

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

**Volume III  
Part 2 of 4**

**Naval Operations  
from April to July 1799**

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11 AM. saw a strange Sail under Gaudaloupe at same time Descada bore S E. 8 Leagues distance when this bearing was taken Antigua point, and the NW<sup>t</sup> extremity of Gaudiloupe where in Range — † ½ past 11 AM. saw a sail to Windward bearing down on us made all sail & gave chase to Windward — the Chase was discovered to be a Schooner ¾ past 11 the Schooner down all sail & laid a hull from which we supposed her to be a Privateer (Continuing the Chase made a signall to the Commodore — N<sup>os</sup> 2 & 8. Answered — —

Noon fresh gale and pleasant weather, Descada SE B E<sup>t</sup> 7 Leagues Broached a Cask of Water Expended 56 G<sup>s</sup> Remains 1422 G<sup>s</sup> Broached a Barrel Flour

†Mem<sup>o</sup> when the above bearings are on the Low Land to the South<sup>d</sup> of you is distant 2 Leagues.

[LC, EPP, 1799.]

To Nehemiah Hubbard, Navy Agent, Middletown, Conn., from Secretary of the Navy

[PHILADELPHIA]

N Department May 1<sup>st</sup> 1799.

NEHEMIAH HUBBARD ESQ<sup>t</sup>

*Middletown*

SIR I have received your letter of the 26<sup>th</sup> ultimo, A list of military Stores was forwarded to you very early, and you have since received lists of provisions and Cabin Furniture from which you can decide on what articles can be procured on the spot— Such as are to be forwarded from here, shall be sent as soon as I hear from you.— I ordered a Camboose to be sent to you from New York in January last, and shall enquire if Mess<sup>rs</sup> Watsons have Shipped it, if not, it shall be sent immediately from thence, or from Newbury Port, where the Public have had them made of a better quality.— If the Signal Colours should not arrive before this letter gets to hand, I will send another sett — The Ships Colours it was expected you would have procured, and you will be pleased still to do it agreeably to the enclosed list. — with respect to Hammacks and all other small articles, you must consult with Cap<sup>t</sup> Tryon and act according to his and your own judgment. — As Kentledge will be wanted early I shall have Eighty or one hundred Tons sent you immediately. While writing, your letter of the 17<sup>th</sup> has come to hand and I have ordered a Remittance of 3000 Dollars for you agreeably to your request. I agree with you & Cap<sup>t</sup> Tryon that 220 Men will be too many for the *Connecticut*, and it will be better that the Crew including Officers should not exceed 180, you will therefore only procure provisions for that number, Cap<sup>t</sup> Tryon may engage 10 or 20 Seamen as he proposes, the wages are 17 dollars for able Seamen & for boys and Ordinary Seamen from 5 to 14 dollars, they must be enlisted for one year — and if he cannot get them without making an advance he may advance them 2 M<sup>os</sup> pay, I shall shortly send him his recruiting instructions. — In the mean time I have ordered a remittance of \$1000 for him — I am glad that you had procured part of the military Stores. —

I have the Honor to be

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

[1 May 1799]

To Patten & Walker, Fredericksburg, Va., from Captain Edward Preble, U. S. Navy

NEW YORK June 20<sup>th</sup> 1799Mess<sup>rs</sup> PATTEN & WALKER*Fredericksburgh*

GENTLEMEN, I have to acquaint you that the U. S. Brig *Pickering* under my Command, in comp<sup>y</sup> with the *George Washington* on the 1st May recaptured the Schoo<sup>r</sup> *Francis* of Fredericksburg from the french, she then being within a few leagues of Guadaloupe, as the Cap<sup>n</sup> J. Preble & the Mate & crew having been taken out with all the papers we should have been at a loss to have known who the Vessel belonged to had it not been for a passenger left on board who acquainted us she belonged to you. She had lost her Fore Mast & Main Boom and had been made a compleat wreck in a Gale of Wind, and was towed into Martinico by the *G W* [*George Washington*] & Vessel & Cargo sold, the Acc<sup>ts</sup> of the Agent M<sup>r</sup> Gay and also our account current I now inclose you M<sup>r</sup> W<sup>m</sup> C in whose hands I have left the Bills and acc<sup>ts</sup> writes you are at liberty to draw on M<sup>r</sup> William Codman of this place Merch<sup>t</sup> for the ballance due you when the Bills are paid,

I have the honor to be

Gentlemen, Y<sup>r</sup> O Serv<sup>t</sup>

E P [EDWARD PEEBLE]

Cap<sup>n</sup> Preble who commanded the *Francis* is my Brother, and I understand went from Guadaloupe to S<sup>t</sup> Bartho<sup>mews</sup> in a Cartel & from thence I understand he sail'd for Martinico

The *Pickering* is a remarkable fast sailer and can be very serviceable in the West Indies it is necessary she should be compleatly caulked coppered & have new Fore & main shrouds, & some new sails before she wil be in a condition to go out on a cruise.—

I intend to do myself the honor to wait on you in Philadelphia as soon as the *Pickering* can be got up to the city. —

I have the Honor to be with great respect Sir

Your most Obed<sup>t</sup> & humble Serv<sup>t</sup>

EP. [EDWARD PEEBLE]

[LC, EPP, Vol. 1, 1680-1799.]



REPORT OF VESSEL'S Spoken with at Sea By the U.S.R.C. Brig *Pickering*

Date	Vessels Names	Masters Names	Owners Names	Men	Guns	Tons	Where Belong'g
1799							
March 29 <sup>th</sup>	<i>Commerce</i>	Hemmingway	Gordon & Tillinghurst	6	"	65	Providence.
April 2 <sup>d</sup>	<i>Mary</i>	Downing Lee	Payne Elwell	5	"	46	N <sup>o</sup> Yarmouth.
" 5 <sup>th</sup>	<i>Tuonne Venner</i>	H. P. Schmeit	W <sup>m</sup> Crouse & W <sup>m</sup> Ruan	10	"	146	St. Croix.
" 14	Brig <sup>e</sup> <i>Nymph</i>	Jn <sup>o</sup> Webster	Jn <sup>o</sup> Webster	{ 6 passengers	}	240	St. Christophers.
				{ 10			
" 29 <sup>th</sup>	" <i>Fair American</i>	Geo Creed	{ Hen <sup>r</sup> Whitney Stephen Whitney	{ 10 & 1 passenger	"	14519/95	N. York.
			{ Jon <sup>s</sup> Laurence Jun <sup>r</sup> and John Rolston				
" 30 <sup>th</sup>	Sloop <i>Dispatch</i>	Abeil Briggs	Woodbury Storer	5	"	3145/95	Portland.
April 1 <sup>st</sup> [May 1 <sup>st</sup> ]	Schooner <i>Francis</i>	Joshua Preble	Patten & Walker	{ 7 French	}	80	Fredericksburg.
				{ 2 Americans			

Date	Where Bound	How long out	From Whence	Lading	To Whom Cons <sup>d</sup>	Intelligence
1799						
March 29 <sup>th</sup>	St. Croix	17 days	Providence	Lumber	Tillinghurst	{ Trinidad taken by the Spaniards & French Frigates arriv'd at Cayenne & were expected to attack Surinam.
April 2 <sup>d</sup>	Portland	13 days	Demerara	Sugar & Rum	Payne Elwell	
" 5 <sup>th</sup>	St. Croix	25 days	Havanna	Sugar	Owners	{ Captur'd the 28 <sup>th</sup> Ins't at 10 AM by the French Lugger <i>Le Brulie</i> [?] Cap <sup>n</sup> Guignesfil — Recaptur'd [by?] us 29 <sup>th</sup> 9 AM 2 Whites & 7 Blacks on board — Jos Rainaud prize M Sent her to Mont Serat with a Prize Master and men from the [George] Washington.
" 14	Mont Serat	35 days	N. York	Provisions & Lumber	Jn <sup>o</sup> Webster	
" 29 <sup>th</sup>	St. Bartholomews	29 days	N. York	Provisions &c	S. Whitney	{ Captur'd the 28 <sup>th</sup> Ins't at 10 AM by the French Lugger <i>Le Brulie</i> [?] Cap <sup>n</sup> Guignesfil — Recaptur'd [by?] us 29 <sup>th</sup> 9 AM 2 Whites & 7 Blacks on board — Jos Rainaud prize M Sent her to Mont Serat with a Prize Master and men from the [George] Washington.
" 30 <sup>th</sup>	Portland	17 days	Surinam	Molasses & Sugr	W <sup>m</sup> Storer	
April 1 <sup>st</sup> [May 1 <sup>st</sup> ]	Grenada	{ 54 days having lost her Fore Mast.	Fredericksburg	Tobacco & Flour	Master	Man'd her for Martinique.

[LC. Mss.]

[1 May 1799]

Extract from the log book of the Schooner *Polly*, of Rhode Island, Joseph Goid, master, from Barbadoes, bound to Wilmington, captured by a French frigate, but escaped later

"Sailed April 10th under convoy of the United States frigate, in lat. 26, long. 69. Sunday the 28th left the convoy. Wednesday May 1, in lat. 28. long. 72. was taken by a French frigate from Cape Francois, bound to France. I was ordered on board the frigate and they were very much pleased with my cargo; accordingly they hoisted out two boats and sent them along side of the schooner full of men to go to work. Just as they were making ready, there appeared four sail to the eastward standing towards us, one of them appeared to be a very lofty ship; the Frenchman for fear it should be a ship of war, called his hands on board the frigate, and sent me on board my own vessel and bid me make all the sail I could and keep close to him. As soon as I got all sail set, I kept bearing for the vessels we spied. The Frenchman hailed me to follow him, but did not fire for fear the other vessels should discover him—he discovered the ship was not a ship of war, then about the ship and gave chase to them; he fired a gun at me to bring me to; I still continued my course, bearing under the lee of the American ship, and luckily made my escape while they were taking the ship and the brig. The other two vessels made their escape. The ship appeared to be a large black Letter of Marque.

The four vessels were all under American colours.

[LC, Charleston, S. C. "Coliseum Museum & Savannah Advertiser," 31 May 1799.]

[1 May 1799]

#### Adjudication of the American Brig *Fair American*

##### Montserrat

At the Request of Mess<sup>rs</sup> Dyett & Furlonge Merchants of the said Island, Agents to Capt<sup>n</sup> Patrick Fletcher & Edward Prible of the United States Ships, *George Washington* and *Pickering*, of the one part, & Stephen Whitney Supercargo of the recaptured American Brig *Fair American* of the other part, We have valued and appraised the Cargo of the said Brig *Fair American*, And do adjudge to the said Agents for Salvage, the sum of two Thousand two Hundred and fifty dollars, and have also valued and appraised the said Brig, *Fair American*, and adjudge to the said Agents for Salvage the sum of Six-hundred and twenty five dollars, making in the whole Two Thousand Eight hundred and seventy five dollars, equal to one thousand one hundred and Eighty five pounds, Eighteen Shillings and nine pence Montserrat, Currency, being the one Eight part of the value of the said Brig & Cargo recaptured by the said Fletcher and Prible—In Witness whereof we have hereunto sett our hands & Seals this first day of May 1799.

W<sup>m</sup> FURLONGE  
J. [?] DYETT

[LC, EPP, Vol. 1, 1680-1799.]

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Extract from Captain Thomas Truxtuns' journal, U. S. Frigate *Constellation*,  
Wednesday, 1 May 1799

Light Airs, and moderate Breezes alternately all these 24 Hours. At 2 PM chased a Schooner, and at 6 ditto *L'Insurgente* spoke her. She was from Montserrat bound for Martinica. At 5 AM being under Bassateer, Gaudaloupe, saw a Ship close in with the Town, gave Chace, and at 10 ditto spoke the Chase; she was the Ship *Brothers*, one of the British Convoy from Martinica bound to London, the Master told me, that he took Dominica for Gaudaloupe last Evening, which was the Reason he became so near in.

At Noon Englishman's Head Guadaloupe bore N.E.B.N. 7 Leagues Distance.

[HS of PA. NDA photostat.]

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Extract from journal of James Pity, U. S. Frigate *Constitution*,  
1 May 1799

Moderate Breezes

at ½ past 12 Spoke the U S Ship *Merrimack*

At 5 PM Saw the *Merrimack* EbS. 4 Leagues Distant.

Employ'd examining the Salt provisions

At Merd<sup>r</sup> Clear

[Latitude In observed 30.23 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, Wednesday, 1 May 1799

First part light breezes & pleasant weather, the *Constitution* in Company — — — — —

Middle Part Steady, breezes — — — — —

At 6 AM saw the *Constitution* under our lee about 5 leagues Steady breezes & pleasant

[Long'de ob'd. 68.09 W.]  
[Latt'de ob'd. 30.18 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*,  
Wednesday, 1 May 1799

Fresh Breeze and pleasant Weather, seamen Variously employed ½ past 12 saw a sail close under descada, Tack'd Ship to the N<sup>o</sup> hoisted a Signal N<sup>o</sup> 2 & 3 ans'd by the Commodore ½ past 3 the Chase on the Weather Bow 3 Leagues — set Steering sails — 4 pm. fired a shot at the chase on which she bore down in Steering Sails and Stay S<sup>r</sup> ½ past 4 Spoke the Chase (a Sloop) the *Dispatch* capt<sup>n</sup> Brigs from Surinam bound to Portland, out 10 days, be long to Portland, laden with Molasses and Sugar, Examined the Vessels papers and let her proceed on her Voyage. bore down spoke the Commodore and informed him Relative to the Chase — 6 P M. Descada bore S. E B E<sup>t</sup> 5 Leagues distance Midnight fresh breeze & Squally — 4

AM moderate breeze and pleasant weather saw a strange Sail on our weather Quater Tack'd Ship stood towards her, set T. G. Sails & stay Sails and gave chase, at D<sup>o</sup> saw another Sail, 3 pt<sup>s</sup> on the Weather bow (a Schooner & a Sloop) 6 AM. saw another on the weather Bow making 3 in all — 7 AM. saw a Sloop on our Lee Bow standing to the South<sup>d</sup> 8 AM. continuing the Chase Descada bearing S B W<sup>t</sup> 10 Leagues — 10 AM. the Sloop shewed American Colours — made frequent Tacks and fired 7 Shot [at] her at ½ past 10 she brot. too and We spoke her, prov<sup>d</sup> to be the *Francis* from Fredericksburgh Virginia, 53 Days out, Capt<sup>n</sup> Joshua Preable (our Capt<sup>l</sup>'s Brother) she was captured yesterday, by 2 French Letters of Marque, sent a prize master on board & two Men which with the Americans that remain'd and that formerly belonged to the Vessel was sufficient to man her, The Capt<sup>n</sup> gave the Prize Master a letter and desired him to bear away for the Commodore, This Vessel which we took to be a Sloop was a Schooner, having lost her fore Mast in a gale of Wind 4 days after leaving the Capes of Virginia — The Prisoners Rec<sup>d</sup> on b<sup>d</sup> where 7 in number (3 Whites & 4 Blacks) (French) and likewise an American who was [a] passenger on b<sup>d</sup> the *Francis*, made Sail in Chase of the Vessel, before mentioned, being those that had Captured the *Fame*, Expended 56 G<sup>s</sup> Water Remains 1366 G<sup>s</sup>

NOTE.—The papers of the above Vessel where all retained on board the Vessel that took them

[LC, EPP, 1799.]

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

[PHILADELPHIA]

Navy Department May 2<sup>d</sup> 1799 —

Capt<sup>t</sup> SILAS TALBOT  
(New York)

SIR The Frigates *United States*, and *Constitution*, are both expected to arrive in the course of a fortnight-and I believe you will be called upon to take the Command of one of them.—

I will not conceal from you my opinion, that accident, not design on the part of Government, has made Cap<sup>t</sup> Truxton, your Senior officer. — I stated in a letter to General Hamilton, which I presume you have seen, my reasons for this opinion — I will not now repeat them. But I hope you will not on this account withhold your Services from your Country, at a time when the services of men like you may be necessary to its best interest; — Its honor and Independence. — From the nature of our Warfare, it will seldom be necessary that two of our largest Frigates shall act together — and I promise you, that I will do every justifiable thing on my part to prevent your being at any time subjected to the Command of Cap<sup>t</sup> Truxton; the good of the Service, however, may sometimes make this indispensable. Cap<sup>t</sup> Dale in like manner with yourself affected by accident, in regard to rank, acquiesces and will hold his com<sup>n</sup> but he has leave of absence to make a Voyage to India. —

Cap<sup>t</sup> Barry is infirm, and has complained much of his health, during his present service, & Cap<sup>t</sup> Nicholson will probably be employed to superintend the building of one of the Ships of the line — so that it is more than likely that if you are not at the head of the Navy in active

service, you will be very near it — and at least may be almost always certain of a separate Command. —

I cannot conclude, without repeating my hope, that your Services, will not be lost to the Public, from a circumstance merely fortuitous and which never can be interpreted to reflect the smallest discredit on your reputation — the rule adopted by the Government in selecting the Ships, and of Consequence the Cap<sup>t</sup> to be continued in the service, being the relative state of forwardness of the Ships — not the merit or Seniority of the Captains. —

Enclosed you will find an Act of the last Congress on the subject of the Navy. —

I have the Honor to be &C&C

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

To Joseph Waters, Navy Agent, Salem, Mass., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department May 2<sup>d</sup> 1799*

Cap<sup>t</sup> JOSEPH WATERS

*Salem*

SIR I am honored with the receipt of your letter of the 24<sup>th</sup> Inst — you will find enclosed Lists of Military Stores, Cabin Furniture, and Provisions, but the latter it will be time enough to procure after the Ship is launched. —

Two Suits of Sails are absolutely necessary for a Ship of War; you will please therefore to have one complete Suit, in addition to that to be furnished by the Committee, prepared in time. — For a Ship of the *Essex's* Size, there will be required. —

4 Bower Anchors of 33 C<sup>w</sup> each

1 Stream “ “ 8 “ “

1 Kedge “ “ 4 “ “

The British Men of War are usually provided with 7 Bower and 1 Smaller Cable, which I think are more than can be necessary, and I presume that five of 16 Inches, and one of 9 Inches are as many as the *Essex* will require. —

The Powder, Muskets, Pistols & Cutlasses will be sent from hence as well as the Kentledge. —

I have the Honor to be &c &c

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

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

[PHILADELPHIA]

*Navy Department May 2<sup>d</sup> 1799. —*

WILLIAM NICHOLLS Esquire

SIR I am just informed that the French Prisoners are arrived from Lancaster — You will please to have them lodged in Goal here, and have them supplied with provisions on the best terms in your power for the few days that they will probably remain —

I am &c.

