having a very heavy cannon, with a numerous Crew, & are together too formidable for the defence which our Vessels can carry. If the aid of the Gov<sup>t</sup> should be afforded them they will continue to arm themselves. Tho fish is an article of great use in the commerce with Bilbao; yet it is well known to you, that that place is the depot of large quantities of West India produce, which the Vessels of the U. S. carry there very advantageously, and in this view the protection desired will be universally interesting.

The remedy which is suggested here upon this occasion is, that the Gov<sup>t</sup> should employ one of their largest frigates with one or two smaller Vessels in the Bay of Biscay, and near the Spanish Coasts, to cruise there and rendezvous at Corunna, if that might be permitted; there our trading Vessels would be directed to touch on their outward Voyage, and receive a convoy, or instructions, and such other protection as this small force could supply. How far this may be practicable consistently with any plans which may be already settled in your department for the employment of the Navy force: or whether it is in itself feasible, and advantageous, I must submit to your judgment, which will be formed in a knowledge of the subject much superior to what I can pretend. Will you favor me with some observations upon it, and if in your opinion the protection contemplated for this valuable branch of our commerce may be provided, and is on this occasion necessary and suitable, will you lay the matter before the President, with such official Statements as are requisite. If in aid of these an address, by the Merchants & people here more especially concerned in this respect would be proper and of use, I will thank you to inform me. In about two months more, the larger, and most valuable exports of fish for the Bilbao market will be ready to commence for this year; whether they will be pursued or not will depend, I believe, very much upon the success of this application. — With sincere respect and esteem, I remain

[NDA photostat.]

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To Elias Hasket Derby, of Salem, Mass., from Ebenezer Shillaber

MALAGA April 25<sup>th</sup> 1799

M<sup>r</sup> ELIAS H. DERBY

SIR I wrote you the 22<sup>d</sup> March of my Arival at this Port since that I have Sold my Cargo — Cocoa at 42 dollars pr Farraga onboard, payable Say bills on the Havannah for 30 thousand \$ at parr and the Remainder in Cash. the hides sold at 3½ V<sup>s</sup> [varas] Velon per [?] I



have Concluded to take in a Cargo hear that will Amo<sup>t</sup> to About 30 tho<sup>d</sup> dollars and the remainder I shall bring in bills on the havannah I have taken on board the half of my Cargo and hope to Sail direct for Salem, in 10 days at Furthers<sup>t</sup> if the wind will permit. we have had Constant Westerly winds since I got off Cadiz. it has ben Impossible for Vessls that are up the Levant to get down. I rec<sup>d</sup> a line from Capt Prince of your ship *Marth*. at Barcelona dated the 10<sup>th</sup> April he says he had ben Quarantined 10 days but says he had a Cargo of Wines and brandy prepairing, which Expected to take in and be ready to sail in 4 weaks at Furthers<sup>t</sup> he sold his Sugar at 23 Cur<sup>t</sup> doll<sup>s</sup> of about 4/ Stg Each. for About 120 Eng<sup>b</sup> pounds and his Coffee at 35 <sup>qs</sup> for 75 Eng<sup>b</sup> pounds and had taken bills on Spain for the Amo<sup>t</sup> he Came down from Leghorn in Company with Capt West and Capt R. Derby's Ship with 2 other Americans, all of which are Armed say 12 guns Each and 35 Men. I shall sail from hear with Capt Micks in a ship of 20 guns and Capt Preble & Capt Bradford of Boston which are Likewise well Armed and man'd. we Shall have nothing to fear going out. my Cargo Cosists Cheafly of Wine and Brandy, and some other Articles to make an Assortment. my Cocoa fall short 5 pr C<sup>t</sup> in the Weight and was Obligated to Allow 4 pr C<sup>t</sup> on the Whole Cargo for the dust which was Amog<sup>e</sup> it — which will take of a grate deal of the profit, but I Could do no better. I shall give Mr Grevegne & Com<sup>y</sup> Leave to draw on your Friends in London for as much as will take up your Son's Bills if they shol<sup>d</sup> be drawn and as it is uncertain about his Drawing I think it will be better to do that then Leave 10 Thous<sup>d</sup> dollars of my Stock behind. I shall do All in my powr to make what dispach I Can and Am Sir your  
Obd<sup>t</sup> hum<sup>e</sup> Ser<sup>t</sup>

EBEN SHILLABER

[Essex Institute, Derby Mss, Vol. XVI.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Thursday, 25 April 1799

Fresh Breezes, with some Squalls of Wind, and Rain.

At One PM discovered three Ships, and several small Vessels in Prince Rupert's Bay. One of the Ships appeared to have American Colours flying, as also a Brig. Probably they are the [*George*] *Washington*, and *Pickering*, another Ship was a British Frigate.

After looking at these Vessels, I run down to Bassateer, Gaudaloupe, and close in with the Road, before which I hoisted my Colours, and then stood to the Southward, and Eastward, there being no Ships of War in the Road.

At AM saw two Ships to Windward, which from their Appearance left no Doubt of their being Ships of War. They kept their Luff under the Saints all Night, and I kept by the Wind after them, having all Hands at Quarters; but at Day Light discovered they were two British Frigates, by an Exchange of Signals.

Run down again abreast of Bassateer, and soon after chased a small Privateer under the Land near a Fort. Stood to the Southward, and at 11 AM chased a Sloop, which we soon spoke; she was from Martinica bound to Antigua.

Bassateer, Gaudaloupe at Noon bore North 5 Leagues Distance.

[HS of PA. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,  
25 April 1799

Moderate breezes & Clear Survey'd the beef & Pork & put the Crew upon  $\frac{2}{3}$  Allowance @ 6 PM shorten'd Sail & took the rear of the Convoy in tow

At 8 fresh breezes & Cloudy Convoy in Company

At 6 Made Signal for Convoy to make all Sail

At Merd<sup>n</sup> Light Airs Convoy in Company—

[Latitude In 22.51 N°]

[NDA.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 25 April 1799.

First part light breezes & pleasant weather all sail set standing after the Commodore [Barry] — at 5 PM took in our light sails & hove too under the Commodore's lee, who order'd us to bring up the rear of the fleet, hall'd our wind to the S&W<sup>d</sup> at 8 Wore Ship & Stood after the fleet —

Mid. part light winds & pleasant

At 6 AM saw the fleet on our weather bow hall'd too for them & took a Sloop in tow — At 8 spoke the Ship *Ariadne* from Boston bound to Jamaica out 21 days

[Long'de ob'd. 67.38 W.]  
[Latt'de ob'd. 22.46 N.]

[HS of Old Newbury, Mass., NDA photostat.]