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

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

Gave Chase to a Sail in the N.E. which we spoke about 3 PM she was a Brig from Savannah bound to Martinica.

At 4 AM spoke the British Frigate *Pearl*, Captain Ballard, and at 8 ditto passed Nevis, a British Ship One of the Convoy on the Reef; take her for the Ship I brought to under Gaudaloupe Yesterday; at 10 ditto anchored in Bassateer Roads, Bearings as before. Found Vice Admiral Harvey of the White in the *Prince of Wales* of 98 Guns lying there, as also the *Vengeance* of 74 Guns, and several British Frigates, together with about 300 Sail of Merchant Vessels bound to England and I am obliged to remark that Captain M<sup>e</sup>Neil of the United States Ship *Portsmouth*, who I expected had proceeded on with the Convoy he took from Martinica, had anchored, and then weighed again, and left his Convoy to proceed with the British Fleet. In Consequence of which I have agreed to send the *Virginia*, Captain Bright with them.

On *Friday, Saturday, Sunday*, and *Part of Monday* employed on Shore, settling the public Business with the Agent M<sup>r</sup> Clarkson, and getting Stores on Board to enable me to proceed to the United States of America, whither I am bound.

[HS of PA. NDA photostat.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Thursday, 2 May 1799

Moderate breeze & pleasant weather in chase of the 3 Sail — ment<sup>d</sup> in the last days remarks — The Centre of Descada bearing South 5 Leagues  $\frac{1}{2}$  past 2 p m. being near the Fort on the West end of Descada and the Chase, being near the Fort on point Chateau Wore Ship to Y<sup>e</sup> N<sup>d</sup> and stood towards the Commodore 5 P M. spoke the Commodore who had our Prize in Tow Carried away fore and main Topsail Ties refitted them

Midnight, Squally, double Reef<sup>d</sup> Main Sail — Fore & Main Top Sails

5 Am. S E. end of Descada bore S. S W<sup>t</sup> 4 Leag<sup>s</sup> distance

8 Am. The centre of Descada bore West 2 Leags

$\frac{1}{2}$  past 11 Am. saw a sail on our Lee Bow bore away & made Sail Noon Continuing the Chase all hands to Quaters, cleared Ship for Action — Made the private Signall to the Strange Sail which was ans<sup>d</sup> — discovered her to be an English Frigate — hauled our Wind towards the Commodore East point of Descada bearing N B W<sup>t</sup>. distance 5 Leag<sup>s</sup> Expended 56 Gall<sup>s</sup> Water, Remains 1310 Gall<sup>s</sup> —

[LC, EPP, 1799.]

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

CAP FRANCOIS May 3<sup>rd</sup>, 1799.

SIR I avail myself of the earliest Opportunity to inform you that I landed in this City, on the 18<sup>th</sup> Ult; The particular Agent of The Executive Directory was in Town; but the General in Chief had

returned to Gonaives three Days before my Arrival, on very urgent Business. As Nothing could be done without his Sanction, and I deemed it essential to the Interests of the united States to commence my Negotiation, without Delay, I thought it prudent to write him the annexed Letter (N<sup>o</sup> 1), and expressed myself in strong Terms to hasten his Return to the Seat of Government. He answer'd it immediately (N<sup>o</sup> 2), and arrived at the Cape the next Morning. I had an Interview with him directly, and explained, at full Length, the freindly Disposition of the American Government towards this Colony, and the Conditions on which it was desirous of renewing the commercial Intercourse between the two Countries. He received me very favourably, expressed much Satisfaction at the Attention which had been paid to his Letter by the Executive of the United States, and seemed particularly pleased with the President's humane Permission to afford a temporary Supply to the Colony, at a Moment when it was reduced to the extremest Distress by a total Want of all The Articles usually imported from America. We waited upon the particular Agent together, and, after some Discussion, it was agreed that a Proclamation should be published immediately, in which the essential Points required by the Government of the united States should be acceded to. The next Morning I received a Copy of the intended Proclamation, accompanied with a Note (N<sup>o</sup> 3) from the Secretary of the Agency. Upon perusing this Instrument I found it totally inadmissible. The Regulations respecting Privateers were not sufficiently strong to repress their Depredations, and the Language in which it was written was too loose and ambiguous. I, therefore, thought it best to state my Objections in writing. I also added in plain and precise Terms the several Concessions, without which it was impossible the Ports of America could be open'd. In the Interview which succeeded this Communication the Subject of the Arrete was very minutely discussed. I endeavored, as well as I was able, to obviate all the Objections which were urged by the particular Agent against the Terms required by the Government of the united States. In this Attempt I met with powerful Support from the General in Chief. His Penetration and good Sense enabled him to see the Justice and Propriety of the President's Demands, and, after a very lengthy Conversation, the *particular Agent himself* was convinced that Nothing was asked but what was conducive to the Prosperity of the Colony. The enclosed Arrete was then drawn up with the entire Approbation of this Government. Some Parts of it were still contrary to *my* Wishes, and I should never have consented to the Publication of it had I not received the most solemn Assurances that what was *offensive* should not be strictly insisted on. I am happy to announce to you, Sir, that these Assurances have been since complied with, as I shall have an Opportunity of shewing you in the Course of the Remarks which I shall now proceed to make on this Proclamation. —

The Preamble appears to be unexceptionable. It contains nothing more than some well grounded Reasons which have induced the Government of S<sup>t</sup> Domingo to enact the Laws which follow. The commencing Paragraph of the first Article was necessary, as the Arrete of the Executive Directory of the 13 Thermidor had never been published in this Colony, 'tho' I had received a Copy of it from

the particular Agent himself, in the Month of October 1798, when he was Commissary at Santo Domingo — The subsequent Parts of it are strictly conformable to the Wishes of the President. It forbids any Commissions to be granted, in future, except by the particular Agent of the Directory; — it annuls all Commissions, hitherto, granted, and requires them to be deliver'd back to the Agency; in failure of which the Holders of them shall be declared Pirates; — it provides for the Security of the Persons & Property of American Citizens, and other Neuters, and expressly forbids the Administration to take any Part of their Cargoes without previously obtaining the Consent of the Captains and Super Cargoes, as well with Regard to the *Price* as to the Mode of Payment. I objected to this Article, "that calling in the Privateers would be attended with very little Advantage if their Commissions were to be renewed." To which it was observed, "that it was not meant to renew their Commissions". "That sound Policy demanded that the Captains of Privateers should still entertain a Hope of obtaining fresh Commissions, in order to induce them to surrender their former ones. That otherways they might continue to cruise under their old Commissions and do much Mischief to those defenceless Vessels that might fall in their Way." The strongest Assurances were, at the same Time, given me "that, in proportion as the Privateers come in, they should be laid up." I have no Doubt that this Promise will be complied with. It has been partly fulfilled already, as all the french merchant Vessels belonging to this Port that had Guns on board for their Defence, without being furnished with Commissions, have been compelled to land their Arms, before they could be cleared out. It has also given me much Pleasure to observe that since my Arrival, no american Cargo has been taken by the Administration before a regular Bargain has been made with the Owners. You may, therefore, consider the American Commerce, in future, as perfectly secure against the Depredations of french Privateers from this Place, and the Vexations of the Administration, *notwithstanding any Thing that may appear to the contrary in the Arrete.* — It is needless to make any Remarks on the 2<sup>nd</sup> Article. As there are to be no more Privateers all the Regulations respecting them are useless. The essential Point being tacitly obtained, and the Government thinking it prudent still to publish these Regulations, for the Reasons I have already mentioned, I thought it injudicious to cavil much about them. I beg Leave only to assure the President that I firmly beleive this Government will grant no new Commissions. To *his* Wisdom and Prudence I must leave it to determine whether, after such a solemn Assurance, he will think himself authorised to open the Ports. It may not be amis, however, to observe that even 'tho' Privateers (contrary to all Expectations) should be still authorised to cruize, yet there is nothing in the Laws of the 13 Thermidor of the 3<sup>d</sup> Year and 3<sup>d</sup> Brumaire of the 4<sup>th</sup> Year which permits their Depredations on neutral Property. The first gives them Permission to arm against the Enemies of France *only*, & the second regards merely the Division of their Prizes. All other Laws of the Directory, authorising Incursions on neutral Property are, by this Article, annulled, as far as they Regard the Privateers of S<sup>t</sup> Domingue. I have enclosed for the President's Perusal the two Laws alluded to,



together with the Letter (No. 5) that accompanied them from the Secretary of the Agency. —

The 3<sup>rd</sup> Article permits the Merchant Vessels and Ships of War of the united States to enter the Ports of this Island whenever they please, and warrants them Protection. —

The 4<sup>th</sup> Article annuls all former Decrees of the Agency of St Domingo, which are contrary to the true meaning of the present Act. —

What I have said relative to the 2<sup>nd</sup> Article may serve as a Comment on the 5<sup>th</sup>, I will only add one Observation. I was apprehensive that the Privateers who are now on their Cruise might endeavour to elude the Law by carrying into unfrequented Ports, and plundering all Vessels they might take during the 30 Days, within which they are obliged to deliver their Commissions. I, therefore, thought it prudent to insist upon the Penalty being encreased should an Infraction of the Law be committed. —

By the 6<sup>th</sup> Article all American Vessels taken after the Publication of this Law shall be immediately restored, without being entitled to Damages. After the Expiration of 30 Days all Vessels that shall be taken are *not only* to be restored, but the Owners of them shall be indemnified. The first Paragraph of this Article, indeed, appeared to me to be inadmissible. You will observe by the Letter (No. 4), which I received from the particular Agent on this Subject, that I endeavored to have it expunged. But after much Debate they consented that all Vessels which were at that Moment on Trial should be *released* provided the Article remained. They thought it best, however, (to prevent a great deal of Clamour among the owners of Privateers, who had been authorised to take Prizes) that this Acquittal should be the Act of the Tribunals before whom the Prizes were tried. It might, otherwise, seem an arbitrary stretch of Power that would give a great deal of Discontent. From the most accurate Investigation I could make, at the Moment, there were only 4 Vessels in the Ports of this Island consider'd as Prizes. Those were at the Mole. Two of them had been unfortunately condemned the Day before & the Captain of the Privateers had gone of with a Copy of the Condemnation. I immediately obtained an order, addressed to the commanding Officer at the Mole to stop all Proceedings against the Vessels; — an Appeal was made to the civil Tribunal and the Acquittal will positively take Place Tomorrow. The other two were acquitted instantly.\* Thus you may observe, Sir, that this Part of the Article has had no Influence on the Determination of the Tribunals. —

The 6<sup>th</sup>, 7<sup>th</sup>, & 8<sup>th</sup> Articles were necessary, not only as a Mark of Respect to the Government of the united States, but in order to give more Security and Weight to it's public Officers. With Respect to the Power of judging of the Validity of Securities offer'd by the owners of Privateers it is of no Consequence. As no Commissions will be granted, there will be nothing to do in that Business — The 9 & 10 Articles are customary Additions to all public acts. —

I trust, Sir, that after a careful Perusal of the Arrete and the few brief Remarks I have made on it, you will find that all the essential Points contained in your Instructions to me are complied with.

1<sup>st</sup> The most effectual Means have been used to call in the Privateers of this Colony and annul their Commissions. And I can assure

you, with Confidence, that Methods equally effectual will be taken to prevent them from being renewed.

2: The Property of the Citizens of the united States will no longer be liable to be seized by the Government. Both that and their Persons will in future be consider'd as sacred and all their Transactions with the Administration will be conducted on the Principles of Equity, & by mutual Consent.

3<sup>rd</sup> The armed Vessels of the United States, both public and private, as well as mere Merchant Vessels will be permitted, freely, to enter the Ports of the Island to victual, water, and refit; and will, in all Respects, be received and treated as Freinds. —

4: All Vessels belonging to the United States, captured and carried into the Ports of St Domingo after the Publication of the Arrete, will be immediately released. Should they be captured after 30 Days from its being made public, they will, not only, be released, but the Proprietors of them entitled to Damages. —

I wished to have a Clause inserted in this Proclamation by which Advantages equal to those allowed to the Commerce of any other Nation should be secured to the Citizens of the United States. But reflecting more maturely on the Subject I found it was unnecessary. All Nations (except the french) have, hitherto, been on the same Footing here, respecting the Rates of Duties on Export & Imports. The most tyrannical Administrations have never attempted to make any Innovations on the Regulations of the Custom House. I, therefore, did not insist on the Insertion of this Article, after being positively assured that no Change should take place, to the prejudice of America, in the Rules which, at present, exist respecting the Commerce of Strangers. If, however, Sir, you should deem it absolutely necessary to publish such a Regulation you need only mention it to me and I am sure it will be immediately complied with. —

I urged very strongly the Necessity of excluding from the Ports of St Domingo all french armed Vessels, commissioned elsewhere; but it was thought impolitic to insert such an Article in a public Instrument which allowed a Permission of entering these Ports to the armed Vessels of America. There was no Hesitation, however, in privately granting what I desired. Orders have in Consequence been given to suffer no french armed Vessel to come into the Ports of the Colony except under Circumstances which would induce any civilised Nation to afford them an Asylum, such as Stress of Weather, Want of Provisions &c. &c. And it is stipulated that even in such Circumstances they shall not remain in Port a Moment longer than is necessary; and that great Care shall be taken to prevent them from doing any Mischief to neutral Commerce. When you add to these Regulations that the Island will be pretty closely invested both by british & american armed Vessels, and that our Merchant Vessels which will be continually going in and coming out of its Ports will also be armed, I believe you will coincide with me in Opinion that there is not much to dread in future from french Privateers, commissioned elsewhere. —

I have thus, Sir, endeavoured to explain such Parts of this Proclamation as appeared contrary to the Views of the President. I have taken much Pains to penetrate and discover the Intentions of the Government, respecting the Commerce of America. From all I have been able to collect I think I can assure you, that “the Depredations,

Aggressions and Hostilities, which occasioned the Restraints and Prohibitions of commercial Inter-course between this Colony and the United States," will not continue, in future, and that the Trade may, of Course, be renewed with the utmost Safety. To the Wisdom and Prudence of the President it must be left to determine whether it is "*expedient and for the Interests of America*" to renew the Commerce. Should he think proper to open the Ports I must beg Leave to remark to you, that it is the Wish of the General in Chief that the President would confine the Permission of trading to this Island to the Ports included between Monte Christi on the North and Petit Goave on the West for the present. This District is under the immediate Control of General Toussaint, and he will be responsible for every thing that happens to american Vessels trading to the different Ports contained in it. From petit Goave on the West, round Tiburon to Jackimel, on the South is governed, at present, by *Rigaud*, and 'tho' he is subordinate in Command to the General in Chief, yet the latter will not answer for any Vessels that may go to *his* Ports. For these and other political Reasons he is desirous that no american Vessels should go to the South Side of this Island. He, indeed, wished at first to restrict the Trade to the Cape and Port au Prince, but upon observing to him that this Restraint would be displeasing to the Government of the United States he consented to leave it to the Discretion of the President to open all or as many of the Ports, as he thought proper, included within the Limits I have mentioned. If you cast your Eyes upon a Map of the Island, Sir, you will observe that from Monte Christi to Petit Goave a great number of very rich Ports are included, such as Fort Dauphin; The Cape, Port Paix, the Mole, Gonaives, S<sup>t</sup> Marc, l'arahaye, Leogane, Port au Prince &c &c &c The General in Chief hopes that in a very short Time he will be able to answer for the Ports on the South, with as much Certainty as for those on the North & West: and that in the mean Time, he will give such Proofs of his Attention to the American Trade as will induce the President to open these Ports, at his Request. —

In consequence of the Privileges granted in the Arrete, and the private Assurances given me that what I had required in Addition, and which Policy forbad the Government to publish, — should also be complied with. I have given the General reason to believe that the President would open the Ports. I beg Leave to add an Observation to shew that the Renewal of the Commerce has now become not only an Act of Policy but also a Measure of Necessity. Notwithstanding the vigorous Laws enacted in America to prevent Vessels from sailing to french Ports, and the Vigilance of american Cruisers, the Flag of the united States is seen as frequently in every Port of this Colony as it was before the prohibitory Act was passed. Several mercantile Houses in America, regardless of the Interests of their Country, have carried on a clandestine Trade with S<sup>t</sup> Domingo. My Arrival has disconcerted them and put a Stop to one of the most iniquitous Attempts to frustrate the Intentions of the American Government that perhaps was ever formed. This I shall detail to you at full Length in a future Letter. —

From these Considerations, Sir, I do not hesitate to pronounce it for the Interests of America, that the Ports should be open'd. Before this takes Place, however, it is necessary to attend seriously to one

Circumstance, which is of the utmost Importance. It has been Publicly announced in America that Great-Britain wishes to participate in the Trade to this Colony. If it is true, some immediate and amicable Arrangement should be made between that Country and the Government of the united States. Otherwise the American Commerce will be liable to as much Interruption after the Ports are open'd as it has been during the Operation of the restraining Acts. Letters from the british Minister at Philadelphia to the Governor of Jamaica, and Admiral, Sir Hyde Parker, containing any Arrangements that may be made, will be of great service. I beg Leave, Sir, to repeat that I think the Commerce may be renewed with Safety, as far as it respects the Conduct of this Government, and that if the President should deem it expedient to open the Ports, it is for the Interests of America that this should be done as quickly as possible. —

I have the Honor to be,  
With great Respect and Esteem Sir  
Your most obed<sup>t</sup> Serv<sup>t</sup>

EDWARD STEVENS

The SECRETARY OF STATE

\*The Vessels above alluded to were The Brig *Rebecca* of Boston,  
Cap<sup>t</sup> Jno. Wardell  
The Schooner *Sophia* of New-  
bern Cap<sup>t</sup> Steph<sup>n</sup> Minor  
The Brig *Delaware* of Balti-  
more Cap<sup>t</sup> Jos. White  
The Sloop *Franklin* of New-  
field Cap<sup>t</sup> Jno. Howland

[Enclosures herein mentioned are in French and too voluminous to include]  
[SDA. CL, Cape Haytien, Vol. 1, 1797-1799.]

To Melancthon Smith, New York, from Major Commandant W. W. Burrows,  
U. S. Marine Corps

PHILA<sup>d</sup> May 3d 1799.

Mr. MELANCHTON SMITH

SIR Be pleased to provide good Quarters as near the Frigate now building by the U States as will accommodate 2 Officers and about 50 men, If one House cant be got two small ones near to each other will do. They will be in New York on Monday Night or Tuesday Morning. I understand you have hitherto supplied the Marines, is the reason of my addressing you. If you do not undertake this Business Present it to whoever is Contractor for the Army, and desire him to execute this Business It will be necessary to have Wood & Straw — provided. The Troops will go by Water in the inland stages [?], if you can leave word where you can be found or where they are to go when they arrive, I will be obliged to you —

Y<sup>r</sup> Obed<sup>t</sup> Sv<sup>t</sup>

W. W. B[URROWS]  
M[ajor] C[ommandant]  
M[arine] C[orps]

[MCA. LS, 1799.]

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

SIR, Annexed you have Copy of my Orders to Lieutenant Speake which you will be governed by, and consider as addressed to yourself.

I am, Sir

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

*Constellation* BASSATEER ROAD

*S<sup>t</sup> Christophers* 3<sup>d</sup> May 1799.

Capt<sup>n</sup> CAMPBELL

of the *Eagle*

With a Copy of Lieut: Speake's Letter of the 3<sup>d</sup> May.

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

[Enclosure]

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

U: STATES SHIP *Constellation*

*Bassateer Road S<sup>t</sup> Christophers*

3<sup>d</sup> May 1799.

SIR, You will proceed to cruize to Windward of Barbuda, and Antigua; and from thence towards Gaudaloupe; and occasionally down towards Saint Bartholomews; and Saint Martin's according to the Information, which you may receive of the Enemy's Privateers, or other Vessels.

I must desire in the most peremptory, and possitive Manner that you pay Respect to all Flags of Truce, and neutral Vessels, and you will remember Sir that I gave an Order to this effect before notwithstanding which you stopped a Swedish, and french Flag of Truce, and sent her into Port.

Should such Occurrence happen again, I shall be obliged to have Recourse to Measures by no Means agreeable to me, or honorable to you; for the sacred Rights of Flags of Truce, and of Neutrals must not be infringed, and passed over unnoticed, otherwise our national Character will be injured, and our Peace with other foreign Nations committed, or rendered precarious. There will be no Necessity for your going into any Port (unless an Accident happen, or you take Prizes) untill the 10<sup>th</sup> June; you will then fill up your Water at Old Road, receive any Letters that may come out from America for me, from M<sup>r</sup> Clarkson, or whoever else may have them, and proceed as far as Bermudas with the American Vessels that may be ready, and then to Hampton Road with all possible Dispatch, taking Care to settle your Accounts finally before you sail. Captain Campbell will do the same, and consider this Letter as a Part of his Instructions; You are to consult him on all Occasions, and if you take any Privateers bring them with you, and their Crews to Norfolk. Should you take any Letters of Marque, dispose of them, and bring Home all the Papers, in Order that Condemnation be made on them in the U:S: of America.

If you retake any American Vessel, or Vessels, you are to receive Salvage agreeable to the Laws of our Country, but if any English Vessel, one Eight is what their own Men of War have, and I am of

Opinion, more ought not to be demanded, unless Congress in the last Session have passed a Law on the Subject, and if they have, it has not reached me. I again request, that you will be governed by Prudence, and wholesome Council, whenever it is necessary to take it. On the 20<sup>th</sup> or 25<sup>th</sup> of June, I expect to see you, and in the mean Time I wish you Success. Captain Campbell has a Copy of this Letter, and you are not to separate, if it can be avoided, untill you arrive in the United States. I am, Sir, wishing you Success

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

Lieut: SPEAKE

Commanding the U:S: Brig *Richmond*

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

To the Commander of the U. S. Brig *Norfolk* from Captain Thomas Truxtun, U. S. Navy

*Constellation*, BASSATEER, S<sup>t</sup> KITTS

3<sup>d</sup> May 1799 —

SIR, Should the *Norfolk* be sent out to join my Squadron, you will cruize with the *Baltimore*, Captain Barron, untill the 10<sup>th</sup> of June, and then proceed to S<sup>t</sup> Croix, and S<sup>t</sup> Thomas's, calling in your way down at S<sup>t</sup> Bartholomews, and Tortola for the American Trade, ready to depart for the United States, with which proceed to our Coast, before you leave them, and then run into Hampton Roads, and wait my further Orders. Should the *Baltimore* not be on this Station, when you arrive out, you will be pleased to follow the above Directions tho' by yourself; but it is to be wished that you, and that Vessel keep together, untill you arrive as aforesaid in America, and that Harmony, and a good Understanding subsist between you, and Captain Barron, who I presume, will be your superior Officer; I say, I presume, for if Captain Williams does not come out in the *Norfolk*, I take it for granted, she will be commanded by a Lieutenant. I am, Sir,

Your Obed<sup>t</sup> Servant

To The COMMANDER OF THE *Norfolk*.

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

[3 May 1799]

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

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

SIR, On your Return here, you will take the *Norfolk* with you should she be out, and cruize to Windward under Gaudaloupe &c: untill the 10<sup>th</sup> of June, and then proceed agreeable to the Copy of a Letter annexed, which I leave for the Commander of that Brig.

Should you take any Privateers bring them, as also the Prisoners to Norfolk with you. Should you take any Letters of Marque, having Cargoes adapted to the West Indies, dispose of them. Settle all your Accounts, and bring Home the Nett Proceeds, but should such Cargoes be calculated for America, they must be sent to Norfolk. If you retake any American Vessels, the Salvage must be settled

agreeable to our Laws; but if British, one Eight is what their own Men of War have, and I am of Opinion, more ought not to be demanded, unless Congress in the last Session, have passed a Law on the Subject, and if they have, it has not reached me. The Papers of any french Vessels sold here, must be brought Home for to effect Condemnation on the same. Respect all Neutrals, and Flags of Truce. I am with great Respect

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

U:S:Ship *Constellation* BASSATEER ROAD  
S<sup>t</sup> Christophers 3<sup>d</sup> May 1799.

With a Copy of a Letter to the Commander of the *Norfolk* dated 3<sup>d</sup> May —

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

[3 May 1799]

To Captain Francis Bright, of U. S. Revenue Cutter *Virginia*, from Captain Thomas Truxtun, U. S. Navy

SIR, You will proceed with all possible Dispatch for Philadelphia, and deliver to the Secretary of the Navy, the Packet now handed you. I request you lose no Time on your Way to the Seat of Government as it is of Consequence, that I hear from the Secretary of the Navy at Norfolk as soon after my Arrival there as possible. After you deliver my Packet as aforesaid, M<sup>t</sup> Stoddert will no Doubt give you further Instructions respecting the Schooner's Destination.

I am, Sir,

Your Obed<sup>t</sup> Servant —

U:S: Ship *Constellation* BASSATEER ROAD  
S<sup>t</sup> Christophers' 3<sup>d</sup> May 1799

P:S: Since writing the above I have found it necessary, that you should sail with the Convoy, and keep with the American Vessels untill you meet the *Portsmouth*, Captain M<sup>c</sup>Neil near S<sup>t</sup> Thomas's and then proceed as above directed. The Packet delivered you for the Secretary of the Navy is of great Consequence, I therefore pray you to lose no Time — May 5<sup>th</sup>

Capt<sup>n</sup> BRIGHT

Revenue Cutter, *Virginia*.

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

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To General Alexander Hamilton from Secretary of the Navy

[PHILADELPHIA]

N Department May 3<sup>d</sup> 1799 —

Gen<sup>l</sup> ALEX. HAMILTON

SIR I do myself the honor to enclose the Copy of a letter I have written to Cap<sup>t</sup> Talbot [dated 2 May 1799]. — I have proposed to the President, that Nicholson should be employed in superintending the building of one of the 74 Gun Ships, and I presume he will acquiesce. — Barry the brave, seems to be, and to think himself too infirm for active service — perhaps employment may be found for

him also, on shore. It is desirable that the Frigates, whose Commanders will always have the Command of a number of inferior Vessels; and generally separate commands, should be commanded by active enterprizing men, Truxtun may be the Senior Officer in active service, Talbot next, and these two men may not come in contact for years. — I trouble you with this view of the Navy prospects in the hope that you will influence Talbot to serve. He is a man of too much merit to be lost to the service, and I see not how it is possible to retain him on his own terms without loosing Truxtun — but what is of more consequence, without violating principle, to do injustice to Truxtun.

As to Talbot's legal right, to be the Senior Officer, it stands upon the same grounds which Knox contended for — The Law reducing the Frigates to three, terminated compleatley every thing done or authorized to be done, with respect to the other three — and the President had he been so inclined, had no more right to continue Captains in the Service of the U. States, for the three reduced Frigates, than he had to continue the building of them. —

Cap<sup>l</sup> Talbot, Dale & Sever therefore returned to the mass of Citizens, Just as General Knox did when the former army was reduced. — Had the letter written by the Secretary at War to these Gen<sup>l</sup> contained the stipulation that they should still retain their rank in the navy of the U. States, it would have been nugatory — there was no power to make such a Stipulation. —

But admitting that I am wrong in this Idea, as seemed to be your impression, when I had the pleasure of seeing you — and as it is at this time the impression of the attorney General, Still there is no getting over the second nomination in May 1798 of Captain Talbot, to the Senate. —

I have the Honor to be &c.

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

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

Cloudy Weather at 5 PM Saw a sail bear<sup>s</sup> N.E.b.E in Studding Sails & Gave chase.

@ 6 fired a gun and brot the chase too prov'd an American Sch<sup>r</sup> from Norfolk bound to S<sup>t</sup> Thomas's & had not seen any Cruizers

At ½ past 4 Calm & Cloudy, with Rain

At 9 a Breeze from the S.S.E.

at Merd<sup>n</sup> Cloudy with Rain

No observation [Latitude D. R. 34.41 N. Longitude 68.53 W.]

Observing the Helm I judge the Ship to yaw to the Westw<sup>d</sup>

[NDA.]

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

Fresh Breeze and pleasant weather 2 pm. spoke the Commod<sup>o</sup> who had spoke the English Frigate, and informed us it was the *Concord* — High land of Dominique bore S W B W. 10 Leagues distant — 3 pm. Squally double reef<sup>d</sup> Top Sails fore and aft



6 P M. The south point of Dominique bore W N W: 6 Leagues Squally accompanied with Rain, made & shortened Sail occasionally.

1 Am. Saw the Is<sup>d</sup> of Martinica bearing W S W: 5 Leag<sup>s</sup> distance Commodore on our Larboard beam  $\frac{1}{2}$  a Mile with the Prize in tow 2 Am. up Coarses

5 Am. bore away for Martinico, saw several sail of small Vessels under the land — 10 Am. in sight of S<sup>t</sup> Pierres — saw 52 sail of Vess<sup>s</sup> at anchor — 1 pm anchored in 19 Fathoms Water, the points of the bay bearing S B W: & NW: The Flag Staff on the South<sup>n</sup> Fort S E B E: our distance of Shore  $\frac{1}{2}$  a Mile The Commodore turning in to the Bay, as was the Prize, also The Commodore having cut her aft

[LC, EPP, 1799.]

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To William Savage, U. S. Agent at Jamaica from Secretary of State

DEPARTMENT OF STATE  
Philadelphia May 4<sup>th</sup> 1799.

WILLIAM SAVAGE — *Jamaica.*

SIR, By information from different quarters, there appears to be a necessity of an Agent of the United States in Jamaica, to whom our citizens trading to that Island, and especially our impressed seamen, may apply for aid or relief. A Consul would be the proper character for those purposes: but hitherto the British Government have admitted no Consuls in their American Colonies: some umbrage was even taken at the residence of Col<sup>o</sup> Talbot at Kingston, as agent to relieve impressed seamen. He was recalled, in consequence of his appointment to a command in the American Navy, and because the rigorous orders of Sir Hyde Parker, in relation to impressed seamen, rendered his stay there of little avail. But since his return, repeated complaints of the suffering of our seamen induce our government to designate some person as its agent in Jamaica; and the testimonies which have been given of your disposition to afford your advice and assistance to the citizens of the United States have pointed you out as the person proper to be engaged for that purpose. I have therefore now to request your attention to our citizens in general, but particularly to those who have been or shall be impressed and put on board British ships of war. Whatever necessary expenses arise in getting them discharged, and in relieving the sick and destitute seamen, I shall gladly repay, on your draughts to your correspondents in the United States, with reasonable commissions for compensation for your time, trouble and advances.

I am, Sir, &c.

TIMOTHY PICKERING.

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

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

[PHILADELPHIA]

N Department 4<sup>th</sup> May 1799.

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

Newport R. I.

GENTLEMEN I am honored with the receipt of your letter of the 25<sup>th</sup> Ultimo — With regard to supplying the French Prisoners, I wrote you fully the 13<sup>th</sup> of October last to which please to refer. — The Privates should be confined, but the Officers may be admitted on parole, of which you will be pleased to inform the Marshal. —

I will consider what you are pleased to mention on the subject of erecting a Store for provisions, which may be destined for the Ships of War. —

I have the Honor to be &c &c

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

To Purser John A. Hazard, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

N Department May 4<sup>th</sup> 1799

M<sup>r</sup> JOHN A. HAZARD

Newport R. Island

SIR Cap<sup>t</sup> Perry informs me that you have repaired on board the *General Greene*, and I now enclose you a Circular which has been addressed to the Pursers in the Navy Generally, on the subject of Slops — you have no doubt rec<sup>d</sup> a Supply of these Articles from Mess<sup>rs</sup> Gibbs & Channing, and these Circular instructions must govern you in the distribution of them. It sometimes happens that the Officers do not draw their full Rations, but receive particular articles, the value of which it is proper you should know, in order that you may be enabled to settle their Accounts, and I enclose a list of the component parts of a Ration with the price of each, for that purpose — I am informed that the Sailors do not always draw their full number of Rations, and in all such cases, you may either pay them for the Rations retained at 28 Cents each in money, or on the sh[ip's] arrival in port, deliver them the rations. —

At this season there will be no use for Watch Coats but in future should any be delivered to you, you are only to distribute them as the Captain shall direct, they are not to be paid for by the Crew, except they should lose them, but are to be considered as for the general use of the Ship, and are to be redelivered to you when no longer wanted. —

I have the Honor

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

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

First part Moderate breezes & hazey weather

All hands at quarters Exercising the Guns — at 8 PM Reef'd Topsails

Middle part Squally with rain in 3<sup>rd</sup> reef in F & M T Sails

At 6 PM Let reef out of the Topsails

Latter part fresh gales & Cloudy with rain

No Obs<sup>n</sup> this day

[Long'de 66.46 W.]

[Latt'de D. R. 35.32 N.]

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

[5 May 1799]

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

U: S: SHIP *Constellation* BASSATEER ROAD,  
S<sup>t</sup> Chris<sup>t</sup> 7<sup>th</sup> May 1799. —

SIR, Before you receive this it is probable a Complaint will be on the Way directed to you by the Master (Child) [Giles] of the Schooner *Betsey* belonging to Beverley against Captain Matson of his Britannick Majesty's Ship *Daphne*. Being in the Road of S<sup>t</sup> Christophers shortly after the Convoy arrived from Saint Vincent I received a Letter from the Master of the Ship *Thomas* of Baltimore stating, that the Captain of the *Daphne* had used M<sup>r</sup> Child [Giles] extremely ill, that he had ordered him 150 Strokes with a Rope on Board of his Ship &c:&c:&c: This Letter I transmitted with a Note to Vice Admiral Harvey, being well satisfied, that he would take proper Notice of such Outrage, if the Complaint was well founded. The Admiral immediately sent me the enclosed Answer, and after he had recalled the *Daphne* from the Service he had sent her on, he directed Captain Matson to repair on Board the *Constellation*, and explain to me the whole of the Business. Captain Matson accordingly called on me, and related the following Account, and then sent me the enclosed Letter.

"That he had been most shamefully abused by Child [Giles] on his Quarter Deck, who frequently damned him, and said they (the British) were worse Enemies to America, than the French &c: &c: &c: which obliged Captain Matson to desire him to go out of his Ship, telling him he was in Liquor, but Child went on abusing him when at Length he desired one of his Men to start him from the Quarter Deck into the Boat, and accordingly a Seaman took up the End of the Windsail Bowling, a Piece of nine Thread Ratline, and gave Child [Giles] a few Strokes over his Shoulder, which he says, he would never have suffered, had his Abuse have not have been intolerable, and all his other Efforts to get him out of his Ship proved in Vain.

After this Relation being made by Captain Matson, I inquired of him, what Business Child [Giles] had on Board the *Daphne* at that Time when he replied, that previous to sailing with the Convoy from S<sup>t</sup> Vincent, he had ordered his first Lieutenant (having Occasion to go on Shore himself) to issue the Printed Signals to the British Ships bound to England, and to the Americans which were only going with them a short Distance certain written Signals for tacking &c: as such would be fully sufficient, but through Mistake, the Lieutenant had delivered out to 3 American Masters, Printed Signals, and that on his Return on Board, and examining the Register of Vessels under Convoy, he discovered it, and ordered the Printed Signals taken from

them, and written Signals issued in their stead. That two of the American Masters on an Officer calling on Board their Vessels to make the Exchange, and explain the Matter, was well satisfied, and behaved with Civility, but that Child [Giles] abused him; and on the Officers Return on Board the *Daphne* and giving an Account of it, Captain Matson observed, that if the Man was out of Humour, it must be owing to a Want of proper Explanation, and for that Purpose he sent a Boat for Child [Giles], and on his entering the Quarter Deck, he commenced the Abuse before mentioned.

With Respect to the Mistake made in giving the Printed Signals, instead of those purposely prepared for the American Vessels, no one will pretend to say, that it ought not to have been corrected. The Masters of the British Ships are liable to a very severe Penalty &c: in Case of Capture, if they do not destroy the Signals, and this is not the Case with Vessels of any other Description under British Convoy; and what serious Consequence would probably result from the Signals of a Convoy, consisting of 300 Sail of Ships, of immense Value, and national Importance, going such a Distance falling into the Enemy's Hand, at the Commencement of their Voyage, and Nothing would be more probable, if they were loosely delivered out to Vessels intended to keep with the Convoy only a few Days, and whose Masters were under no Controul.

It is but Justice for me here to say that Captain Matson is one of the most modest Gentlemanlike Men I was ever acquainted with; in Fact his Character is that of a Man being mild to a Fault. Not many Days ago he commanded the *Cyane*, and when I transmitted to the Admiral the Complaint I had received, I did not then know, that this Gentleman had been removed from that Ship to the *Daphne*, which was done in Consequence of his Promotion to the Grade of Post Captain.