To Joseph Howland, Navy Agent, Norwich, Conn., from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department April 26. 1799. —*

JOSEPH HOWLAND Esquire

*Norwich. Connecticut.*

SIR I am honored with the receipt of your Letter of the 22<sup>d</sup> instant, and consent to your extending the dimensions of the Brig<sup>s</sup> so as to make her of the burthen of 400 Tons instead of 360. A Remittance shall immediately be forwarded to you. —

I have the honor &c<sup>s</sup>

[NDA. GLB, Vol. 2, 1799.]

Letter to Captain Daniel Carmick, U. S. Marine Corps, from Secretary of the Navy

[PHILADELPHIA.]

*N Department April 26<sup>th</sup> 1799.*

Cap<sup>t</sup> DANIEL CARMICK

*of the Marine Corps Lancaster*

SIR I have by this Post written to the Sheriff of Lancaster, to send down all the French Prisoners remaining in his Custody, to this place, & you will please to escort them with the marines under your Command —

I am Sir &c &c

[NDA. OSW, Vol. 2, 1799.]

To Christian Carpenter, Sheriff of Lancaster, Pa., from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department April 26<sup>th</sup> 1799.*

CHRIS<sup>t</sup> CARPENTER Esquire

*Lancaster*

SIR You will please on the receipt of this letter to send off under the Marine Guard, all the French prisoners remaining in your Custody, supplying them with provisions sufficient to last until their arrival here. —

I am Sir &c &c

[NDA. GLB, Vol. 2, 1799.]

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To the Sheriff of Burlington County, New Jersey, from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department April 26<sup>th</sup> 1799*

*The Sheriff*

*of Burlington County*

*New Jersey*

SIR You will be pleased on the receipt of this letter to send the French Prisoners remaining in your Custody, to this place, supplying them with provisions to last until their arrival.

I am Sir &c &c

[NDA. GLB, Vol. 2, 1799.]

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

[PHILADELPHIA.]

*Navy Department April 26<sup>th</sup> 1799.*

JEREMIAH YELLOTT Esquire

*Baltimore*

SIR I am honored with the receipt of your letter of the 23<sup>d</sup> Ins<sup>t</sup> on the subject of the Schooner, Prize to the Ship *Delaware*. — The Prize Master I suppose is possessed of the documents necessary to her Condemnation, in which case let him apply by proper process in the Admiralty Court, & until a decision takes place, you will please to have the Schooner taken care of at the Charge of the Captors, and as soon as she can be sold, please to have it done. —

I am Sir &c &c

[NDA. GLB, Vol. 2, 1799.]

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

[PHILADELPHIA.]

*N Department 26<sup>th</sup> April 1799*

W<sup>m</sup> CRAFTS Esquire

*Charleston S. C.*

SIR I am honored with your letters of the 10<sup>th</sup>, 16<sup>th</sup> & 18<sup>th</sup> of April. It is unfortunate that at this late date, copper should be wanted for the Ship *John Adams*. You say that the Ship will be ready to launch in May. It is not likely that the copper can get to hand so early as

it will be wanted. It shall however be immediately sent — Copper from hence and nails from New York.

The Guns & other articles mentioned to be necessary, shall also be forwarded with Cannon ball for the Guns, I send & Kentledge for ballast. The 24<sup>lb</sup> Caronades, will be most used for short distances; I should therefore suppose they ought to have a greater proportion than common, of Grape shot. Powder I presume can be supplied out of the purchase made sometime ago by M<sup>r</sup> Desaussure. I have requested a remittance to be made you of 10,000 Dollars, & will send more as I judge you will want, governed by your estimate. — You estimate for two months advance to the men — & for provisions — let me know if you please if there is the least chance of getting the men at Charleston, & in what time, after begining — & also whether provisions can be had & at what prices. I am more anxious to have information of the real prospects as to men, from the difficulty heretofore experienced in obtaining them at Charleston. — The young Gentleman who attends the business of Commissions, being sick, I will in a few days write you again on that Subject. —

I have the Honor to be &c &c

[NDA. GLB, Vol. 2, 1799.]

To Captain Robert Gill, Navy Storekeeper, from Secretary of the Navy

[PHILADELPHIA.]

Navy Department April 26. 1799.

Capt<sup>n</sup> ROBERT GILL

SIR Enclosed you will receive an Order on Henry Foxall & C<sup>o</sup> to deliver you twenty four, 12 pound Cannon, which with the other articles mentioned in the annexed list, you will please to ship by the first opp<sup>t</sup> to Charleston S<sup>c</sup> Carolina, addressed to W<sup>m</sup> Crafts Esq<sup>r</sup> for the Ship *John Adams*, building by the Merchants of that place for the use of the United States —

Inform me as soon as possible, which of the Articles you have not in the Navy Store, in order that M<sup>r</sup> Francis may be directed to provide them.

I am Sir

Y<sup>r</sup> obe<sup>d</sup> Serv.

1600 round-12 l<sup>b</sup> Shot

400 Rounds of Grape

400 double headed

48 priming Horns

160 L<sup>b</sup> Slow Match

32 Lint Stocks

60 muskets & Bayonets

30 Pairs of Pistols

100 Cutlasses

100 Board<sup>d</sup> Pikes

90 Cartouch Boxes

100 Brushes & Wires

50 Screw Drivers

1200 flints

1 Set of Signal Colours complete

24 12 pound Cannon.

100 Tons Kentledge

[NDA. GLB, Vol. 2, 1799.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Friday, 26 April 1799

The first, and middle fresh Breezes, the latter light Winds, and Variable. At 6 PM abreast the West End of Dominica. At AM

abreast the East End, and at 6 AM off the Road of St<sup>r</sup> Piere's Martinica, and at Noon anchored to the Eastward of the Merchantmen opposite a Sandy Bay in 18 Fathoms of Water. Carried out the Stream Anchor with two Cables on an End to the Westward. The *Redoubt* that protects the Harbour, when at an Anchor bore East two Cables' Length Distance.

The last 24 hours. — Brought to and spoke a Dane from Martinica bound to St<sup>r</sup> Bartholomew's. The United States' Ship *Portsmouth*, Captain M<sup>e</sup>Neil in the Offing beating in.

[HS of PA. NDA photostat.]

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Extract from Journal of James Pity, U. S. Frigate *Constitution*,  
26 April 1799

Light Airs & Cloudy

at 5 P M. Convoy In C<sup>o</sup>

@ 7. Breeze from S S E.

Latter part Pleasant wash'd and fumigated between Decks

[Latitude In 23.36 N<sup>o</sup>]

[NDA.]