When our People are really treated ill by the Officers of any foreign Power, Satisfaction ought to be sought, and it will always give me Pleasure, when I have it in my Power to aid them in acquiring it from any Man, but whenever they are the first Aggressors, and behave with Abuse to those that hold Commissions, that ought to command Respect, they put it out of our Power to interfere in the Manner we otherwise would. You will however in this Case probably be possessed of the Story from both Sides, and will be enabled to form a just Opinion therefrom. Should Capt<sup>n</sup> Murray of the *Montazuma* be in Philadelphia, I would advise you seeing him, for he has frequently been in Company with Matson as well as myself, and I have no Doubt but Murray will also tell you, that there are not two Opinions any where of Capt<sup>n</sup> Matson, with Respect to his Correctness, and friendly Deportment.

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

Your very humble Servant.

HON<sup>ble</sup> TIMOTHY PICKERING  
Secretary of State.

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

[Enclosure No. 1]

To Vice-Admiral Henry Harvey, H. B. M. Royal Navy, from Captain Thomas Truxtun, U. S. Navy

UNITED STATES' SHIP *Constellation*, BASSATEER  
Road St Christophers 5<sup>th</sup> May 1799 —

SIR, I do myself the Honour to transmit you a Letter. I received Yesterday from the Master of one of our Merchant Vessels; as I know Nothing more of the Circumstance complained of, then what is contained in this Letter, I shall leave you to make Inquiry, as to the Truth of what is alledged against the Commander of the *Daphne*, without any Observations whatever, for a Complaint will no Doubt be made to the American Government by Childs [Giles], and a proper Statement laid before M<sup>r</sup> Liston, the British Minister. I wish however every Officer in the Service of our respective Countries would endeavour to unite our two Empires by Civility, friendly Acts, and Forbearance when it can be done, particularly at this Time, when our common People are just getting over their late Infatuation for french Principles, and french Doctrines.

I am, Sir, with great Respect  
Your most Obed<sup>t</sup> hble Serv<sup>t</sup>

HON<sup>ble</sup> HENRY HARVEY Esq<sup>r</sup>  
*Vice Admiral of the White &c:&c:&c:*

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

[Enclosure No. 2]

To Captain Thomas Truxtun, U. S. Navy, from Vice-Admiral Henry Harvey,  
H. B. M. Royal Navy

[H. M. S.] *Prince of Wales*  
*Bassateer Road St Christophers*  
May 5<sup>th</sup> 1799

SIR, I have the Honor of your Letter with an enclosure containing a Complaint against the Captain of His Majestys Ship *Daphne* for extreme ill usage to the Master of an American Vessel then under his convoy; in consequence of which I recalled the *Daphne* by Signal then going to windward on service; that I may be enabled to make enquiry into his conduct on the occasion, of which you shall be immediately acquainted. —

I beg leave to assure you that I have ever been desirous of maintaining that good harmony, which so happily subsists at present between the British Government, and the United States of America —

I have the Honor to be

Sir,  
Your most obed<sup>t</sup>  
Humble Serv<sup>t</sup>

HENRY HARVEY

THOMAS TRUXTON Esq<sup>r</sup>  
*Commodore*

[SDA. Misc. L. Jan-Jun. 1799.]

[Enclosure No. 3]

[5 May 1799]

To Captain Thomas Truxtun, U. S. Navy, from Captain Richard Matson, H. B. M.  
Royal Navy

HIS MAJESTY'S SHIP *Daphne*  
*Basseterr's Road St Christopher, 6th May 1799.*

DEAR SIR, I have just now the honor of a letter from Vice Admiral Harvey enclosing one from yourself, as also one addressed to you, from the Master of an American \* Subject exhibiting a Complaint against me for ill usage to him while under my Convoy. — I cannot sufficiently express my Astonishment at the extravagant and exaggerated account as given in that letter to you.

I shall make no farther Comments than that I trust Sir, from your knowledge of me, since I have had the Honor of your Acquaintance, that you will most sincerely believe me when I declare to you upon my word of Honor, that the account alluded to is false, and that nothing could be more remote from my Heart, then to do a thing, that could in the most distant Manner, appear as an intentional Insult to an American Subject, with whom it has been my constant and invariable Study to cultivate that Harmony and good Friendship which so happily subsists between the two Countries.

I have the Honor to remain,

Dear Sir

Your most faithful humble Servant

\*He means Vessel.

RICH. MATSON.

Commodore TRUXTON

& &

*Constellation*

[SDA. Misc. Jan-Jun. 1799.]

[Enclosure No. 4]

[5 May 1799]

To Captain Richard Matson, H. B. M. Royal Navy, from Captain Thomas Truxtun,  
U. S. Navy

SIR, I have received your Letter of this Morning explanatory of the Unfortunate Business respecting a M<sup>r</sup> Childs [Giles], and shall transmit the same to the Secretary of State of the United States. Having noticed your Department in Company several Times at St Kitts, I am impressed with the most favourable Opinion of you, and consequently I was astonished last Evening, when I was told, it was Captain Matson, who now commands the *Daphne*. I am however fully persuaded from your Statement, that the Account I received, and transmitted to Admiral Harvey, was exaggerated, tho' I am still of Opinion that it was unfortunate, that you did not turn the Man out of your Ship, without suffering him to be struck, altho' every Officer of the Government of the United States may be perfectly satisfied (of the Provocation Childs [Giles] gave) when they see your Statement, and the Representation I shall make. It will notwithstanding be a difficult Matter to appease many among a Multitude,

who will read New's Paper Accounts of this Business, and are base, and wicked enough, to take Advantage of every Circumstance to excite Dislike, and to disturb that Cordiality, which now so happily subsists, and which I hope most sincerely will ever subsist between our respective Governments, and People. Calculate however on my Friendship to put this Matter in a favourable Point of View, accept of my Esteem, and believe me to be with great Respect

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

RICHARD MATSON Esq<sup>r</sup>

Com<sup>r</sup> of his B. M: Ship *Daphne*.

U. S. Ship *Constellation* Bassateer Road S<sup>t</sup> Christ<sup>s</sup> 6<sup>th</sup> May 1799.

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

[5 May 1799]

To Secretary of State from President John Adams

QUINCY August 4. 1799

SIR The inclosed Protest and Certificate, I rec<sup>d</sup> last night with the Letter from Captain Ebenezer Giles late Commander of the Schooner *Betsey*.

This Gentleman made me a visit Some Weeks ago to complain to me in Person of the horrid Treatment he received from the Commander of the Ship *Daphne*, a British Vessell of war. He has now sent me the Paper sand expects the Government will espouse his cause.

I think the Papers should be communicated to Mr. Liston and sent to Mr. King.

There is a very sour Leaven of Malevolence in many English and in many American minds against each other which has given and will continue to give trouble to both Governments. But by Patience and Perseverance, I hope we shall succeed in wearing it out, and in bringing the People on both sides to treat each other like Friends.

I am Sir &c

JOHN ADAMS.

Secretary of State.

[Enclosures not available.]

[SDA. MiscL, Jul.-Dec., 1799.]

[5 May 1799]

To the President of the United States from Secretary of State

DEPARTMENT OF STATE.

*Philadelphia Aug<sup>t</sup> 16. 1799.*

SIR, Upon the receipt of your letter inclosing the letter and deposition of Capt. Eben<sup>t</sup> Giles of Beverly, I turned to some communications I had some time before received from Captain Truxtun, in which he had, and I still think justly, ascribed the beating given to Giles on board the British frigate *Daphne*, to his own extremely improper and insolent behaviour. This I think will appear from the details in the inclosed letter to Captain Giles, which I have taken from Capt. Truxtun's communications, and which I judged proper

to be sent to him, to silence his complaints. And because he will probably have been busy in propagating his own misrepresentations, to increase causeless irritations, I have addressed a copy of my letter to Giles, to M<sup>r</sup> Goodhue, to send to the Insurance office in Salem.

Under the circumstances mentioned, it seemed to me wholly unnecessary to apply to M<sup>r</sup> Liston, upon Giles's complaint.

If you approve of the course I have taken in this matter, you will have the goodness to seal the two letters, to be forwarded in the mail.

I have the honor to be, with great respect, Sir your ob<sup>t</sup> Serv<sup>t</sup>

TIMOTHY PICKERING

THE PRESIDENT OF THE U STATES

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

[5 May 1799]

[Enclosure]

To Captain Ebenezer Giles, from Secretary of State

DEPARTMENT OF STATE

*Philad<sup>a</sup> 13 August 1799*

SIR, I lately received from the President of the United States your letter to him of the 29<sup>th</sup> of last month enclosing your protest relative to the treatment you say you received from the Captain of the British ship of War *Daphne*, whilst sailing under his convoy from St Vincents to S<sup>t</sup> Christophers. —

As Captain Truxtun in a letter dated at Basseterre in the latter Island 7 May 1799, forwarded to me a representation of that occurrence, I shall state from it such of the facts and observations as lead one to think that your account is not only extravagant and partial, but that every thing connected with the affair of a nature disagreeable to yourself was the consequence of your own improper behaviour. —

Of the character of Captain Matson, who commanded the *Daphne* at the time alluded to, Cap<sup>t</sup> Truxtun speaks in the most favourable terms, from his own knowledge. — “It is but justice (he says) for me here to say, that Captain Matson is one of the most modest, gentleman-like man I ever was acquainted with: — in fact his character is that of a man being mild to a fault.” — “There are not two opinions any where of Cap<sup>t</sup> Matson, with respect to his correctness and friendly deportment.” —

The Captain of the Ship *Thomas* of Baltimore having stated in a letter to Captain Truxtun the ill-usage you said you had received from Cap<sup>t</sup> Matson, he (Capt. Truxtun) enclosed the letter in a note to Admiral Harvey, who recalled Cap<sup>t</sup> Matson (then going to windward on service) by signal, and sent him on board the *Constellation* to render Cap<sup>t</sup> Truxtun an explanation relative to the complaint against him. — Cap<sup>t</sup> Matson's relation of the transaction was to the following effect. —

That previous to sailing with the Convoy from S<sup>t</sup> Vincent, he had ordered his first Lieutenant to issue the *printed* signals to the *British* ships bound to England, and to the *Americans*, which were going with them only a short distance, certain *written* signals for tacking &c, but thro' mistake the Lieutenant had delivered out the *printed* signals to *three American* masters. — On this mistake being discovered,



Captain Matson ordered the printed signals to be taken from the latter, and the written signals to be issued in their stead. — Nothing could be more reasonable or proper than this exchange, as the Convoy consisted of 300 sail, of immense value, which in the long route they were prosecuting would have been exposed to evident danger, by the signals falling at the commencement of their voyage, into the enemies hands. — Accordingly, *two* of the three Americans, who had them, made the exchange with civility and satisfaction. — But (it is stated that) on the Officers coming on board your vessel for that purpose, *you abused him*. This being reported to Captain Matson, he remarked, that if you were out of humour, it must be owing to the want of a proper explanation; he therefore sent for you. — On your coming on board the *Daphne*, it is stated, that you “shamefully abused Cap<sup>t</sup> Matson, frequently damned him, and said that they (the British) were worse enemies to America than the French &c. &c. &c., which obliged Cap<sup>t</sup> Matson to desire you to go out of his Ship, telling you that you were in liquor; but you went on abusing him; when at length he ordered one of his men to start you from the Quarter Deck into the Boat, and accordingly a seaman took up the end of the wind-sail-bowling, a piece of nine thread ratline, and gave you a few strokes over your shoulder.” — Cap<sup>t</sup> Matson adds, that he would never have permitted this to be done, had not your abuse been intolerable, and all his other efforts to get you out of his ship proved ineffectual. —

What serves to confirm the foregoing explanation, whilst it evinces Captain Matson's favourable disposition towards our Countrymen, is the following declaration made by him in a formal letter he wrote to Cap<sup>t</sup> Truxtun on the business in question: — “I declare to you upon my word of honor that the account alluded to (the account of your treatment, given to Cap<sup>t</sup> Truxtun by the Captain of the ship *Thomas* of Baltimore) is false, and that nothing would be more remote from my heart, than to do any thing that could in the most distant manner appear as an intentional insult to an American subject, with whom it has been my constant and invariable study to cultivate that harmony and good friendship, which so happily subsists between the two countries.” —

Thus much an impartial view of the subject has obliged me to state to you. There are some British naval officers whose treatment of American citizens admits of no excuse or palliation; while others conduct with justice, humanity, and the liberality of gentlemen. These two very different classes ought not to be confounded. The latter honorable distinction appears to belong to Capt. Matson. His anxiety to wipe off the reproach which your story was calculated to fix on his character, while it evidences his great sensibility, is a confirmation of his innocence. Of Admiral Harveys attention to the rights of American Citizens, I have had uniform proof; and his prompt recall of Cap<sup>t</sup> Matson to answer to your complaint, merits a particular acknowledgement.

I am, Sir,

Your obedient servant

TIMOTHY PICKERING

Captain EBENEZER GILES

*Beverley*

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

Light airs and variable several sail in sight 2 P m. a Brig to Leeward, hoisted French Colours at the M. T. G. mast Head and fired a gun to Windward, which Capt<sup>n</sup> Preble considering as a Challenge, wore Ship & stood towards him. Called all hands to Quarters Cleared Ship for Action ½ past 2 pm. spoke the Brig<sup>e</sup> (an Englishmen) from Savannah in Georgia, bound to St<sup>t</sup> Pierres, and belonging there, 17 days out, the Brig<sup>e</sup> name the *Bachelor* — he informed us the French Flag & Gun was a private Signal between him and the Government Isl<sup>d</sup> Brig<sup>e</sup> made Sail and spoke the Comm<sup>re</sup> & informed him relative to the above Vessel

Light breezes & Calm at times, the Western extremity of Martinico bore S. W<sup>t</sup> & the N<sup>o</sup> p<sup>t</sup> E N<sup>o</sup> E<sup>t</sup> 2 Leag<sup>s</sup> distance other occurrences as per Logg book of this day

Noon Light breeze & pleasant Weather, 5 Strange Sail in sight, south Pearl Rock N E B N<sup>o</sup> distance 3 Leagues

Broach<sup>d</sup> a Bb<sup>l</sup> Beef 28 Pieces

Comm<sup>e</sup> on our Starboard Quarter

[LC, EPP, 1799.]

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

[PHILADELPHIA]

N Department May 6<sup>th</sup> 1799

Cap<sup>t</sup> THOMAS TRUXTUN

SIR As soon as practicable after the rec<sup>t</sup> of this, [you] will please to order the *Ganges*, Cap<sup>t</sup> Tingey, or the *Baltimore* Cap<sup>t</sup> Barron, to proceed to Kingston Jamaica — to convoy from thence any American Vessels homeward bound, and to take charge of any mony which the Merchants, or others may desire to send to the United States, and which may be [rec<sup>d</sup>] without offence to the Government of that Island. Indeed [it] will be proper to Instruct all the Cap<sup>t</sup>s under your Command to receive when homeward bound, any mony that may be offered them, to bring to our Country. If any powerful consideration should oppose the sending of Cap<sup>t</sup> Tingey — or Cap<sup>t</sup> Barron to Jamaica — the *Portsmouth* McNeill — or the *Merremack* Brown might answer the purpose. —

Whatever Vessel is sent on this service must return from Jamaica, to the Delaware; and I would be glad to hear from you as soon as you determine, the name of the Vessel to be sent, and the time of her sailing. —

I have the Honor to be

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

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

U: S: SHIP *Constellation* BASSATEER ROAD

St<sup>t</sup> Christophers May 6<sup>th</sup> 1799 —

DEAR SIR, Being about to leave this Station for the U: States of America. I have to request, that you will dispose of the little french armed Schooner *Lewis* [or *Louis*] captured by the *Richmond*, *Eagle*,

and *Virginia*, together with her Cargo for the highest Price you can possibly obtain, and remit the N<sup>t</sup> Proceeds to M<sup>r</sup> Henry Bainbridge Jun<sup>r</sup> Philadelphia in an unexceptionable Bill of Exchange at a short Sight on Philadelphia, New York, or Baltimore. I pray you to be particular in this Business, and to close it as soon as possible, in Order that the Secretary of the Navy may take proper Measures concerning it, for there are some Difficulties to get over. Should you not be enabled to procure a good and unexceptionable Bill on One of the above Places, get a good one with a good Endorser on London, as also for Amount of the Remains of the Schooner *Diligente's* Cargo left with you for Sale, and pray close these Matters as fast as possible. The Commanders of our armed Vessels should be very particular in bringing Home with them all Papers, Documents, &c: and two of the Crew of every Vessel they take and to have Affidavits from the Master's Mates, Supercargoes, Purser &c: concerning the Property, and Armament.

Each Commander will call on you for his own Supplies, and pay you by Draft for the same on the Secretary of the Navy, but I pray you to discountenance all Sort of Extravagance, and furnish no more Money or Supplies than is absolutely necessary to take the Vessels Home. On Captain Barron's Prudence I can rely, but remember the Others are Strangers to me.

As these Officers have their Instructions from me, it is unnecessary for me to add any Thing further on the Subject of them here.

If General Desforneaux sends down the Americans he holds at Gaudaloupe, you may return him all the Prisoners now in Jail here, and such Others, as you may receive from our Vessels of War under my Command; Otherwise get rid of them as well as you can by letting them loose after the 1<sup>st</sup> of July next. Be sure to forward all Letters for me that come to your Hands by the *Richmond*, and by Captain Barron, and tell me all the News. Furnish also the Captains with complete Vouchers to settle their Accounts with the Government, otherwise they will not be passed, & Difficulty and Delay will arise.\*

May Health, Happiness, and good Luck attend you, and Your's, is the sincere Wish, Dear Sir, of your Friend, and very

Obed<sup>t</sup> humble Servant

DAVID M. CLARKSON Esq<sup>r</sup>

\* The Yards &c: left in your Care must be kept well pay'd with Tar<sup>t</sup>, and you are to deliver any of them at any Time to any Captain of a Ship of War in the Service of the United States should they have Occasion for them, taking proper Receipts, which must be transmitted to the Secretary of the Navy.

† one main yard  
one cross jack yard  
one pole miz<sup>a</sup> topmast  
one Derrick

The Secretary of the Navy will please to observe that the Schooner *Lewis* was armed with some Swivels and Cutlasses, as reported to me by Lieuten<sup>t</sup> Speake of the *Richmond*, but had no Letter of Marque's Commission —

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

[6 May 1799]

Address to Captain Stephen Decatur, (Senior), U. S. Navy, from Merchants of Havana, regretting his departure

The undersigned agent, and others, acting in behalf of American citizens trading to this island, beg leave to address you, previous to your departure from this station. — Impressed with the importance of the eminent services you have rendered the commercial interest of the United States, and wishing to bear that testimony, which our local situation entitles us to appreciate, we request your acceptance of our warmest acknowledgments and thanks.

Insulated as you have been upon an extensive coast, offering asylum to the unprovoked enemy; your zeal and activity have afforded an efficient protection to a trade, the most extensive the United States have in the West Indies, and which may be deserving the attention of our government.

It is not our intention to hurt your feelings by enumerating your services; but gratitude impels us to acknowledge, that without your friendly interference in port, and activity at sea, our commerce must have suffered such checks as to have impeded its prosecution with any degree of prudence.

As much as we regret your departure from hence, yet the arduous circumstances under which you have laboured on this station, prompts us to congratulate you on your approaching arrival amongst your friends, and we are conscious, grateful fellow citizens.

We are with respect,

Your humble servants,

(Signed)

JOS. M. YZNARDI, *agent*  
 IGNATIUS PALVART,  
 NAPT. RAYMOND,  
 GEO. C. MORTON,  
 THOS. G. CARVER,  
 JOHN MUMFORD,  
 CHAS. FRAZIER,  
 WM. LAWRENCE,  
 GEO. REYNOLDS,  
 PETER BLAIN,  
 S. MARIA AND CUESTA,  
 JAS. KENNEDY,  
 THOS. HARPER,  
 SAML. BENNET,

JO. COOK,  
 JS. MONTGOMERY,  
 JESSE MORRIS,  
 CHAS. RAMSAY,  
 HENRY DUFFEY,  
 JNO. ROBERTS,  
 MARIANO CARBO & Co.,  
 EBENEZER IRVING,  
 W. L. PATTERSON,  
 JOHN PABLO DE LA MOLTA,  
 BENJ. MORRIS,  
 J. BAXTER,  
 ANT. MACORILLE.

To *Stephen Decatur, Esq.*  
 commander of the United  
 States ship *Delaware*.  
 Havanna, 6th May, 1799.

[LC, "Claypoole's American Daily Advertiser", Philadelphia, May 27, 1799.]

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

Squally with Rain at 5 PM haul'd up the Courses  
 at 6 PM Sent down T. G<sup>t</sup> Yards at 8 PM wore to the Eastward  
 Middle part fresh Breezes & Clear at 5 AM Set the fore sail &  
 wore ship to the Eastward at 6 saw a sail bear<sup>e</sup> W. S. W bore up  
 & gave chase @ 7. spoke a Sch<sup>r</sup> from Philad<sup>a</sup> bound St Thomas's  
 3 Days out  
 Ends fresh Breezes, let a reef out the Top Sails  
 [Latitude Observed 35.35 N<sup>o</sup>]  
 [NDA.]

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

Fresh breeze & pleasant weather, employed turning into St Pierres  
 Bay 1 pm. discov<sup>d</sup> our Main Mast to be badly sprung 14 Feet above  
 the deck — 4 P M anchored in St Pierres Bay in 10 fm<sup>s</sup> water over  
 a bottom of Sand, bearings as follows — Extremes of the Bay N W B  
 N<sup>o</sup> & S B E<sup>t</sup> & the Flagg staff on the Southern Fort bearing East, our  
 distance of Shore 4 Cables length, soundings within us 2 Cables length  
 7 Fathoms without us, 2 Cables length 14 Fathoms, good bottom —  
 6 p m. Moor'd ship with the Kedge to the W N W 50 fm<sup>s</sup> Hauser,  
 hoisted 3 Lights as a mark for the Commodore to Anchor

8 P. M. The Commodore anchored near us also 2 American  
 Schooners, one from Portsmouth the other from Newberry Port  
 Midnight pleasant Weather

6 A M The Commodore sent his boat to tow the Prize in shore  
 and moored her among the Merchantmen, Seamen Variously em-  
 ployed

10 Am. Carpenter of the [*George*] *Washington* came on board  
 to Survey our Main Mast & to take dimentions for the filler —

Noon fresh breeze & pleasant weather — Comm<sup>e</sup> & our Capt.  
 on Shore Rec<sup>d</sup> on b<sup>d</sup> 2 Kegs Black Paint — 2 of Yellow & 2 Jars of  
 Paint Oil

Moored in St Pierres Bay

[LC, EPP, 1799.]

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To Joseph Ingraham of U. S. Revenue Cutter *Pickering*, from Lieutenant Edward  
 Preble, U. S. Navy

UNITED STATES SLOOP OF WAR *Pickering*,  
 ST PIERES ROADS MARTINICO  
 May 7<sup>th</sup> 1799 —

M<sup>r</sup> JOS INGRAHAM

SIR You are this day order'd by Patrick Fletcher Esq<sup>r</sup> Commander  
 of the UNS Ship *George Washington* to proceed to Guadaloupe in the  
 Schooner *Union* — as a Cartel for the Exchange of French for Ameri-  
 can prisoners it is my advice to you to comply strictly with the  
 advice you may receive from Cap<sup>n</sup> Fletcher and to endeavor by every  
 Justifyable and honorable means to bring with you as many Americans  
 as you possibly can with the consent and permission of Generall

eforneaux, the Commander in Chief at Gaudaloupe — you are to treat the prisoners on board the Cartel with every degree of Tender-ness & Humanity due to the Unfortunate

I am with due regard  
Your Obed Serv<sup>t</sup>

Sign<sup>d</sup> EDWARD PREBLE  
Commander of the UNS Sloop of War *Pickering*

P S At all times when in Sight of any Vessell you will hoist an American Flagg at the Main and a French Flagg at the Fore

[LC, EPP, Vol. 1, 1680–1799.]

[7 May 1799]

Hiring of Flag of Truce Schooner *Union*, by Lieutenant Edward Preble, U. S. Navy

It is agreed on between the Subscribers as follows

John Mackintosh hires the Schooner *Union* to Cap<sup>t</sup> Edward Prible of the American armed Brig *Pickering*, to proceed as a flag of truce to Guadaloupe w<sup>th</sup> some french Prisoners and to return, w<sup>th</sup> whatever prisoners may be Exchanged there to this Port of S<sup>t</sup> Pierre —

In consideration of which the said Cap<sup>t</sup> Edward Prible agrees to Pay Jn<sup>o</sup> Mackintosh the Sum of Twenty dollars Per day until her return & discharge of Prisoners at this Port, and further the s<sup>d</sup> Cap<sup>t</sup> E Prible agrees to Pay the ballast clearance of the said schooner — It is Understood that Cap<sup>t</sup> Prible pays thirty Nine Pounds & Six Pence Prem<sup>m</sup> Insurance of the Vessel

S<sup>t</sup> PIERRE 7 May 1799.

Signed { J. MACKINTOSH  
          { EDW<sup>d</sup> PREBLE

Witness

JN<sup>o</sup> REILLY  
(Copy)

[LC, EPP, Vol. 1, 1680–1799.]

[7 MAY 1799]

To Lieutenant Edward Preble, U. S. Navy, from Joseph Ingraham of U. S. Revenue Cutter *Pickering*

EDWARD PREBLE Esq<sup>t</sup>

SIR In conformity to your Orders and those of Cap<sup>n</sup> Fletcher deliver'd me on the 7<sup>th</sup> Ultimo I proceeded on board the Schooner *Union* as a Cartel — I shall not trouble you with the Occurrences to and from Gaudaloupe as they were only such as are usuall on such passages — Suffice it to say on the 9<sup>th</sup> Inst 11 am being near the Town on the West point of Maragualante a Boat came off ordering me to Anchor immediately or the Fort would fire and oblige me to do so. I of course complied and sent word on Shore the Vessell was a Flagg of Truce from Martinico bound to Gaudaloupe — The Boat return'd in course of half an hour with a Flagg and a pendant hoisted and the person who came in her inform'd me it was the Generalls and representants orders that I should come on shore. I

went in the same Boat that bro't the message — on my Arrivall I was receiv'd by two Officers on the Beach who conducted me to a large Hall where about 30 Officers were assembled — The Commanding Officer ask'd if I was Officer of the Flagg I answer'd I was — no doubt you have your expedition with you. I presented him my Orders together with the letter I rec'd from Cap<sup>n</sup> Fletcher to Gen<sup>l</sup> Desfourneaux — The Commanding Officer having read my documents said every thing was clear but that he had sent for me to dine with him and his Officers I ans'd I was very Sensible of the Honor he intended me but that I could by no means consistant with my Orders Accept his Invitation — he said he regreted that I could not remain — but was aware as an Officer I could not Act contrary to my orders — I convers'd with the Representant and the different Officers about half an hour and took my Leave — I weigh'd Anchor and proceeded immediately towards Guadaloupe at 1 P M we Anchor'd in Point Peter Soon after being at Anchor the Cap<sup>n</sup> of the Port came on board and conducted me to Generall Desfourneaux house and I deliver'd him the Letter I rec'd from Cap<sup>n</sup> Fletcher for him and a Copy of my Letter of Instructions (translated in French) having read them he said he knew of no such thing as American Prisoners — That all Americans were allow'd to pass and repass unmolested — That the Vessells taken were not sold for the benefit of the Captors but that the money was deposited till the present existing differences were adjusted between France and America when it would be paid to such as prov'd themselves the proprietors — I told him I was happy to hear that many of my Countrymen who had met with heavy losses had such good prospects of recovering their property again — The Generall then said he did not mean to reflect on me or on my Commander but that Frenchmen had been taken by the Americans and treated as Pirates — I ans'd I was exceedingly sorry that there were Americans capable of Treating prisoners Ill but that it was impossible for me to Answer for Individualls under the American Flagg — I begg'd however he would cause enquiry to be made of the Frenchmen I had bro't Over concerning the Treatment they had receiv'd — he repeated he did not speak of us (on the Contrary) he had been credibly inform'd the men I had bro't with me had been treated consistant with the Character of Officers and Men of Honor. dinner being serv'd the Conversation ended — I accepted the Generalls Invitation to dine — being Seated he forbid any conversation on politics the order pleas'd me as I wish'd to avoid it — After diner the Generall sent an Officer with me to search for the Americans in the Port & with Order to take all with me who were willing to Accompany me Eleven was all I could find — I made very particular enquiry after your Brother but was inform'd he with many others had departed a few days previous to my Arrivall in a Flagg of Truce for St Bartholomews — Independant of the Americans I obtain'd leave to bring with me an English Cap<sup>n</sup> — (Tho<sup>s</sup> Marlow Com<sup>r</sup> of the Ship — *Ward*) belonging to New Castle — Captur'd the 9<sup>th</sup> Ins't to Windward of Barbadoes — The same Evening I was inform'd of the arrival of an American Vessel at the Mole 20 miles distant from Point Peter and that the Cap<sup>n</sup> and Crew were on their way over land hence I concluded to remain till the Morning when the Cap<sup>n</sup> and one man only Arriv'd — The Captains Name (W<sup>m</sup> Cutter) belonging to North Yarmouth — he inform'd me

he had been robb'd of every thing his Watch Quadrant Cloath's &c I made mention of this circumstance to the Commissary of Prisoners his answer was that the Generall could not be troubled with every trifling occurrence which took place on board Privateers I observ'd in my turn that if there were any Americans deprav'd en<sup>e</sup> to do any thing of the kind that the Generall would be good en<sup>e</sup> to make due allowances but that I felt persuaded in my own mind there were none that wou'd take such Unmanly Advantages — The Morning of the 10<sup>th</sup> I request<sup>d</sup> the Generall to dispatch me by writing a Letter to Cap<sup>n</sup> Fletcher in Answer to the one I bro't him and also that he would give me a receipt for the Prisoners I bro't he gave me a letter in Answer to the one I deliver'd him, which I deliver'd to Cap<sup>n</sup> Fletcher, and a Translation of the same, a Copy of which I have the honor to enclose you — A Receipt for the prisoners he would give me none saying it would Amount to a Declaration of War which he had no Idea off — I observ'd to him that a small Vessell having so many men on board from Gaudaloupe might be stop'd for want of the receipt I requir'd — he ans'd the Letter I had was Sufficient — if a Frenchman Stop'd me he should answer for it at his peril — and if any other Nation Mollested us we knew what Measures to persue better than he did on the 11<sup>th</sup> Ins't I took my leave of Generall Defournoux and his Officers having been treated by them with every mark of Attention and politeness hence I tho't it would not be improper to acknowledge the same in writing which I did and enclose you a Copy of it I also gave one to Cap<sup>n</sup> Fletcher previous to your arrivall together with the Names of the prisoners carried — Those return'd — provisions Expended &c — Thro the whole of this business I have us'd my utmost endeavours to conform Strictly to my Orders and to Act [space] respects Consistant with the Character of An American Officer

I have the Honor to Remain  
With great Respect and Esteem Sir  
Your Oblig'd Humble Serv<sup>t</sup>

JOS INGRAHAM

[LC, EPP, Vol. 1, 1680–1799.]

[Enclosure]

Copy of my Letter to Generall Desfourneaux — Sent him by the Pilot on my leaving Point Peter.

POINT PETER 9<sup>th</sup> May 1799—

HIS EXCELLENCY GENERALL DESFOURNEAUX

SIR Impress'd with a sense of the polite treatment I have receiv'd from you and your Officers during my short stay — I should deem it inconsistent with the Character of an American Officer or a Gentleman to depart without returning you my Sincere Thanks — both as respects my personal treatment and for the Respect shewn to the Flag under which I have the honor to serve — You havin<sup>g</sup> mention'd to me on my Arrivall that some of your Countrymen had been treated as Pirates by the Americans who Captur'd them, you may



rely on it I shall make mention of this to Cap<sup>t</sup> Fletcher who I am persuaded will as far as in him lies use his endeavours to prevent any thing of the kind in future

I have the Honor to Remain  
Sir Your Most Obed<sup>t</sup> Ser<sup>t</sup>

JOS INGRAHAM

[LC, EPP, Vol. 1, 1680-1799.]

To Captain Christopher R. Perry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*N Department 7 May — 1799*

Cap<sup>t</sup> C. R. PERRY

SIR I send by this Mail, all the papers which I recollect as necessary for you, except your Cruising Instructions which will go by the Mail tomorrow — I hope you will be fully prepared by the time you receive them — I observe you had the 30<sup>th</sup> April 123 Persons on board — If you should not have more than 180 when your Instructions reach you, you must proceed without waiting for a full Crew.

I have the Honor to be

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

To Captain Christopher R. Perry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 7<sup>th</sup> May 1799 —*

Cap<sup>t</sup> CHRISTOPHER R. PERRY

SIR Your sailing orders and every necessary paper which I can at present think of, will be sent on this day. — You have not yet nominated a Boatswain and Sailmaker for the *General Greene*, or warrants would have been forwarded them; but the *General Greene* must not be detained on this account.

They must act under your appointment, and will receive their warrants on their return. —

I have the honor to be

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

To Captain Stephen Decatur (Senior) U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*N Department May 7<sup>th</sup> 1799*

Cap<sup>t</sup> STEPHEN DECATUR

SIR This letter will be handed you by Cap<sup>t</sup> Perry of the Ship *General Greene*, and you will please as soon as convenient after the receipt of it to repair with your Ship to the River Delaware, leaving under the command of Cap<sup>t</sup> Perry the Cutters *Governor Jay* & *General Greene*, unless in your opinion those Vessels will be useless to the Service on that Station, in which case they may return with you, or should one of them in your judgment be likely to be usefull

to Cap<sup>t</sup> Perry, and not the other, you may determin on which is to remain and take only one of them. —

You will please to give Cap<sup>t</sup> Perry every information respecting the Station he is about to take, that you think will assist his operations. —

I have the Honor to be &C &C

P. S. Should you be applied to at Havanna to bring mony to the Contentint you may agree to do so. —

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

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To Captain Christopher R. Perry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

N Department May 7<sup>th</sup> 1799

Cap<sup>t</sup> C. R. PERRY

SIR Presuming that you have a Sufficient Crew, I have the Honor to direct, that immediately on the receipt of this, you proceed with the *General Greene*, to the Havana, between which place and the Matanzas, you will probably fall in with the United States Ship, the *Delaware*, Cap<sup>t</sup> Decatur, having under his Command, the Revenue Cutters, *Governor Jay*, & *General Greene*. But it is equally probable, that he may have left that Station, before your Arrival. — You will remain in the vicinity of the Havana, for the protection of our Trade to that place, as well as that which passes down the Streights of Bahamas to the Spanish Main, untill you receive further orders — using your utmost efforts, for the Security of our Merchants Vessels, as well as for the capture of all French Armed Vessels, and the recapture of all Vessels taken by them, in which american Citizens, or persons resident within the United States, may have an Interest. The orders herein, of the 11<sup>th</sup> July and 29<sup>th</sup> Dec<sup>r</sup> 1798, and the 16<sup>th</sup> Jan<sup>y</sup> and 12<sup>th</sup> March, 1799, by which you must be governed; are so full and so particular, in the description of the Vessels you have a right to Capture, and recapture, and also as to the conduct you are to observe towards the Vessels of Friendly Nations, and towards our own pursuing commerce with the French Dominions, that it is not necessary for me to add on these subjects. —

You may obtain from Cap<sup>t</sup> Decatur should you meet with him, much useful information — He will judge whether it will be best to leave with you, one, or both the Cutters under his Command — you may supply the Vessel or Vessels so left, with provisions from your own Stores — two other Vessels, the *General Pinkney*, of 14 Guns, and the *So. Carolina* of 10 or 12 Guns, will join you quickly, after your arrival — and you must employ them to the best advantage. —

It has been reported, that French pirates, having no commissions, have made a fortification, near the Island of Cuba, and a few leagues from the Matanzas, in a Situation to annoy our whole Trade to the Havana — You must get all the information you can on this subject, and adopt the best measures to protect our Vessels from these Freebooters — Should you Capture any of them, they are not to be treated as other Prisoners — but must be sent to the United States, to be proceeded against as pirates. —

I request that you will write me frequently informing me particularly of your proceedings and success. — You must keep up a Communication with the American Consul at the Havana, to whom I shall address any letters I may have occasion to write you. — It is the Presidents particular desire, that you promote strict discipline and order in your Ship, and the Vessels under your Command, and inculcate among your Officers, and Men, a high sense of the honor of the American Flag, which is to be maintained at every hazard.