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Extract from journal of the U. S. Ship *Merrimack*. Captain Moses Brown, U. S. Navy,  
commanding, Friday, 26 April 1799

First part light airs & pleasant weather

Middle part light airs & Cloudy

Saw 10 sail to windward suppose them to be part of the fleet, with the *Constitution* —

Latter part Cloudy & light winds.

[Long'de ob'd. 68.02 W.]

[Latt'de ob'd. 23.40 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, 26 April 1799

Moderate breeze and pleasant Weather

4 PM. saw two Schooners close under Gaudaloupe, & a Sloop, bearing S.S.E. gave chase to the latter ½ past 5 pm. brot. too the Chase, sent a boat on board & examined the papers (an English Sloop from Martinico bound to St<sup>r</sup> Bartholomews, nam'd the *Prince Raphael*, Fay, Master, belonging to Jno Baron of Dominico, loaded with Provisions & Dry Goods, navigated with 5 Men all Negroes) her papers being clear she was permitted to proceed on her voyage, Tack'd Ship & stood towards the Commodore N<sup>o</sup> point of Gaudaloupe bore E B N<sup>o</sup> 5 Leagues distance Fresh Gale & pleasant weather Mountserat bearing W N W distance 6 Leagues, 3 AM. saw two Strange Sails, call'd all hands & cleared Ship for Action, discovered them to be 2 Ships Standing to the N NE<sup>r</sup> shortened Sail & spoke the Commodore ½ past 5 AM. saw a sail on the weather Beams gave Chase 6 fired 2 Shot at her ½ past 6 a 3<sup>rd</sup> shot brot

her too prov<sup>d</sup> to be a Schooner from Antigua bound to Martinico (the same we spoke on the 22<sup>nd</sup> Inst.) by this Schooner We Rec<sup>d</sup> Information Viz<sup>t</sup> that the Emperor of Russia had declared War against the French, and march<sup>d</sup> agst them 150-000 Men. 8 Am. the extremes of Guadaloupe bore East & S.E B S. Montserat NW B W. 6 Leagues distance. Saw a Schooner under Guadaloupe and one near the S<sup>e</sup> point of Montserat, seamen employed clearing & cleaning between Decks & coiling Hawsters in the Cable Teers. Saw a Sail boat standing in towards Montserat Noon fresh breeze & pleasant weather, Montserat bore West 4 Leagues distant. Water expended 56 Gall<sup>s</sup> Remains 1646 G<sup>s</sup>

[LC, EPP, 1799.]

To Captain Christopher R. Perry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 27<sup>th</sup> April 1799 —*

Cap<sup>t</sup> CHRIS<sup>t</sup> R. PERRY

SIR I am honored with your letter of the 21<sup>st</sup> instant — Your recruiting Instructions mention that besides Marines, Officers and Petty Officers, you would be allowed not exceeding 152 Men and Boys — Your whole crew including Officers & Marines, would then be about 220 Men — But this would be a very full crew — perhaps more than necessary. You might with great propriety sail 20 or 30 Short of this number. British Ships of the same size, have seldom so many men as 200. — In Newport & Providence you had got upwards of 50 — & had not heard from Boston, Salem, New London, and several other smaller places. There is the utmost necessity for your sailing without delay for the Havanna — I request that you will immediately collect all your men to the Ship — I hope with the 30 Marines already at Newport you will have enough; I shall in a few days send your sailing orders, and hope by the time you receive them, you will have your men, & every thing else ready for a Cruise. — you say that the mony rece<sup>d</sup> will be inadequate to the purpose of procuring the men — I wish you had stated the further sum necessary. I have however directed a remittance of 2,000 Dollars to be made you, which I presume will be more than sufficient for the recr<sup>d</sup> expences & advance to the men, & officers, also if they require an advance of 2 Months.

I have the Honor to be &c &c

[NDA. OSW, Vol. 2, 1799.]

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

[PHILADELPHIA.]

*N Department 27<sup>th</sup> April 1799 —*

JEREMIAH YELLOTT Esquire.

*Baltimore*

SIR The two Ships building at Baltimore, are in such forwardness I am informed, as to make it necessary that preparations should be made for equipping them for sea. If you will be so good as to undertake the direction of this business, and will give me notice of the money wanted from time to time, it shall be very punctually remitted.

Cannon for one of the Vessels will be sent from hence — the other is provided — The Public has powder in the hands of Mess<sup>rs</sup> Gilmore & C<sup>o</sup> Works — Muskets can be sent from hence; & Pistols if necessary, all other things Baltimore I presume can furnish —

I have the Honor to be &c &c

Col<sup>o</sup> Gurney is Agent for Decatur, he will correspond on the subject of the prize. —

[NDA. GLB, Vol. 2, 1799.]

To John P. Mumford, New York, from Secretary of the Navy

[PHILADELPHIA.]

N Department April 27<sup>th</sup> 1799

JOHN P. MUMFORD Esq<sup>r</sup>  
New York

SIR I have the honor to enclose Lists of Rigging and Blocks suitable for the Frigate. —

The Bower Cables should be 17½ Inches, and the Stream 10 Inches. — On board of the British Ships of War, they usually have seven of the former and one of the latter dimensions, but I am of opinion, five of the former & one of the latter will be found sufficient. — I am requested by M<sup>r</sup> Humphreys who furnished the list of dimensions for the Masts and Spars to mention that the Mizzen Mast being calculated the same length as the foremast, in order to keep it on the same line, as much should be deducted from the heel as the dead wood raises more abaft than forward. — I shall speak to the commandant of the Marine Corps about fixing a Guard for the Frigate as you propose.

I have the Honor to be

[NDA. GLB, Vol. 2, 1799.]

To John Granbury, at Norfolk, from William Winder, Accountant of the Navy

[PHILADELPHIA.] NAVY DEPARTMENT

Accountants Office April 27<sup>th</sup> 1799

JOHN GRANBERRY  
Norfolk

Sir Your account and vouchers for the purchase and Equipment of the Brig *Richmond* at the expense of sundry Subscribers in Virginia, have been examined, and some errors discovered. omitting those of smaller note, I have subjoined a statement of three a — amounting to 50.66 over paid by you. should you recover, this sum, or any part of it back you will please to give notice thereof to this Office.

The settlement of these accounts have been delayed for want of information with respect to the periods from which the several sums advanced by the subscribers ought to bear interest, which the documents transmitted by you do not completely furnish. The *Richmond* list states the days, on which the several subscribers respectively paid their money. The *Petersburg* list, altho' not so particular states the days, on which certain sums were paid, or remitted, this will be admitted if satisfactory to the subscribers, altho' the list is not authen-

ticated by the signature of any person. But neither the Norfolk, nor Williamsburg list affords any information, as to the times when the money was paid, either collectively, or individually you will please to procure, and forward the necessary information on this subject. —

With respect to the evidences that will be given for debts of this nature. I understand the Treasury department from whence they are to issue, have adopted the follow<sup>g</sup> regulations.