The Havana it is said is very Sickly — you will not however be under the necessity of exposing your Crew, by being in port. — the way to be most usefull to your Country, to raise your own Character — and to keep your men in health and Spirits, will be to keep constantly cruising, except when you are obliged to go into port for water. — In the present situation of our affairs, we have nothing to dread so much as inactivity — you can scarcely be too enterprizing — Still it is possible, that a French force, Superior to yours may appear on your Station, in which event, you must pursue the Most prudent Means for the safety of your own, and the Vessels under your Command. —

In addition to the above, you will bear in mind, that our Laws do not authorize you to recapture American Vessels captured by the Vessels of any Friendly nation, or any Nation at war except the French. — Should you even see an American Vessel about to be captured by the Armed Vessels of any other Nation than the French you cannot lawfully interfere to prevent such Capture. — It must be presumed that the court of such nation will render justice. —

I am Sir &c &c

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

To Captain Ebenezer Massey, U. S. Army, from Secretary of the Navy

[PHILADELPHIA]

N Department May 7<sup>th</sup> 1799

Cap<sup>t</sup> EBENEZER MASSEY

*Fort Mifflin*

SIR I know of no Law authorizing the Marines doing duty in Garrison, to expect greater allowances than the other Troops of the United States

I am Sir &c &c

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

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

DEPARTMENT OF STATE

*Philad<sup>a</sup> May 7<sup>th</sup> 1799*

His Excellency ROBERT LISTON Esq<sup>r</sup>  
*Minister Plenipotentiary &c*

SIR I have felt much regret in being repeatedly obliged to address you on the captures of American vessels by the British cruisers on the coast, and in the West Indies. I am aware that an effectual regulation which might prevent the usual cause of complaint is not within your

province: but your *opinions* expressed to the proper officers may be beneficial. The Ship *General Washington*, belonging to M<sup>r</sup> Daniel W. Coxe, of this City, has been captured by the British ships *Lynx* and *Pheasant*, and ordered to Bermuda, the cause or pretence for the capture is said or supposed to be, for the *General Washington's* having on board *nails, ticklenburgs* and *oznaburgs*, which the captors pronounce to be contraband. — M<sup>r</sup> Coxe has brought to me three bills exhibiting the quantities and purchases of those articles. The nails are of the sizes designated by the names 6<sup>d</sup> 8<sup>d</sup> 10<sup>d</sup> 12<sup>d</sup> & 20<sup>d</sup>. — The great use of these nails, every one knows, is for *house building*, and cannot, by any reasonable construction, be comprehended in the general expression, in the 18<sup>th</sup> Article of our Treaty, as “serving directly to the equipment of vessels”. It is true, that some of them may be used in finishing the Cabin; and so must the joiners tools, — his saws, chisels, planes, hammers &c. The iron pots and utensils of the Cook, are also at least equally necessary in the equipment of vessels: and there is some use for leather and raw hides. But will such partial and contingent uses of these articles transform them into contraband of war? Doubtless, to bring any articles not enumerated, within the meaning of the treaty, they should serve *directly* and *principally* to the equipment of vessels. This reasoning will also apply to the ticklenburgs and oznaburgs, which probably no man ever heard called *sail cloth*. The treaty indeed mentions only “sails”; but *sail cloth* of which they are made may doubtless be comprehended. Ticklenburgs and oznaburgs, it is well known, are used for clothing negroes, and labourers, in warm climates, and for bags by the planters and merchants. They are both essential to the American trade with the Mississippi, as without them the Cotton raised even in our own territory cannot be exported: and but for these demands for those coarse linens, and of nails for house-building, not a cask of the one, nor a piece of the other would ever be carried to New Orleans. The increase of population and consequently of productions, on the Mississippi, is daily increasing the demand for the articles above mentioned, and the trade thither is daily becoming more and more important to the United States; and consequently to Great Britain, whose manufactures enter considerably into that trade, and whither the raw productions; cotton, indigo and skins, are chiefly carried. All the nails in the cargo of the *General Washington*, are of British manufacture. But the political mischiefs of such interruptions to our commerce are as much to be lamented as their direct injury to our merchants. They sour the minds of the people; and keep up the irritation against Great Britain; and by the divisions thereby occasioned, promote the views of our common enemy: while the British naval officers are reproached, as more intent on gain, than glory. I persuade myself that your liberal mind will view this subject in the same point of light in which I have placed it; and that no endeavours will be wanting on your part to remedy the evil.

I have the honor to be &c &c

TIMOTHY PICKERING

[7 May 1799]

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

SIR, I cannot suffer this Vessel to depart without giving you a short abstract of the Dispatches that I shall forward in 3 or 4 days. — I rec<sup>d</sup> yr Letter — (the duplicate) on the 1<sup>st</sup> May: — presented myself on the 3<sup>rd</sup> — & have rec<sup>d</sup> a refusal from the Gov<sup>t</sup> in writing this day. He refers the business to the Directory in Europe, & says he has no powers. — It is undoubtedly the Interest of the U States — that no delay sh<sup>d</sup> be allowed in applying there — for it is Certain the French Agent now here — (refused also) — has Sometime since written to his Gov<sup>t</sup> & the probability is that an order will come to have him rec<sup>d</sup> I must refer you as above for anything further on this subject. —

Extract from my Journal follows. May 5. The Governor informed me that he had rec<sup>d</sup> advices from Cayenne — that the Government complained much at his refusing to receive Their Agent: that they found it almost impossible to get any American Prizes into Cayenne that were taken to the Leeward of a place called the seven mountains on this Coast: excepting — very sharp built — fast sailing Vessells: that they had dispatched a Cartel to the United States — in which Citizen Burnel had taken passage — that He was empowered to tell the President of the United States — that if he would permit American Vessells to clear out for & go to Cayenne that they sh<sup>d</sup> be allowed to trade & treated friendly — that the armed Vessells of the Colony should have orders not to molest those that were so cleared out — and sh<sup>d</sup> any be brought in they sh<sup>d</sup> be released. That if the President w<sup>d</sup> not grant such permission (Citizen Burnel had orders to treat with any Merch<sup>ts</sup> or others who were friendly to them to Supply the Colony — and for that purpose had taken with him a sufficient number of passports to be given to all who would take them) That — their Cruisers had brought into that place — but *three* American Vessells. That their armed Vessells — were — a Corvette of 20 Guns probably unfit for service. A Corvette sometime since from France or Guadaloupe — of 20 Guns — now on the Brazil Coast Cruising for Portuguese Ships & probably for American Whalem<sup>n</sup> — and three Privateers of 10 or 12 Guns — who from Hunger — & poverty were very desolate. I asked whether that Gov<sup>t</sup> depended on or expected to receive any supplies from Guadaloupe — He answ<sup>d</sup> they could not for that Isl<sup>d</sup> was in a manner blockaded: and it was his opinion that a single 20 Gun Ship or Sloop of war with a fast sailing Schooner or Brig — could protect every American coming to this Coast & probably catch their whole force. That — every precaution was taken by that Gov<sup>t</sup> to prevent the real state of affairs there to be known here: that at the moment of departure of the privateer Sch<sup>rs</sup> that bro<sup>t</sup> the dispatches to him — Officers went on board & examined every private Letter & detained most of them.

Observations on this Conversation — I give full credit to the above. The two schooners now here — brought Powder & whale Ayl. They have come after Flour & money partially to pay & feed their troops — & are begging this Gov<sup>t</sup> to purchase those articles — & furnish them with Flour & Money. The N<sup>o</sup> of troops are about 500 Whites — how

many Blacks I cannot ascertain.) The latter will not work — in consequence they have no produce — and were necessitated to send this powder. — They will get a supply & immediately return. —

I wish a stronger or more numerous force might be sent — not only to guard & convoy this trade — & a stated Convoy to be established — but also — to Catch all their force & block up the harbor. Some valuable Portuguese Prizes might be retaken — & this whole Coast effectually Scoured. It would magnify the importance of our nation — & probably with other circumstances be a means of procuring some particular advantage in this trade in time of Peace — for which these people most devoutly pray — principally because they can then exclude all foreigners — & we shall never obtain any advantage — otherwise — than by extorting it by some powerful controul. — The greatest dispatch sh<sup>d</sup> be made — for the people at Cayenne are at their wits end. — I hear that two Vessels have been into Cayenne since the suspension act — one owned — by Dupay — or some such name a French Merchant at N York — an<sup>o</sup> from Phil<sup>a</sup> the Capt<sup>s</sup> name Prince both cleared for Surinam — under the pretense of being owned [\*] but in fact only in part by people at Cayenne. or [\*] thing. — You Sir, will be sensible that the Sources from whence this information comes — even respecting myself should not be known.

Being much fatigued I can add nothing further, than that I am  
Very respectfully

Yr. Most obedient Servant

T. TUFTS.

MAY 7, 1799

[\* Words obliterated by seal.]

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

[7 May 1799]

Extract from the log book of the Ship *Spy*, Captain West, from Surinam, concerning encounter with the Schooner *Marianne*,

May 7, at 1 P. M. a schooner in sight with a main and fore-top sail set, standing for us. Soon after observed Swedish colours; but supposed her to be a French privateer. She gained upon us fast; we, therefore, cleared ship for action. At 2, hauled up our courses and fired a six pound shot a-head of her; up on which he brot to. Sent the second mate on board of her, with orders to behave very civil, and if French, to send the captain on board with his papers. The boat soon returned, with Mons. Pierre, who said the sch<sup>r</sup>. was called *Marianne* of St. Bartholomew's, that he was master and owner himself—had before been taken into Nevis and condemned—that he had bought her in, and went to St. Bartholomew's, from whence he was bound to Guadaloupe with 500 bls. of flour, some beef, and dry-goods, all his own. He was so agitated that wine was necessary to calm his apprehensive of a "*fraternal squeeze*." Tho I suspected her to be French (the crew and passengers speaking that language only) I could not, consistently with my instructions make prize of her, as she was not *equipped for war*. Poor Mons. Pierre,

was therefore, to his joy, and I believe, contrary to his expectation, set at liberty.

"We regretted the supply of provisions going to the enemy, much more than the loss of the prize, which every man seemed equally willing to part with, as at first to fight for."

[LC, "N. Y. Commercial Advertiser, June 2, 1799.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate, *Constellation*,  
Tuesday, 7 May 1799

Moderate Breezes, and pleasant Weather. At about half past 5 PM got Underway, and cruized to the Southward of St Christophers all Night. At Day Light saw two Sail, gave Chace, and at 6 AM *L'Insurgente* spoke a Schooner from St Thomas's, and I spoke a Brig from Savannah, both bound to St Christophers; then stood through the Passage between St Christophers, and St Eustatius, and so on directing my Course to Windward of St Bartholomew's; East Point of which at Noon bore North five Leagues Distance.

[Long'de. Account 62°.30' W.]  
[Latt'de. ob'd. 17°.43' N°]

[HS of PA. NDA photostat.]

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Extract from journal of James Pity, U. S. Frigate *Constitution*, 7 May 1799

Moderate Breezes at 3 PM out Reefs. & sent up T.G<sup>t</sup> Yards.

Middle part Moderate at 8 AM. Squally with Rain at 9. saw a sail a head made sail & gave chace at Merd<sup>n</sup> the Chace bore EN.E 6 Miles dist.

Latter part fresh Breezes ship in Chace

[Latitude In 37.24 N°]

[NDA.]

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

First part light breezes & pleasant

at 1 PM Saw 3 sail to the South<sup>d</sup>

at 2 tack<sup>d</sup> to the N & West<sup>d</sup> at 3 PM Sent up T.G.Yards & Set Jib & M T M staysail.

10 PM set TG Sails.

Middle part light breezes & Cloudy

7 AM in Fore & Mizen T.G Sails

Latter part fresh breezes & Squally attended with rain.

South Shoal of Nantucket N. 17'.00 W 150 miles

[Long'de ob'd. 68.54 W.]  
[Latt'de ob'd. 38.23 N.]

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

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Tuesday, 7 May 1799.

Light breeze and pleasant Weather, Seamen Variously employed repairing Sails blacking Yards &c &c

Midnight pleasant weather

Rec<sup>d</sup> from the Commodore 3 Oak Plank

Light breeze & pleasant Weather, Seamen employ<sup>d</sup> painting Tarring & Black<sup>t</sup> — Anchored several Vessels in the Bay among which were two Americans

Noon pleasant Weather, seamen employ<sup>d</sup> as above Rec<sup>d</sup> on board a Bbl. Tar — The Master rec<sup>d</sup> an order to repair on board the *Union* as a Flagg of Truce, to Exchange Prisoners to & from Guadaloupe

Moored in S<sup>t</sup> Pierres Bay

[LC, EPP, 1799.]

Arrival of *Constellation's* prize Schooner *La Union* at Philadelphia

PHILAD<sup>a</sup> 8<sup>th</sup> May 1799

DEAR SIR. About Six hours after your departure from this Lieutenant Archer of the *Constellation* arrived her[e] in the Prize Schooner *La Union* mounting Six four Pounders and Thirty one Men — The ensured amount of her Cargo is reported to be Thirty thousand Dollars. By yesterdays Post an account came of her having captured a Privateer Schooner mounting Six Guns two days after the departure of *La Union* and carried her into S<sup>t</sup> Kitts. The Lieutenant brought a Letter for me but none for you Isaac was well 5 April last and is expected in Hampton roads in four Weeks M<sup>r</sup> Archer says he is appointed full Surgeon and every one fond of him We are well and desire to be remembered to you and every one of your Ecclesiastical freinds

I am your Nephew

ROBERT HENRY DUNKIN

[NDA. Area 7, 8 May, 1799.]

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

[PHILADELPHIA]

N Department May 8<sup>th</sup> 1799.

W<sup>m</sup> CRAFTS Esq<sup>r</sup>

Charleston

SIR The *General Greene* Cap<sup>t</sup> Perry will proceed from Newport to the Havana without calling at Charleston, as was mentioned in my letter of the 29<sup>th</sup> Ultimo. —

You will, therefore, be pleased to dispatch with all possible expedition, the *General Pinckney* and the *So. Carolina* — with instructions to proceed to the Havana, & the Matanzas untill they fall in with Cap<sup>t</sup> Perry, under whose orders they are to Cruise. — These Vessels

need not wait to go together.

I have the Honor to be &c &c

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



[8 May 1799]

News item regarding capture of the French privateer Sloop *Bon Pierre*, by the United States Brig *Eagle*

SAVANNAH, May 9.

Yesterday evening arrived here in 21 days from Dominica, the French privateer sloop *Bon Pierre*, captured by the United States brig *Eagle*, Capt. Campbell, about 5 leagues to the windward of Antigua; she is pierced for 10 guns, mounts 4, and had 55 men on board. The *Eagle* has also retaken a small English sloop, and run ashore a French privateer on Barbuda.

["Georgia Gazette", 9 May, 1799.]

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

[PHILADELPHIA]

Navy Department May 8<sup>th</sup> 1799

Cap<sup>t</sup> SILAS TALBOT. —

SIR I am honored with your letter of yesterday — No Act has taken place, since I have been in Office, to make Cap<sup>t</sup> Truxtun your Senior Officer. I formed the opinion I expressed to you from circumstances, which had taken place before I came to Philadelp<sup>a</sup> —

The Act of Congress to provide a Naval Armament, directed the building of Six Frigates, and the employment on board each Frigate of a Captain; But the Act contained the following proviso; "that if a peace shall take place between the United States and the Regency of Algiers, then no further proceedings be under this Act." —

Peace did take place between the United States and the Regency of Algiers — But Congress passed an Act "Supplementary to the Act to provide a Naval Armament", authorizing the President to continue the construction, and equipment, of three of the Six Frigates — and directing the other three to be discontinued. —

The Frigates to which Cap<sup>t</sup> Barry, Nicholson, and Truxtun had been appointed being in most forwardness were selected to be continued; & these three Gentlemen were selected to command them, because they had been originally appointed to them. — It is a question material to the right understanding of this subject, whether the President had the power to continue in the Service after the Peace with Algiers, and after the passing of the Act directing only three of the Frigates to be built and equipped, more than three Captains. — To my understanding it is clear that he had not, and if he had not, it follows that the choice having fallen on Barry, Nicholson, and Truxtun, (not because these Gentlemen were supposed to be best qualified, but because the Frigates to which they had been appointed, were those to be continued) the other three Gentlemen were completely out of service; and could have no claim to rank in the Navy, without a new appointment — This I presume must have been the impression under which the President acted, in nominating you a second time to the Senate in May 1798, to be a Captain in the Navy, or why make that nomination?

If it be true then, that you ceased to be a Captain in the Navy, on the peace with Algiers, or in consequence of the Act for continuing three of the Frigates, the inference is obvious, that you derive your title to rank from the Appointment in 1798, and that Truxtun deriving his from his appointment in 1794, must be considered the Senior officer. —

In all this I do not pretend to contend that you have not just reason to be dissatisfied. — You were originally placed third in command — No Human Being doubts your qualifications, to be at least as high as you were originally placed. — The Act of Selection to the three Cap<sup>ts</sup> to be continued in the Service, is the one which has done you injustice, and of which you have cause to complain — But as that Act was governed by a principle, having no kind of reference to the Merits of the respective Captains; and as the world knows that that Act was so governed, you are not in the situation of an officer over whom the Government has given the preference to another, from an Idea of Superior Merit in that other, and I cannot therefore help believing that you might still give your Services to the Public without the slightest stigma on your Character — and so anxious am I that you should do so, that I will not until I hear from you again, communicate your letter to the President. — You observe in your letter that when this matter was submitted to General Hamilton, you did conceive that his opinion was to have been in some measure conclusive, and that his opinion coincides with your own. —

The President himself would not set up his opinion to be decisive of the Rights of Officers, in a case where the question could be determined by known rules — It was not in my power therefore to say that General Hamiltons should be. — But knowing him to be a Gentleman of great abilities, and well acquainted with the principles which govern in questions of Rank between Military Men, I communicated to him, the circumstances connected with this case, hoping that his answer would be satisfactory, to both Cap<sup>t</sup> Truxtun and yourself — But I have never been favored with an answer from him.

Upon the whole I wish you to consider this, and my former letter as containing *my opinion only*, as to the question of Rank between you and Cap<sup>t</sup> Truxtun, and by no means the decision of the President, who would wish the rank to be settled by the Rules, which govern such cases — these rules I think are not in your favor but I may be mistaken. — It will be very agreeable if on these conditions, nothing being determined, you will take the command of one of the Frigates now in Service, but if more agreeable to your feelings it will be quite satisfactory to the President, if you continue to superintend the building of the Frigate at New York, retaining your Commission Rank & emoluments, &c perhaps before she is ready for Service, circumstances may arise to remove all difficulties. —

I have the Honor to be &c &c

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

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate, *Constellation*,  
Wednesday, 8 May 1799

Moderate Breezes, and pleasant Weather, with a Swell from the Northward. Unbent the Cables, stowed the Anchors, and trimmed Ship &c: &c: &c:

Eastern Point of Anguilla at 6 PM bore West five Leagues Distance, consequently the Ship was at that Hour in Longitude  $62^{\circ} 30'$  W. from Greenwich in G. B. the same as at Noon of the preceeding Day, having from Noon at 6 PM steered North. *L'Insurgente* in Company, near us, and no other Vessel in Sight.