First, only one original certificate will issue from the Treasury for the debt incurred by the acceptance of any one vessell on the credit of the United States. —

Second, This original certificate may be canceled at the loan office of any state, and new certificates bearing interest from the same period issue[d] for the amount in the names of such persons as the holders of the original certificates may transfer to.

Third Both the original and derivative certificate will be restricted to even sums of one or more hundred dollars.

The operation of this regulation will render it necessary to ascertain one date from which the whole debt may bear interest. When I shall be furnished with dates from which the respective parts ought to bear interest, it would not be difficult to ascertain a mean date for the whole, and this would be the proper mode; but as I believe the following, altho' not so proper, can be more conveniently applyed to the several subscribers. I propose unless you shall be of opinion that the first is preferable to calculate interest on the sums advanced at different dates to a period subsequent to all the advances, and adding the interest thus found to the amount paid, assume the aggregate as the debt to bear interest from the period of time that the interest is calculated to. Whatever fraction of one hundred dollars the sum thus found may contain, as it cannot by the before mentioned regulations be included in a certificate will I presume be paid in money. For the remaining hundreds, a Stock certificate will issue, to such person, or persons, as you, or the subscribers, shall request, and authorise me to state it payable to. I mention this, because as a number of transfers at the loan office will be required for the accommodations of the subscribers, you may consider, whether these will be a convenience in having the original certificate in the name of some person, or persons at Richmond, convenient thereto and advise me accordingly —

It will no doubt occur to you that by assuming a principal debt in the manner proposed, every subscriber, even those who subscribed an even hundred will have due to him a fraction that cannot be included in any certificate, and I know of no remedy more convenient than by buying and selling those fractions to center a sufficiency of them in one hand to amount to an 100 Dollars.

Overpaid by John Granberry

In Randolph & Armistead acc<sup>t</sup> for

14 Jackets at 14/ extended	10. 16
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The true amount is only	9. 16
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Difference

1. 0. 0
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120 p<sup>t</sup> cent advance on ditto

1. 4. 0
---------

2. 4. 0 equal to	7. 33
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Geo Finch's bill amounts to	103.10		
This sum is extended	378.33		
But is only-----	345.00	error in conversion of	33.33

Jacob Susters bill amounts to £31.19.8			
which is converted to	116.61		
But it is only-----	106.61	error in conversion of	10.0

Amount over paid by J. G.-----	50.66
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[NDA. LB, N. DeptAcctsOf., 1798-1800.]

To Christian Carpenter, Sheriff of Lancaster, Pa., from Secretary of the Navy

[PHILADELPHIA.]

*N Department April 27<sup>th</sup> 1799*

CHRIST<sup>d</sup> CARPENTER Esquire  
*Lancaster*

SIR If the French prisoners have not been sent off when this Letter reaches you please to detain them until I write you again on the Subject. —

I am Sir &c &c

[NDA. GLB, Vol. 2, 1799.]

To the Sheriff of Burlington County, New Jersey, from Secretary of the Navy

[PHILADELPHIA.]

*N Department April 27<sup>th</sup> 1799*

*The Sheriff of Burlington County*

SIR If the French prisoners should not have been sent off when this letter reaches you, please to detain them until I write you again on the subject. —

I am Sir &c &c

[NDA. GLB, Vol. 2, 1799.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,  
27 April 1799

Light Airs & Vble —

at 3 PM Saw a strange sail bear<sup>e</sup> WNW. At 5 calm Cast off  
3 Vessells after towing them 46 hours —

At 8 light squalls of Rain.

At 5 PM saw 16 sail of the Convoy made the Signal to close

An English Brig bound to Bermuda & an English Sch<sup>r</sup> bound to S<sup>t</sup>  
Johns (N. B.) parted from the Convoy

{Latitude In 24.00 No.}

[NDA.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy,  
commanding, Saturday, 27 April 1799

First part pleasant & light winds.

Squalls of rain —

Middle part Pleasant weather  
 Latter part pleasant Weather & Moderate breezes 16 sail in sight  
 & a Sloop in tow.

[Long'de ob'd. 68.29 W.]  
 [Latt'de ob'd. 24.33 N.]

[HS of Old Newbury, Mass., NDA photostat.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
 Saturday, 27 April 1799

Fresh Breeze and pleasant Weather Seamen Variously employed  
 6 PM. Englishmans head bore SE B S<sup>e</sup> & Monserat West, bore  
 down & spoke the Commodore. Saw a strange sail on the Lee  
 Quater, the Commodore informed us the boat We had seen \* standing  
 into Monserat, was one which two White Men & a black had ran  
 away with, from Point Petre Guadaloupe. These Men informed, a  
 French Sloop of War, was laying in Point Petre bound to Bassetterre —  
 Midnight moderate breezes & pleasant weather. Montserat W ½  
 S. Antigua N<sup>o</sup> 3 Leagues.

4 AM. Squally Englishmens head S. SE<sup>t</sup> 5 Leagues —

½ past 7 AM. saw two sail on our Lee Bow. took them to bee 2  
 Schooners Standing to the N<sup>e</sup> 9 Am. discovered them to be a Sloop  
 & a Schooner Standing towards us — Out all sail and gave chase as  
 did the Commodore 10 The Commodore brot. too the Sloop (under  
 Swedish Colours) we contin<sup>d</sup> the chase after the Schooner, she having  
 bore away and was making all sail from us — 11 AM. the Com-  
 modore threw out a signal and we gave up the chase, in Steering Sails  
 and hauled our Wind — ½ past 11 AM. spok the Commodore,  
 washed out between decks and sprinkeled with Vinegar — Broached  
 a Cask of water, Remains on board 1,590 Gallons — Expended last  
 24 Hours 56 Gallons —

Noon Antigua NNE<sup>t</sup> — Montserat SW. and Gaudaloupe English-  
 mans head S. E<sup>t</sup> distance 6 Leagues

The Sloop the Comm<sup>o</sup> spok was from S<sup>t</sup> Bartholomews bound to  
 Gaudaloupe Laden with Provisions —

\*See 26<sup>th</sup> — 9 am.

[LC, EPP, 1799.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,  
 28 April 1799

Moderate Breezes & Cloudy at ½ past 3 saw a strange sail bear\*  
 NNE made sail and gave chase at 5 PM boarded her proved a  
 Sweedish Ship from N York bound to New Orleans.

At 4 PM made the Signal for the Convoy to make Sail

At 10 AM. Call'd all hands & perform'd divine Service

[Latitude In 25.32 N<sup>o</sup>]

[NDA.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 28 April 1799

First part light winds & pleasant weather, part of the fleet left us, at  $\frac{1}{2}$  past Mer<sup>dn</sup> saw a brig to windward standing to the Southward  
Middle part fresh breezes & pleasant

Latter part pleasant & light winds, left the fleet. hall'd our wind to the N<sup>e</sup> & Eastward. Cast off the Sloop —

[Long'de ob'd. 69.13 W.]  
[Latt'de ob'd. 26.10 N.]

[HS of Old Newbury, Mass., NDA photostat.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Sunday, 28 April 1799

Moderate breeze and pleasant Weather, Seamen Variously employed under the Boatswain (being Saturday by the civil day)

6 P.M. continuing Moderate breeze and Pleasant Weather, The South Point of Montserat bore W B. N°. Antigua North and Englishmans head (Gaudaloupe) South distance 5 Leagues 8 P M. Spoke the Commodore —

Midnight, continuing Winds and weather as above made and shortened Sail as circumstances Required

8 AM. Squally — Englishmans head S.S.W. distance 3 Leagues Descada E S E<sup>e</sup>. Antigua N B. W<sup>e</sup> — 11 AM. saw a Strange Sail bearing down towards us, We first took her to be a Schooner but afterwards found her to be a Ship, Made all Sail & gave Chase to Windward — Water Expended 56 Gallons, Remains 1534 G<sup>s</sup> Broached a Cask of Beef 32 pieces — 71 &  $\frac{1}{2}$  Short Weight

Noon, moderate breeze and pleasant weather, Commodore on our lee Quater 2 Miles — Flag staff on Antigua N°.

[LC, EPP, 1799.]

To Secretary of the Navy from Secretary of State

DEPARTMENT OF STATE  
*Philad<sup>a</sup> April 29<sup>th</sup> 1799*

BENJAMIN STODDERT *Esq<sup>r</sup>*

DEAR SIR I return herewith Gen<sup>l</sup> Smith's letter to you of the 20<sup>th</sup> together with that from his supercargo John Crawley. In answer to his enquiry, you may inform Gen<sup>l</sup> Smith, that the same offer has been made to Desfourneaux as to Toussaint: the total suppression of privateering is the indispensable condition of a renewal of our commerce with both S<sup>t</sup> Domingo and Guadaloupe. This answer was transmitted to Desfourneaux by the *Retaliation*, which you sent thither with French prisoners. —

I am very respectfully &c

TIMOTHY PICKERING

[SDA. Dom. L. Vol. 11, 1798–1799.]

To John Turner Fisher, Sailing Master, U. S. Navy, from Captain Thomas Truxtun,  
U. S. Navy

UNITED STATES SHIP *Constellation*,  
*S<sup>t</sup> Pieres Martinica 29<sup>th</sup> April 1799* —

SIR, The Duty of every Officer on Board this Ship has been generally pointed out in Writing; Lieutenant Shirley, who was first appointed the Master, and since received a Commission, will furnish you with Copies of my Letters to him, respecting your Functions.

You will observe that in the present State of Things in America, that it is difficult to find a Person as a Boatswain, in whom all that Confidence can with Propriety be placed, that is attached to such Character; hence it is, that the Master must be vigilant in superintending that Department in every Respect, otherwise the Service might suffer considerably, for Frauds, if not committed, have been attempted. A steady Observance of the Rules of the Ship, and a Watchfulness over all Matters, appertaining to the Station you are in, will always command my Esteem, and can never fail of recommending you to further Notice; But a contrary Conduct will always with me have a contrary Effect, but this, I trust, will never be chargeable to you.

Under a full Reliance of Harmony, between you and your Brother Officers, I have only to add at present, that I am, Sir, with great Respect

Your Obed<sup>t</sup> humble Serv<sup>t</sup> —

To M<sup>r</sup> JOHN TURNER FISHER.

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

[29 April 1799]

To John Gay, U. S. Agent, Martinica, from Captain Thomas Truxtun, U. S. Navy

DEAR GAY, I send the Purser to hurry off the Articles purchased, and to give you an Order on Clarkson at Sight for the Amount of your Account, and Commission, I have ordered all my Squadron to S<sup>t</sup> Kitts, where I expect to find them on the 2<sup>d</sup> May, four I shall leave behind for a Time, say untill after May. These four Vessels, I intend shall cruize in Pairs, two off Gaudaloupe principally, and two off S<sup>t</sup> Bartholomews' &c: If Barron should send any Thing here, he will call on you, this Gentleman commands the Ship *Baltimore* of 26 Guns, and will have with him the *Richmond* brig of 16 Guns. Whatever may be captured by the other two will be sent to S<sup>t</sup> Christophers' as they will be stationed too far to Leeward to visit you.

May Health and Prosperity await you, is the Wish of your sincere Friend

U: S: Ship *Constellation* }  
S<sup>t</sup> Pieres Road Martinica 29<sup>th</sup> April 1799 }  
JOHN GAY ESQUIRE.

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

To General Knox, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA.]

N Department 29<sup>th</sup> April 1799

GENERAL KNOX

Boston

SIR There are in all Six Vessels to mount not more than 18 Guns — and 6 to mount not less than 74 Guns to be built. Directions were sent to build one of the former at Newbury Port, before the receipt of your letter of the 20<sup>th</sup> March & under the impression that it was probable one of the 74 Gun ships would also be built in Mass<sup>ts</sup> & that, in that event it would be proper, to build no more of the small Vessels in that State — I delayed a reply, until I could be certain as to the disposition which would be made for the large Ships. I am not yet absolutely certain on this subject — but being honored with your letter of the 24 Ins<sup>t</sup>, and believing it will not be in my power to contract with you, consistently with the principles upon which this business of building the Ships, is meant to be executed, I will no longer delay telling you so. —

I am &c &c

[NDA. GLB, Vol. 2, 1799.]

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

[PHILADELPHIA.]

Navy Department 29<sup>th</sup> April 1799 —

WILLIAM CRAFTS ESQUIRE

SIR I expect Cap<sup>t</sup> Perry, in the Frigate *General Greene*, will call off the Bar of Charleston, in about 20 days from this time — perhaps it may be a little sooner, or a little later. — It is meant that both the *General Pinkney* [*Pinckney*] and the *South Carolina*, should sail under his command, to the Havana — but it is important that he should not be detained for them, or either of them, half a day — and he will be instructed to proceed without them if they are not ready to join him — in this case they must follow, and without waiting for each other. — I pray you to have all the proper arrangements made, and to let the Vessels, or either of them, be provided with provisions &c, so that they may be detained for nothing. —

It is very possible and I hope not improbable that Cap<sup>t</sup> Perry may arrive off the Bar, by the 14<sup>th</sup> of May. —

I have the honor &c

[NDA. GLB, Vol. 2, 1799.]