[Long'de. Account  $62^{\circ} 45'$  W.]  
[Latt'de. ob'd.  $19^{\circ} 51'$  N°]

[HS of PA. NDA photostat.]

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

Fresh Breezes Ship in Chace to the Eastw<sup>d</sup> observ'd the chace to be an Arm'd Ship

at 2 PM made the private Signal @  $\frac{1}{2}$  past 2 gave her a shott prov'd an American Ship from Baltimore bound to Lisbon same time sprung M. T. G<sup>t</sup> Yard

Shortend sail & haul our Wind to the N° close reef'd the T. sail & down T. G Yards at Midnight heavy gales Wind hove too under close reef'd M. t. Sail & Storm S. Sails & Trye Sail @ 7. spoke a Brig<sup>t</sup> from Rhode Island bound to S<sup>t</sup> Croix Latter part Moderate Set up the Lee Rigging

[Latitude In  $39.18$  N°]

[NDA.]

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

First part fresh gales & Cloudy with rain & thunder — — — —

at 3 PM saw a Sloop to the N<sup>d</sup> & W<sup>d</sup>

at  $\frac{1}{2}$  past 3 Spoke her, she was from Hartford, 2 days, inform'd us that Nantucket bore NNW at  $\frac{1}{2}$  past 4 saw a Ship at 6 spoke her. She was the *Nabby* from New York bound to India — Middle part hard squalls Close reef'd the topsails & sent down TG Yards at 3 AM in Fore & Mizen Topsails & reef'd the Foresail

At Merid<sup>n</sup> Sounded in 45 fathoms

fine Yellow sand — Latter part Hard gales & Cloudy.

[Long'de ob'd.  $68.09$  W.]  
[Latt'de ob'd.  $40^{\circ} 32'$  N.]

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

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Wednesday, 8 May 1799

Light breeze & pleasant Weather, Seamen employ<sup>d</sup> as per Logg 6 A M. 2 Carpenters came on board who where employed with ours in Fishing our Main Mast — 2 P.M. rec<sup>d</sup> on board a Bbl. Tar — 4 pm. The Capt<sup>n</sup> gave orders that the Master M<sup>r</sup> J. Ingraham, should proceed on board the Schooner *Union* & in conformity to the orders of him & Capt<sup>n</sup> Fletcher (Jointly) to proceed as a Cartell to Guadaloupe there to deliver the French Prisoners, Rec<sup>d</sup> say 15 in number — and to bring back as many Americans as could be procured

by consent of Gen<sup>l</sup> Desfourneaux in return — 5 p m. the Master departed — The following is a copy of M<sup>r</sup> Ingrahams Orders —

UNITED STATES SHIP OF WAR  
M<sup>r</sup> JOSEPH INGRAHAM *Geo. Washington* May 7<sup>th</sup> 1799

SIR You are hereby ordered to repair immediately on board the Schooner *Union* constituted by me as a Cartell and to proceed to point Petre in Gaudaloupe with all the dispatch in your power, and there deliver to Gen<sup>l</sup> Desforneaux the Letter which you receive with these orders — You will please to take a receipt for the Prisoners forwarded by me and to request of Governor Desforneaux that he *will* return all Prisoners at Guadaloupe which I authorise you to receipt for — wishing you a speedy determination of the Business

I am Sir

Your ob<sup>t</sup> Serv<sup>t</sup>

Sign<sup>d</sup> PATRICK FLETCHER

Carpenters & Seamen Emp<sup>d</sup> as before mentioned. Rec<sup>d</sup> on board a Quantity of Vegetables — Ship<sup>d</sup> W<sup>m</sup> Cox — Seaman & Tho<sup>s</sup> Snead Ordinary Seaman

At anchor in S<sup>t</sup> Pieres Martinico

[LC, EPP, 1799.]

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

[PHILADELPHIA]

*N Department* May 9<sup>th</sup> 1799

JEREMIAH YELLOTT Esq<sup>r</sup>  
*Baltimore*

SIR I am honored with your letter of the 7<sup>th</sup> Ins<sup>t</sup> and will thank you to discharge the account of the Marine Cloathing with the deductions proposed by M<sup>r</sup> Howard; for future Major Burrows must be more particular — I have ordered a remittance of 2000 Dollars to be made to you for this object. — You will shortly receive twenty nine pounders, and twelve Six pounders for the two Vessels building by the Merchants — The dimensions of them I have sent to M<sup>r</sup> Gilmore for the purpose of having the Carriages prepared. —

I will thank you to inform me the names which have been determined on for these Vessels, & also for which of them the nine pound Cannon purchased of you are to be used. —

I am Sir &c &c

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

Extract from Captain Thomas Truxtun's journal, U. S. Frigate, *Constellation*,  
Thursday, 9 May 1799

Light Winds, and small Squalls, with a Swell from the Northward. *L'Insurgente* going a Head of us considerably, employed trimming Ship &c: &c: &c:

[Long'de. Account 63°.6' W.  
[Lattd'e. ob'd. 21°.00' N<sup>o</sup>]

[HS<sub>of</sub> PA. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*, 9 May 1799

Strong Gales & Squally at 2 PM took in the fore Top Sail  
Spoke a Sch<sup>r</sup> fm Newbery Port bound to Norfolk. Lying too  
under fore Sail who Inform'd us the S<sup>o</sup> Shoal of Nantucket bore  
N. W. by N. 25 Leagues dist at 3 Reef'd & handed the fore sail  
and housed top gallant Masts. Sounded 170 fathoms No Bottom.  
Ship lying too under close reef'd M.T. Sail, Stay Sails & Try sail  
at 7. AM the gale abating set the fore sail & close reef'd M. & F.  
Top Sails @ 10 AM set the M Sail. Saw a sail bear\* N. E.

Ends in fresh gales & Clear Wea<sup>r</sup>

[Latitude In 40.40 N<sup>o</sup>]

[NDA.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 10<sup>th</sup> May 1799. —*

JOHN ADAMS Esquire

*President of the United States*

SIR I do myself the honor to enclose the copy of a Letter from  
M<sup>r</sup> Sewall [\*] and my answer, to be forwarded, if it meets with your  
approbation. — I have consulted the heads of Departments on this  
subject, but the opinions are so various, that I could only give my  
own to M<sup>r</sup> Sewall. — Col<sup>o</sup> Pickering thinks the convoy ought to be  
granted. — But there is scarcely a considerable port in Europe,  
to which convoys are not wanted, and applied for. —

I have sometimes thought, that if the French do not very soon  
give some decisive proof of their desire to conciliate with us; that some  
of our fast sailing Vessels, might be employed to advantage, during  
the hurricane season in the West Indies, in a cruise on the Coasts of  
Spain and France — to sweep from about Cape Finistere to Nantz —  
and to return with their prizes without remaining long enough to  
attract the attention of superior force — This would in fact, be giving  
more real protection to the Trade to Spain, than to convoy at a par-  
ticular season, a few Vessels. — A Convoy to be useful, must be  
known generally to the Merchants five or six weeks before it could  
sail — The French would probably hear of it, before it arrived in  
Europe, — and might be prepared for it. —

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

[\* 25 April 1799 included in this volume of "Naval Documents."]

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

[Enclosure]

To Samuel Sewell, Marblehead, Mass., from Secretary of the Navy

[PHILADELPHIA]

*N Department 10<sup>th</sup> May — 1799*

SAM<sup>l</sup> SEWELL Esquire

*Marblehead*

SIR I am honored with your letter of the 25<sup>th</sup> Ult<sup>o</sup> — It is cer-  
tainly very desirable that our Commerce to every part of the World,

should be protected by our Public Vessels: — but more especially a branch of our Commerce, affording encouragment to so excellent a Nursery for Seamen, as our Fisheries. — But in the present State of our Navy, the policy of attempting to convoy our trade to any part of Europe, is at least very questionable; and perhaps there are greater objections to sending convoys to Spain, than to most other Countries. — In the very place to which the Merchants with you wish a convoy, Corunna, the French have three or four privateers of 14 to twenty odd Guns which capture our Vessels in sight of that port, which is so convenient to the privateers from Bayonne, Bourdeaux, and Rochelle, that a convoy thither ought to be a strong one even if our Vessels were sure of protection in harbour — But to attempt to secure by convoy the Trade to a Country so much in the power & so much under the influence of France, in the present situation of our Navy might be to neglect other objects, which our force may accomplish, & to expose our Vessels to great hazards, without an adequate prospect of advantage. —

Our first care certainly ought to be, the security of our own Coast — the next to avail ourselves of the commercial and perhaps political advantages which the present state of the West Indies & Spanish America, is calculated to afford us. By attending to these objects it may be possible to produce such strong conviction of Dependence on the United States, that it may be difficult thereafter to arm those Countries against us. It would be a great point gained in a War with France, that they should be obliged to make their attacks from Europe. At any Rate, it seems to be in the power of France to shut us out from almost the whole of Europe — and perhaps our only means of compensation are to be found nearer home. —

I have thus given you my own view of the subject, without waiting to communicate to the President, the request contained in your letter, — the letter however shall be laid before him, & I shall pursue with alacrity his Ideas should they differ from my own. —

I have the Honor to be &c

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

[About 10 May 1799]

Extract from a letter from a gentleman in Norfolk to a friend in Baltimore, dated May 17, 1799, concerning the encounter of the Ship *Mary Ann* with French Brig *Le Generoux*

#### IMPORTANT INFORMATION:

“The ship *Mary Ann*, mounting 16 guns, and manned with 51 hands, arrived here yesterday from the river La Plata; she was furnished with a letter of marque, and 7 days since, in the Gulph Stream, was engaged by a French brig of 10 guns and 117 men, all mulattoes and negroes, except the first lieutenant, who is an American, a native of Barnstable, in Massachusetts. The engagement lasted two hours, during which nine Americans were killed and 17 of the negroes. At length the *Mary Ann* got so completely athwart her bows, that every shot raked her fore and aft, when the tri coloured flag was hauled down, and she yielded to the superior bravery of American seamen.

"After taking possession of her, she proved to be *Le Generoux*, of Guadeloupe; but contrary to all other privateers, was deeply loaded with guns, pistols, daggers, flints, cutlasses, and all other military stores and implements. The captain of the *Mary Ann* took out what men he could stow, and put the rest in irons, of which he found plenty in the prize; he also put 21 men on board her, and ordered her for the first port in the United States which she could make. What renders the situation of this prize the more particular, is that she had no commission, or any papers, nor could the Americans learn, even from their prisoners, where she was bound, or to what purpose her cargo was to be appropriated. Her letters were all thrown overboard, except one, which, through hurry, was left in the chest of a passenger; this letter is addressed to an eminent personage in Georgia, and on account of its important contents, was sent on, as soon as the *Mary-Ann* arrived, by express, to the Secretary of State."

[LC, Phila. "Claypoole's American Daily Advertiser", 24 May, 1799.]

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[10 May 1799]

Extract from the log book of the Sloop *Two Friends*, Captain Bennett, from Norfolk, to New Providence, concerning his encounter with the American Ship *Nancy* of New York, Captain Taylor

Saturday, 10th May, at 1 P. M. discovered a sail to windward; at 2 came up with and fired a shot at us, without any questions whatever, under American colors, on which we hoisted our own (American) in return, and hove to immediately; he then fired another shot at us, and ordered the captain to get out boat and come on board with the papers, or else he would sink us: the captain expostulated as much as possible, telling him the danger in getting on board in a small boat, the sea running high and the wind blowing a gale: he said he did not care a *damn*, &c. so fired a third shot at us, which had nearly done great damage, swearing and cursing at same time in a brutal manner, he would sink us. — We were obliged to comply (having no guns) when the captain and two men went on board at a great risqe in our own boat, she proved to be the brig *Nancy*, of New York, commanded by captain Taylor, who on this occasion has proved himself a coward and paltroon; otherwise he would never have treated an American in such a villainous manner.

[LC, Baltimore "Federal Gazette & Baltimore Daily Advertiser", 24 June, 1799.]

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

Uncertain Weather, heavy black Clouds, much Rain, a head Sea, and Lightning to the N. W. Trimmed Ship, and restored our Sailing.

[Long'de. Account 64°.20' W.]  
[Latt'de. ob'd. 22°.45' N°]

[HS of PA. NDA Photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*, 10 May 1799

Steady breezes and pleasant Sounded 100 fms No Bottom. at 6 P M. Sway'd up T. G. Masts. at 7. Pitching into a heavy head beat Sea. Sprung our fore Mast in the Wake of the partners on the gun Deck call'd all hands & took in the F. S. & F. T. S. got the fore runners to aft to support the Mast the crack being abaft Lower'd down the fore Yard and Struck the T G<sup>t</sup> Mast on Deck. Set the M. Stay Sail and M Sail at 3 Set fore and M. T. Stay Sails at 6 Launch'd the F. T. Mast. ab<sup>t</sup> 12 feet. Sway'd up the fore Yard and set the fore Sail got a Hawser from the Mast head to the Main Hatch to Support the Mast. at 9. sounded in 75 f<sup>ms</sup> Latter part employed bending Cables Carpenters fishing the fore Mast. & Woolding the Fishes &c

[Latitude In 42.12 N<sup>o</sup>]

[NDA.]

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

Begins with fresh breezes & Hazy at 3 PM more moderate let the 2<sup>nd</sup> Reef out of the Topsails at 5 up TG Y<sup>d</sup>s & set the TG Sails at 7 in TG<sup>l</sup>s at 9 sound<sup>d</sup> in 35 fath<sup>s</sup> at 10 had 30 at 11 had 28 — at Midnight 34 fath<sup>s</sup>

Mid. part moderate breezes & hazy at 1 AM sound<sup>d</sup> in 27 faths at 2 had 29 at 3 had 31, at 4 had 30 fath<sup>s</sup> set TG Sails at 10 saw several Schooners standing to the East<sup>d</sup> took 2<sup>nd</sup> reef in the Topsails & in TG Sails

Moderate & very Hazy

[Long'de ob'd. 69.03 W.]  
[Latt'de ob'd. 42.29 N.]

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

[About 11 May 1799]

To Lieutenant Edward Preble, U. S. Navy, from P. Mourau, Captain of Frigate and Commander of Port Liberty

PORT LIBERTY 21<sup>st</sup> FLOREAL  
7<sup>th</sup> Year of the French Republic  
one and Indivisible —

Moureaux Capt<sup>n</sup> de Frigate and Naval Commander of the Port, to M<sup>r</sup> Preble — Commander of the UNS Sloop of War the *Pickering*.

SIR I had the honor to receive your Letter and it reminds me with pleasure of our ancient Friendship and also that of our friend Citizen Paillet. We are Infinitely flatter'd and pray you to receive our Sincere Thanks We regret the existing differences between the Great Nation of France and the United States of America, and we expect soon to see it Settled we flatter ourselves an end to those difficulties is approaching —

We observe with pleasure your wish that we should be Serviceable to Mons<sup>r</sup> your Brother, we were Ignorant of his ever being in this City, but we have learn'd from our enquiries that he has departed







for St Bartholomews — This prevents our rendering him Services which you might expect Sir from an Officer, and a friend — and by which you would distinguish the regard the French still have for Americans who are well treated here

I see daily with great pleasure the present you made me the time you were here — but it would be very disagreeable to be obliged to employ them against a Nation Naturally the Friends of France.

I Salute you Sir and assure you of my Infinite Esteem

(Sign'd) P MOURAU

[LC, EPP, Vol. 1, 1680–1799.

To Captain John Barry, U. S. Navy, from John Gay, U. S. Agent, Martinica

St PEIRRE 11<sup>th</sup> May 1799

DEAR SIR! I had no knowledge of your departure untill Commodore Truxtun informed thereof However I had improved upon the hint you gave of M<sup>r</sup> Crawford being one of your Agents and on the 20<sup>th</sup> past having settled with the Owners of the *Maria* and received their Bills for salvage on Proceeds of Her Cargo I remitted to the House of Crawford & C<sup>o</sup> the said Bills 1<sup>st</sup> & 2<sup>nd</sup> endorsed to them for your account and held to your use — the 3<sup>d</sup> bill and Copy of Valuation you have enclosed. I note at foot your ballance struck with me which if correct I pray you will Acknowledge.

I received two letters from M<sup>r</sup> Desborough Agent to the Navy Claiming for Cap<sup>t</sup> Gosselin of the *Syren*, his Officers & Crew a due proportion agreeable to the Laws and Rules for the British Navy on the principal of sharing in Prizes Captured by Joint Efforts — this plea appears to me so verry Just that I had only to plead what you had told me “that the Admiral and you had agreed upon and settled that point that Neither of the Squadrons shou<sup>d</sup> claim or look after shares from the other, on pretence of being in Sight when a Capture was made by the one or the other” — That in full Confidence of Your being clearly Correct in what you had stated I had paid you the full Salvage first on Vessel then on Cargo, the last only two days before the receipt of His first application (which bears date 22<sup>nd</sup> April) M<sup>r</sup> D's second letter is the 7<sup>th</sup> present in which He goes further and says “Cap<sup>t</sup> Gosselin says that the Admiral had informed him, some conversation had passed on the subject between him and the Commodore at Table in a light manner, but that no decisive line had been drawn or determined upon as a Regulation upon the case in question — Here is a contradiction to your assertion upon which I acted in the payment to you. The Admiral is at present on a Cruise upon His return if the Court of Admiralty proceed upon my Security, I shall certainly be compelled to Refund the *Syren's* proportion.

Cap<sup>t</sup> Gosselin also declares “that the only reason for his not sending a Prize Master in the *Maria* for the purpose of Establishing the *Syrens* Right to share in the Recapture she being in Sight at the time was, that he conceived Commodore Barry was sufficiently aware and could entertain no other Idea on the Subject than to admit the claim without a Question.” Honor is here much concerned — I shall wait upon the Admiral when he returns and if possible with

Cap<sup>t</sup> Gosselin and inform you the result of what passes. I am with Respect

Dear Sir! Your obedient Servant

JN<sup>o</sup> GAY

Am <sup>t</sup> of Valuation £16,339/18.1 Salvage 1/8 <sup>th</sup> is-----	£2042. 9. 9
less my Commission 5 per Cent-----	102. 2. 5
	<hr/> £1940. 7. 4

Remitted 4312 dollars at 9/-----	£1940. 8.
over-----	8
	<hr/> £1940. 7. 4

[Barry P. Barnes Col. NHSC, NYHS.]

[11 May 1799]

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

SIR, Should we unfortunately separate during the Passage Home, you will proceed opposite Crany Island near to Norfolk, and prepare to refit your Ship, and to man her compleat, as soon as you receive Orders to that Effect.