Extract from journal of James Pity, U. S. Frigate *Constitution*, 29 April 1799

Moderate Breezes & Clear at 4 P M Supply'd the Sch<sup>t</sup> *Sally* one of the Convoy with 2 Gang Casks of Water

At Merd<sup>r</sup> Light Airs Convoy in C<sup>o</sup>

at ½ past 8. hoisted the Coll<sup>rs</sup> & fired a gun as a Signal to part from the Convoy.

Made Sail & parted from the Convoy Saw the Convoy bear<sup>d</sup> from W N W. to S. S W. 9 Miles Dist

[Latitude In 26.36.N<sup>o</sup>]

[NDA.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 29 April 1799

First part light winds and pleasant weather

At 1 P M saw a Sloop in the NE standing to the South<sup>d</sup>

At 5 d<sup>e</sup> tack<sup>d</sup> for her at 6 the wind being very light & night coming on, gave over chase, & tack<sup>d</sup> to the N & East<sup>d</sup>

Middle & latter parts light winds & pleasant.

[Long'de ob'd. 68.44 W.]  
[Latt'de ob'd. 27.18 N.]

[HS of Old Newbury, Mass., NDA photostat.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Monday, 29 April 1799

Moderate breeze and pleasant Weather 2 pm. wore Ship & spoke the Chase (a Ship from Bennin bound to S<sup>t</sup> Thomas 49 days out) ordered him to make Sail & speak the Commodore — 3 P M. spoke the Commodore & informed him who the Ship was — he sent his Boat on board and examined her papers, after which she was permitted to proceed — Tack<sup>d</sup> Ship and stood towards Antigua — @ 4 P M. The Flag staff of Fort Johnson bore N B E<sup>t</sup> distance 2 Leagues — 6 P M. S E point of Antigua bore N<sup>e</sup> 5 Leagues distance Midnight moderate and pleasant weather. The Commodore on our Weather bow ¼ of a Mile — made & shortened Sail occasionally. 5 AM. Saw Brig<sup>n</sup> to windward bearing NE B E. called all hands and gave Chase, 7 the Chase shew American colours, answered them by hoisting ours, but finding the Brig<sup>e</sup> did not bear away, fired a shot, a 2<sup>nd</sup> & 3<sup>d</sup> the latter brot her too — 8 AM. spoke her — she prov<sup>d</sup> to be the Brig<sup>e</sup> *Fair American* of New York — from thence bound to S<sup>t</sup> Bartholomews, 29 days out — Commanded by Geo<sup>e</sup> Creed — The Supercargo Stephen Whitney — belonging to Lawrence & Whitney, John Rolston, & Stephen Whitney — Laden with Flour, Rice, Tobacco Soap, Candles, & c<sup>e</sup> am<sup>e</sup> She was Captured yesterday at 10 Am. by 3 French Letters of Marque to Windward of the Is<sup>d</sup> of Barbuda — sent the 2<sup>d</sup> Lieutenant on board, who took charge of her, & sent the prisoners on board, consisting of a Prize Master his Mate (Whites) & 7 Negroes made a Signal to the Commodore, a White Flag over a Red, (ans'd) bore away at 11 A.m spoke the Commodore sent all the prisoners on board — Capt<sup>n</sup> Preble also went on board — a Prize Master & Men where sent on board the Prize from the *Geo Washington*, & our Lieu<sup>t</sup> & men came on b<sup>d</sup> Broach<sup>d</sup> a Cask of Water, Expended 56 G<sup>s</sup> Remains 1478 Gall<sup>s</sup>

[LC, EPP, 1799.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA.]

N Department 30<sup>th</sup> April 1799

PRESIDENT OF THE U. STATES

SIR I do myself the honor to enclose the copy of a letter from our Consul at the Havanna, to the Sec<sup>y</sup> of State [dated 2 April 1799]. It

shews that a State of things which you have long foreseen, is commencing in the West Indies: and forebodes that the American Commerce may have more to apprehend from unauthorized piracy, than any other. The spot upon which these fellows have fixed themselves lies about Sixty miles from the Havanna, & fifteen from the Bay of Matanzas, and appears to be well calculated for the annoyance of our whole Trade to Spanish America. One Frigate with two or three smaller Vessels with a land force of 300 men would probably be sufficient to inflict such exemplary punishment as might for a long time check attempts at similar establishments. Cap<sup>t</sup> Perry, in the [U. S. Ship] *General Greene* of 32 Guns, will be prepared to sail from New Port, in about 12 days — in five days I must send his cruising Instructions, to proceed to the Havanna, taking under his command, two Vessels of inferior force, from Charleston. — and I shall direct him to pay such attention to the pirates, as will at least check their depredations. — Several of our Vessel will shortly be in from the West Indies, and may be soon prepared to join Perry, or to proceed on any other enterprise.

Col<sup>o</sup> Pickering will write to the Governor of the Havanna, by Cap<sup>t</sup> Perry — and if he will not pursue the proper measures to dislodge these Pirates from the Territory of Spain, I suppose they will hardly consider offensive, any measures in our power to take, for that purpose. — It would be much more reasonable, that the American Government, should hold that of Spain, responsible for the outrages committed on our Commerce or Citizens, by these Vessels. —

I have the Honor to be &c<sup>o</sup>

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

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To Regis Le Blanc, Envoy of General Desfourneaux and Special Agent of Executive Directory at Guadeloupe, from Secretary of State]

DEPARTMENT OF STATE  
Phila<sup>a</sup> April 30<sup>th</sup> 1799

M<sup>r</sup> REGIS LEBLANC,

SIR For your information on the subject of your letter of the 1<sup>st</sup> instant, I refer you to the inclosed copy of my letter of March 16<sup>th</sup> to General Desfourneaux, stating generally, the condition on which the commerce with Guadeloupe could be renewed. There must absolutely be an end to all depredations by French privateers and other French armed vessels belonging or resorting to the ports of Guadeloupe. The arret of the Executive Directory of the 31<sup>st</sup> of July last, to which you refer, has not given, nor was it intended to give any relief to the commerce of the United States. Its analysis you will find in the inclosed report presented by me to the President on the 18<sup>th</sup> of last January.

I am Sir your obed<sup>t</sup> sv<sup>t</sup>

TIMOTHY PICKERING

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

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

[U. S. S.] *Montezuma* LAT: 30. — LONG<sup>e</sup> 78.30.

April 30. 1799

BENJ<sup>s</sup> STODDERT Esq<sup>r</sup>

DEAR SIR This will inform you that we are at last moving on, slowly homewards (after a longer cruise than either you or myself contemplated, having left Baltimore on the 20<sup>th</sup> Septem<sup>r</sup>) with a very valuable fleet, a detachment of which I am now about to part with, bound to Charleston, under convoy of the *South Carolina*, and as I hope to see you, nearly as soon as this can get to hand, I shall just give you a detail of our proceedings, in as brief a manner as I can, since my last respects to you of the 18<sup>th</sup> by the last convoy from Curacao. —

After I parted with those Vessels, off the east end of Hi[s]paniola, I made sail, and stood down the North side of the Island, for Cape Nichola Mole, there I fell in with the Brig *South Carolina*, cruizing for the *Ganges*, I thought it very problematical, meeting with her, as she had been so long detained in her equipment, therefore requested Cap<sup>t</sup> Payne to follow me; we then cruized all round the bite of Leogane, as far as Cape Tiberon, for four days, where I saw a sad reverse of times, for in a place, that in more prosperous days, wher the seas were covered with Vessels, pursuing their various objects, now appear a solitary deserted waste, I only saw in the course of the rout one Hamburg Brig from Aux Cayes, and a few Vessels lying in the Harbour of Jeremie, among them two Americans, with their colours flying, how they came there, or for what purpose, I am uninformed, but the presumption is clear, that they must have been illicit traders; and am well informed, that there are American Merchants, & Masters of Vessels, that have their friendly French Privateers, waiting in certain situations, ready to give their Vessels safe convoy to Hispaniola, for certain stipulated sums, by way of mask, to avoid the penalties of the Laws. —

Finding nothing there to arrest our attention, I ran over for the Island of Jamaica, and sent my boat on shore, at Port Maria, with a general notice throughout the Island, that I should be at Lucia, till the 8<sup>th</sup> Ins<sup>t</sup> for the purpose of collecting any Vessels that might by that time be ready, to sail under my convoy, and required the Vessels, from the South side, to meet me at the West end, but unfortunately, the letter I wrote to my friend, at Kingston, did not get there in due time, for the Vessels to prepare themselves, and on the 9<sup>th</sup> I sailed with 20 sail, collected on the North side, previous to which, I had dispatched the *South Carolina*, to the Havanna, to have the Vessels there in readiness to join us, when we appeared off the Moro Castle. — We had a very tedious time of it round; but on the 19<sup>th</sup> we had a very curious occurrence, wherein there was evidently a scheme layed, to cast a slur on our reputation; At day light we discovered a very large ship, shewing eleven Guns of a side, on her lower battery and had all the appearance of a Frigate, being full of men; attended by a Brig of 12 Guns, and a Schooner, all about 2 miles under our Lee, As soon as they discovered us they all hoisted French colours. I then hoisted our distinguishing Signals, which were not noticed, and they all appeared very busy on their decks; thus seeing no other alternative but giving them Battle, or loosing our Fleet, I chose the





CAPTAIN ALEXANDER MURRAY, U. S. NAVY



former, & made a Signal for the fleet to make all the Sail they could for the Havanna, and then bore down for them with our Colours flying, & our Guns primed, and in a Few Moments, they would have felt the effects of their temerity, had they not hawled down the French, and hoisted the English Flag, and at the same time made the addition of a red coat to their garb, being mostly in shirt sleeves, before I sent my boat on board of them, to enquire into the mystery of such conduct — which they first pretended excuse from not knowing who we were, but we afterwards found out, they had received notice of us at the grand Caymans; and they could have no other view, but that of trying to sport with our reputations, in intimidating us by their formidable appearance; but we were happy in convincing them, that Americans were not to be affrighted by a Scare Crow, for it would have been a fine boast with them, to tell they had made us run from them — The Ship proved to be a large armed transport, with a Regiment of soldiers from Jamaica, bound to Halifax, called the *Cecilia*, Cap<sup>t</sup> Parry; The Brig & Schooner, were bound to Canada — I then made sail after the fleet, and joined them in the evening. —

On the 21<sup>st</sup> we arrived off the Havanna, where we were joined by the *South Carolina* — As I have Packets from M<sup>r</sup> Uznarde [Yznardi] to you, & the Sec<sup>y</sup> of State, I refer you to them for further particulars, respecting our affairs in this quarter. — Cap<sup>t</sup> Decatur has been very assiduous, and attentive to me, in assisting in the assemblage of this fleet now under my convoy consisting of 57 sail in number, bound to different Ports in America, the estimate value of their Cargoes, amount to 2,025,000 Dollars, from which there must accrue to the revenue \$250,000, all of which I hope to have the pleasure of conducting safely to our Coast; What cannot Americans boast of, when they hear of such valuable fleets as these, covering the Western hemisphere with their Canvas? And what would have been the revenue, had not our Government roused up, from its supine Lethargy. —

Blush at our rising consequence & success, ye stubborn hearted democratic Junto, may you all live to see, and feel your errors, and acknowledge them. — Better to come in at the eleventh hour, than not at all, for while you were labouring to save a Cent, the Community was loosing a Pound. —

Pardon this Apostrophe, for I confess, I feel the pride of a real American, surrounded as I am by so much Wealth. —

I am very respectfully

Your Most &c &c

[NDA photostat.]

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

[PHILADELPHIA]

Navy Department April 30<sup>th</sup> 1799.

Cap<sup>t</sup> JAMES SEVER

Portsmouth

SIR I have received your letter of the 15<sup>th</sup> Ins<sup>t</sup> and have directed M<sup>r</sup> Rush to carve a Head for the Ship *Congress*. — You will receive enclosed a letter from M<sup>r</sup> Humphreys containing the midship or

inboard plan which you require — M<sup>r</sup> Sheafe has already been advised that the Main Deck Guns are to be 18 pounds.

I have the Honor to be

[NDA. OSW, Vol. 2, 1799.]

[30 April 1799]

Protest of Samuel Wheaton, Master of the Schooner *Orange*, captured by Privateer Schooner *Scrutin*, Captain Lagan

By this Public instrument of Protest, be it known and manifest — That on Monday the Seventeenth day of June A D 1799 — Before me Samuel Chace Esq<sup>r</sup> Public Notary — duly admitted & sworn to said Office for the town of Providence, and County of Providence, State of Rhode Island &c — Personally appeared & came Cap<sup>t</sup> Samuel Wheaton late Master of the Schooner *Orange* belonging to Thomas Lloyd Halsey Esq<sup>r</sup> Merchant in Providence and being duly engaged in form of law doth depose and declare — That he sailed from Surinam Master of said Schooner — on the twenty second day of April last laden with Coffee, Cotton & Molasses — and designed & bound for Providence — That on Tuesday the thirtieth day of April some leagues to windward of Guadaloupe — he was captured by an armed Privateer Schooner called the *Scrutin* Cap<sup>t</sup> Lagan, Commander and carried into said Island of Guadaloupe — and there imprisoned on board a Guard Ship, having no liberty to make a Protest, or to get a Copy of their Condemnation — That they did condemn the said Schooner *Orange* there together — with all her Cargo & appurtenances — and also that they took away from him all his Papers of every sort together, with the said Schooners Register and totally detained them from him — likewise his instruments and many of his Cloaths —

SAMUEL WHEATON

[RIHS.]

To Jesse Hollingsworth, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA]

N Department April 30<sup>th</sup> 1799

JESSE HOLLINGSWORTH Esq<sup>r</sup>

Baltimore

SIR I am much obliged to you for your favor of the 28<sup>th</sup> Inst<sup>t</sup> — I have no doubt your opinion, the result of experience, is a just one, and will endeavour to profit by it. — M<sup>r</sup> Yellott is already building one of the kind of Vessels you recommend — and we have some others preparing in other parts of the United States — and I hope it will soon be found that we shall have a sufficient number of fast sailing Vessels. We have some such now in the West Indies, but they have been employed too much in Convoying instead of being kept intirely for Cruising which arose from the great desire of the Commanders to give all possible satisfaction to the Merchants. — Some of our Vessels are now on their return from the Islands — and it is not meant that so many as heretofore, should remain in the West Indies — During the Winter, when our own Coast is dangerous, it was thought best to keep them in that quarter. —

I am Sir &c &c

[NDA. GLB., Vol. 2, 1799.]

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

[PHILADELPHIA, PA.]

*N Department April 30<sup>th</sup> 1799*

JEREMIAH YELLOTT ESQUIRE

*Baltimore*

SIR I have received your letter of the 27<sup>th</sup> Ins<sup>t</sup> — The account for the marine Cloathing appears to me to be exorbitant, & at least one fourth beyond what the same Articles can be obtained for here — Be pleased to require of M<sup>r</sup> Howard an Acc<sup>t</sup> of the price of each Article composing the suit, and should you then be of opinion that it is reasonable please to discharge it and I will make you a remittance to the Am<sup>t</sup> — Instead of one only, be so good as to have two Schooners built such as you judge best qualified to be usefull in our Navy, and as quickly as possible — with respect to both I rely intirely on your judgment and experience, and money from time to time shall be furnished you, upon your requisitions. —

There is Copper in the hands of General Swan belonging to the Public which will answer for coppering them. —

I have the Honor to be

[NDA. GLB., Vol. 2, 1799.]

To Captain Richard Conway, Agent, Alexandria, Va., from Secretary of the Navy

[PHILADELPHIA.]

*N Department 30<sup>th</sup> April 1799*

Cap<sup>t</sup> RICHARD CONWAY

*Alexandria*

SIR I have been divided between my desire to get one of the 18 Gun Vessels built at Alex<sup>a</sup> and my anxiety to get her quickly into service; which must be my apology for so long delaying to answer your favor of the 17<sup>th</sup> Ins<sup>t</sup> Upon the whole I believe I must decline getting the Vessel built at Alex<sup>a</sup> as her services next winter in the West Indies may be material. — Permit me to beg the favor of you to ship 40,000 <sup>lbs</sup> of Ship bread, as soon as convenient, addressed to Cap<sup>t</sup> Rob<sup>t</sup> Gill Navy Store Keeper, Phil<sup>a</sup> — your draft for which on me as Sec<sup>y</sup> of the Navy, shall be punctually paid, at sight — M<sup>r</sup> Jameson, writes me he has some on hand, and he is an excellent Baker. I want to judge whether Bread cannot be sent from Poto<sup>k</sup> cheaper after paying freight & Commission — the quality also considered — than it can be supplied by the Bakers here, or Eastward — who in general make very bad bread. — Please to send acc<sup>ts</sup> & rece<sup>ts</sup> from the bakers — that the account may be settled at once — & take triplicate bills lading one send to me, & one to Cap<sup>t</sup> Gill. —

I have the Honor to be

[NDA. GLB., Vol. 2, 1799.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Tuesday, 30 April 1799

The Middle Part of these Twenty four Hours moderate Breezes, and squally, the first and latter were light Breezes variable inclining to Calm.

At 5 PM made the Signal for *L'Insurgente* to get Underway, and soon after we stood out of the Road in Company with Each Other, having lost our Stream Anchor with which the Ship was moored.

This Day Admiral Harvey came off with the *Prince of Wales* of 98 Guns, on Board of which Ship he had his Flag hoisted, and the *Vengeance* of 74 Guns together with some light Ships of War, and a Number of Merchantmen, the Convoy was joined by many Ships from this, and all stood to the N. N. W. by the Wind.

At Noon the British Convoy all in Sight as well as our own with the *Portsmouth*, when the Body of Dominica bore E. N. E. Distance seven Leagues.

[HS of PA. NDA photostat.]

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Extract from journal of James Pity, U. S. Frigate *Constitution*, 30 April 1799

Moderate & Clear

At 7 Light Airs & Vble

at  $\frac{1}{2}$  past 5 saw a strange sail bear<sup>e</sup> N. b. E Made sail and gave Chace.

at  $\frac{1}{2}$  past 10 Answer'd the private Signal of the U S Sloop War *Merrimack*

Wash'd & fumigated between Decks.

[Latitude In 28.01 N<sup>o</sup>]

[NDA.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 30 April 1799

First light winds & pleasant weather

Middle part Calm & pleasant

At 9 AM saw a Sail to the South<sup>d</sup>

tack'd Ship after her She prov'd to [be] the *Constitution*, at Meridian Spoke her.

Ends with pleasant weather.

[Long'de ob'd. 68.28 W. ]  
[Latt'de ob'd. 27.57 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*,  
Tuesday, 30 April 1799

Light breeze and pleasant weather  $\frac{1}{2}$  past 12 Capt<sup>n</sup> Preble came on board The Prize bore away for Montserat — Made sail by the wind to the N<sup>d</sup> the West Point of Antigua bearing NW B N<sup>o</sup> 5 Leagues Distance

4 P. M. Moderate breeze and pleasant weather, the Western extremity of Antigua bore W NW<sup>t</sup> distance 6 Leagues 5 Pm. Squally in T. G. Sails west point of Antigua bore NW<sup>t</sup> 4 Leagues distance Made & shortened sail & Tack'd Ship as circumstances Required South<sup>a</sup> point of Montserat W<sup>t</sup> B S..

10 Leagues distance

Midnight fresh breeze and cloudy, Commodore on our lee Bow a mile Distant