It will be necessary that you lose no Time in getting to the above Station, should we seporate, especially as you want Spars, and Norfolk is by far the best Place to procure them, otherwise I should have ordered *L'Insurgente* to Baltimore, but the Good of the Service must be attended to, and on that Account I go myself to Annapolis Road, instead of New York where my Family is. I am

Your Obed<sup>t</sup> Servant

United States Ship *Constellation* at Sea

11<sup>th</sup> May 1799 —

Lieutenant JOHN RODGERS.

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

To Rufus King, U. S. Minister to London, England, from Secretary of State

DEPARTMENT OF STATE,  
Philadelphia, May 11<sup>th</sup> 1799.

RUFUS KING Esq<sup>r</sup>  
N<sup>o</sup> 56.

DEAR SIR, To the perverse constructions (as I think myself warranted in calling them) of the 18<sup>th</sup> article of the British treaty respecting contraband, noted in my letter of the 18<sup>th</sup> inst. I have now to add, That lintseed oil and painters' colours have been pronounced contraband, by some of the British Vice-Admiralty Courts: for a vessel when built and equipped, may have some of her upper-works *painted*. This, tho' of less moment in itself that some others, is as sheer an abuse as can well be imagined. — The truth of the matter is, that when the naval officers, who in this sort of business are too eager,

either for their own honor or our tranquility, have once seized upon their prey, and carried it into port, there seems to be a wonderful sagacity in discovering something to be contraband; whereby the captors are screened from paying damages, and our fellow-citizens condemned in heavy costs. — The citizens of the United States dwelling in the Mississippi Territory as well as the inhabitants of Louisiana, receive their cloathing and other necessary supplies, in American vessels, by the way of New-Orleans: but the British cruizers say they shall not have “unwrought iron” to be wrought into husbandry utensils, nor nails to build houses, nor paints to shield these from the weather and the burning sun of that climate and for internal decoration, nor coarse linens for their negroes and servants and to make bags for their cotton. — It was not easy to have foreseen such abusive constructions of the general words “whatever may serve directly to the equipment of vessels”, but they may have their use in our negotiating future treaties, by preventing the admission of any article to be contraband *unless expressly mentioned*. — And yet what can avail the most careful enumeration, without fair and upright interpreters of a treaty or a law? Under the words “unwrought iron” we had just reason to conclude that every kind of *bar iron* would have been exempt from confiscation, as literally “excepted” by the treaty. Yet, as I have mentioned in a former letter, the British vice-admiralty courts, making a distinction, as frivolous as unwarrantable, between *flat bars* & *square bars*, have condemned the latter as contraband, because [they] more easily than the former [can be wrought] into ships bolts: But at another time, they may, if *square bars* are wanting, condemn the *flat bars*; for these are most easily wrought into *bands, hatch-bars* and *chain-plates*.

I have lately received a proclamation, apparently an original, of rear-admiral Pringle, commanding at the Cape of Good-Hope, forbidding all vessels, the British excepted, killing whales or seals on the coasts of that Colony, within five leagues of the land; threatening, in case of disobedience to his order, to seize and send them to the Cape to be proceeded against *according to law*. A copy is inclosed, with some depositions annexed. In the deposition of Zebdiel Coffin, Master of the American Whaling ship *Joanna*, you will see one instance of mischief arising out of this, as I conceive, unlawful order. It was doubtless levelled against American vessels alone, for I believe they are the only vessels, besides the British, accustomed to take whales on that coast. This I also believe was a region where our vessels had usually taken whales long before the British got possession of the Cape; and where we had no reason to expect any interruption.

By the next packet, I will transmit the original proclamation of Admiral Pringle — if it be an *authentic* original — of which I entertain some doubt. Inclosed is an exact copy taken by the copying press, of the name of the Admiral, and of Charles Clarke who countersigns the proclamation. Cha<sup>s</sup> Clarke appears, by the annexed depositions, to be himself the master of a whaling ship from London, and the person by whom the American whalers were interrupted.

With these documents you can state the case to Lord Grenville, and I trust have removed all obstructions to our future fisheries on the African coast. At any rate, it will be best now to come to some understanding on this subject.

According to the proclamation, one would suppose the British Admiral considered the vast territory from Cape Negro on the West, to the Bay Delagoa on the Southeast coast, as pertaining to the quondam Dutch Colony of the Cape of Good-Hope.

I have the honor to be, &c.

TIMOTHY PICKERING.

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

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

DEPARTMENT OF STATE

*Philad<sup>a</sup> May 11<sup>th</sup> 1799*

ROBERT LISTON Esq<sup>r</sup>

*Minister Plenipotentiary &c*

SIR I inclose a letter handed to me to day by M<sup>r</sup> Francis Breuil, who is a citizen of the United States, from Captain William Lake, master of his brigantine *Neptune*, which has been taken by the British sloop of war the *Albicore*, Capt White, when coming home from St Domingo *in ballast* having carried French passengers thither with the President's permission, and being furnished, as a flag of truce, with your own passport. It is not necessary, for me to add any reflection to those of the master, which appear very natural. M<sup>r</sup> Wigglesworth being bound directly to Kingston, whither the *Neptune* has been carried, you may deem it expedient to avail yourself of the opportunity to write to the Governor or other authority in Jamaica concerning this extraordinary capture.

I have the honor to be &c &c

TIMOTHY PICKERING

P. S. To prevent mistake, it is proper for me to say, that the *President's permit* is lodged with the Collector of Philadelphia to authorize his clearing out the vessel with French passengers: your passport, I suppose was on board.

[SDA. Dom. L. Vol. 11, 1798–1799.]

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

[PHILADELPHIA]

*N Department May 11<sup>th</sup> 1799*

STEPHEN HIGGINSON Esq<sup>r</sup>

*Boston*

SIR The Ship *Merrimack* Cap<sup>t</sup> [Moses] Brown may be expected to arrive at Boston as soon as this letter; I request that you will furnish this Vessel with as much provisions as she can conveniently carry, and any other necessities she may require, as she will be wanted to proceed immediately on a particular Object. —

Cap<sup>t</sup> Barry just ret<sup>d</sup> says the *Merrimack* will not carry more than two months provisions: and that she is not so fine a Vessel as was expected —

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

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

To Midshipman Horner Jennings, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department May 11 — 1799.

M<sup>r</sup> HORNER JENNINGS

Annapolis

SIR I have received your letter of the 3<sup>d</sup> Ins<sup>t</sup> — You will have an opp<sup>y</sup> of entering into active service on board one of the ships building by the Merchants at Balt<sup>o</sup> and as soon as you hear that either of them is launched, you will repair to that place, and I will give orders for the advance of the pay you are entitled to. —

I am Sir

Y<sup>r</sup> &c

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

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

NEWPORT May 11<sup>th</sup> [?] 1799

SIR We received your favor of y<sup>e</sup> 22<sup>d</sup> April — and in reply assure you, that nothing is, or shall be wanting on our part to retard the sailing of the *General Greene* — Which depends on the compliment of men being obtained, and the dispatch on board in getting her ready, which we are of opinion ought to be in fifteen days —

The Clothing for the Marines have been supplied some time ago — The *Gen<sup>l</sup> Green* will carry water and provisions for six months, and if necessary can take some provisions for the Ship she is to relieve —

You may rely, that we have been & are extremely anxious to get this Ship away, and we can with great sincerity say, that no Vessels of our own have engrossed so much of our attention and exertions —

Hon<sup>e</sup> BENJAMIN STODDERT Esq<sup>r</sup>

Secretary, Navy Department

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

To Major Commandant W. W. Burrows, U. S. Marine Corps, from First Lieutenant Robert Rankin, U. S. Marine Corps

ON BOARD THE U. S. SHIP *Montezuma*

11<sup>th</sup> May [17]99 Off New Castle

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

SIR, I beg leave to inform you that we arrived here this evening, but am sorry to say that out of my small Detachment we have lost four of our Marines by fevers in the West Indies — viz Mich<sup>l</sup> Hughes, Ja<sup>s</sup> Edwards, Shedrach Kinsey & John Stucky and that two of the Men now with me, Dennis Connelly, & Ja<sup>s</sup> M<sup>r</sup> Manimy, are unfit for duty, on board of a Ship, although they might do in Camp — the former is troubled with a rupture, & the latter has been sick almost the whole Cruise, owing to a Venereal complaint. — I shall transmitt you a list of Inspection, &c — in a few Days, and an acc<sup>t</sup> of the Ammunitions that will be wanted for the next cruise which Cap<sup>t</sup> Murray expects will be only three or four months, so as to make up a Years service

for the Ship — I beg the favor of hearing from you on receipt of this; & hope to have the pleasure of personally paying my respects to you in a short time. I remain w<sup>t</sup> much respect

Your mo: ob<sup>t</sup> S<sup>t</sup>

ROBERT RANKIN  
[First Lieutenant of Marines]

I have sent by Cap<sup>t</sup> Price a turtle which I hope you will accept of.

[MCA. LR, 1799.]

[11 May 1799]

Protest of Knowles Adams, Captain of the Ship *Mary Ann*, captured by four French privateers one of which was the *Democrate*

### Translation

In this City of Algeziras the fourteenth day of May one Thousand Seven hundred & Ninety-nine before me a Notary Public of the number of this said City, duly authorised to act in said Capacity, personally appeared the Witnesses & a person accompanied by M<sup>r</sup> Patrick Mullony as Vice Consul of America & in quality of interpreter understanding the English or Language of North America, as also Spanish which person mention'd his name to be Knowles Adams & was Master of the American Ship called the *Mary Anne*, who declared that said vessel being staunch & in good order sailed in fine weather from the Island of Terry [or Teney] with a cargo of from seven to eight hundred Barrels of flour destin'd for Cadis & Malaga or Barcelona the 2<sup>d</sup> day of the present Month of May: & that he brought also exclusive of said Cargo for his own Account & as an adventure fourteen Boxes of Havana Cigars, Six Barrels of Bees Wax, Six Barrels of leaf Tobacco, four hundred & fifty pieces of Nankeen, one Cask of Ginger, two Casks of Hams & other trifling Articles all which may be worth from about Two Thousand six hundred, to two Thousand seven hundred hard Dollars according to Invoice: that he continued his voyage without any particular occurrence worthy of attention until the eleventh of the said Month when about the distance of three leagues a little more or less to the Southward of Cape Traflegar there appeared four french Privateers who commenced firing at him, when an engagement ensued which he vigorously sustained for the space of an hour & half until he had one man killed & five wounded, this circumstance together with the number of people in the French Privateers & three other french Privateers in sight, tho' not within Gun shot obliged him to strike his Colours & said four Privateers having boarded him one of which he knows to be called the *Democrate* Cap<sup>t</sup> Blar Garniar, the French men came on board armed & being enraged treated the Crew of the *Mary Ann* with much rigor & severity, robbing the wearing apparel of said Master & crew & took possession of the Papers & command of the vessel & brought her to this Port where they anchor'd her the following day the 12<sup>th</sup> without permitting any person going on shore until this day nor even speak to any person, so that by this absolute proceeding they were not permitted to be spoken to by their Vice Consul above mention'd nor would he be suffer'd to go on board the vessel, that in consequence of this & being now brought on shore to give their declaration they immediately presented themselves & make the present manifestation, which they



assert to be in due form & to be true & genuine & for its corroboration the three witnesses also presented themselves who by means of the said Interpreter mention'd to be named Augustin Griffith, Alexander Storey [or Staney] & George Tucker & were part of the crew of said Ship to whom the foregoing being read & translated by said Interpreter they unanimously declare by the same interpretation its being true & exact in all its parts, & every thing the Captain mentions actually happen'd which they knew as well from having heard the Cap<sup>t</sup> mention it as being present & suffer'd the same themselves & that the whole is true by virtue of an Oath which conformable to Law & by means of the Interpreter they where respectively administer'd being all of the age required therefor to say Twenty Six, Twenty & Twenty two years of age & said Master in consequence hereof protests in due form & according to law that the injurys, damages &<sup>ca</sup> that by the natural effects of bad weather he may have experienced during his voyage in the vessel & Cargo are not for his account or risk as he protests against the Sea, Winds & Waves & against whomsoever it may concern as by law he is entitled: that also & in the same solemn manner he Protests that his detention, capture engagement, robbery, loss, & injurys to the vessel & Cargo, Adventure & every thing that has happen'd or that may hereafter happen his said vessel & Cargo is not for his account or risk nor that of his owner, freighter, or any other in any way interested, that they are to have claim against said Privateers, their Commanders, & owners, & against the French Directory, Consulate or any Tribunal that may sanction these proceedings & also against the respective underwriters or whoever in Justice he has a right to make claim on, according to the Nature of the case & that he may do so & at all times whenever he finds it necessary this declaration of the partys is reduced to a Public Instrument & I request it will be given full faith & Credit to which I hereby confirm by the interposition of said Vice Consul & Interpreter who has also sworn in due form & according to law & I hereby give Testimony of his having cumplied truly & faithfully the Office of Interpreter & all partys sign the present: John de Lerena, Sebastian de Aquilar & Rocha & John Garcia & Chica, residents of this City as Witnesses: Knowles Adams, Augustin Griffith, Alexander Staney, [or Storey] George Tucker, Patrick Mullony, Anthony Agredano, Notary Public —

NOTE.—In Algeziras said day, Month & Year I gave a copy to the Cap<sup>t</sup> on a Sheet of Stamp paper on the third stamp which I testify—

AGREDANO—

This is Copy of its original & note in the margin Register'd in my books of Public Documents in my possetion & Office which I certify & refer thereto & at the request of said Cap<sup>t</sup> herein mention'd, I give the present on a sheet of stamp paper of the third stamp which I sign in the City of Algeziras y<sup>e</sup> 3 June of the Year already mention'd —

Sign'd — ANTONIO AGREDANO

Notary Public —

Copy —

Patrick Mullony Vice Consul for the United States of America in Algeziras — Do hereby Certify that the foregoing Protest signed by

Antonio Agredano is the Real Notary Publick of this Place to whom all Credit is given in & out of Courts —

Sign'd by my hand & Seal of Office in Algeziras 3<sup>d</sup> June 1799 & of the Independance of the U. S. the Twenty Third —

Sign'd — PATRICK MULLONY

I, Joseph Yznardy Pro Consul for the U. S. of America in the Provinces of Andalucia Galicia & c<sup>a</sup> & c<sup>a</sup> resident in Cadiz — Do hereby Certify that the foregoing is a true and faithful translation from the Spanish language of the Protest made by Knowles Adams Master of the American Ship *Mary Ann* & that the signatures annexed the Original of Antonio Agredano & Patrick Mullony the former Notary Public & latter Vice Consul for the U. S. of America both residing in Algeziras are respectively their true & lawful Signatures —

In Testimony whereof I hereunto Sign the Present & Affix the Consular Seal of my Office in Cadiz this 8 day of June 1799 & of the Independence of the U. S. the Twenty third —

In absence of M<sup>r</sup> J. Yznardy

ANTHONY TERRY  
*Vice Consul*

[NOTE.—See Memorial of Benjamin B. Mumford under date of 30 June 1799.]

[SDA. Spol. Cl. SC, 1819, Vol. 55.]

[11 May 1799]

Extract of a letter from Captain Knowles Adams, of New Bedford, commanding the armed merchant Ship *Mary Ann* belonging to New York

CADIZ, May 22, 1799.

"I am sorry to be under the necessity of writing you upon so different a subject from my last. On the 2<sup>d</sup> inst. sailed from Guernsey, bound to Malaga and Barcelona, with nothing to render our passage unhappy, until the 11th, arrived off Cadiz, thinking to have found the English blockading this port, but to my great surprise, found no English ships here — immediately began to apprehend danger, which at 12 on meridian was but too well founded; we descried from the mast-head seven French privateers, the wind dying away fast at the same time, 5 of them with the help of their oars, soon came up with us; on which an action commenced, which continued without ceasing one hour and 47 minutes; having in the course of this time one of my men killed, and 7 wounded, which you must think had weakened my small number considerably, and it being dead calm, and overpowered by numbers, I thought resistance no longer useful or prudent, and struck my colours, with hopes of mercy, but to my sorrow found little — true, my life was spared me, for which I am very thankful, and for which I am (under God) indebted to a Frenchman, who was far more humane than the rest — several attempts were made to dispatch me, which certainly would have been done had not this Frenchman interfered — So savage were they that they beat our wounded in a most shocking manner; they knocked me down, & beat me, while others were attempting to stab me — not a man escaped their barbarity. They took from us every thing except what we stood

in, even our hats from our heads, — Our ship is a most shocking sight to behold, cut all to pieces; my poor countrymen are more or less sharing the same fate every day — A ship from Baltimore, bound to Leghorn, was brought into Algesiras the day after me, mounting 20 six pounders, and 25 men, the Captain dangerously wounded; he fought them an hour and an half.

"They would not allow us to go on shore for forty hours after getting into port, nor permit any one to speak us from the shore, nor even our Consul, nor allow us to bury our dead: keeping Mr. Mumford (my merchant) and myself in close confinement, no clothes to wear, nor any thing to lie on but the ballast in the hole.

"The Privateers are now much larger than when I was out in the *Commerce*; those that captured me, three out of the five, mounted six twelves and two eighteen's, 90 men each — none less than 50 — made up of all nations, I am sorry to say many Americans.

"We were captured on the 11th, carried into port the 12th, the 14th passed our declaration; our papers sealed up and sent to Cadiz — On the 19th, Mr. Mumford and myself arrived safe at Cadiz, each in perfect health where we now are waiting our condemnation, which we expect will take place soon.

"My conduct through the whole of this business seems to have met the approbation of every American, together with that of our Consuls, who flatter me with its meeting the approbation of all whom it may concern. — I have given the French Consuls here, a true representation of their barbarity, together with a list of every thing they robbed me of, and have their promise that my wearing apparel shall be restored. I have not much hopes of recovering any of my property, for they are much enraged against me for contending with them so long. Many on their side were killed, as appears by their own account, and they always make their loss as favourable as possible. My return home is uncertain.

*Adieu.*

"KNOWLS ADAMS."

[LC, Mass, "Independent Chronicle", 29 July to 1 August 1799.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate, *Constellation*,  
Saturday, 11 May 1799

Moderate Breezes with squally, misty, and uncertain Weather accompanied with Rain. Employed at Sundries.

[Long'de. Account 65°.25' W.]  
[Lat'de. ob'd. 24°.16' N°]

[HS of PA. NDA photostat.]

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

Moderate Breezes & hazy employ'd woolding the fore Mast  
at 3 PM Set the fore Top Sail close reef'd  
at 10 saw several tide rips

At Midnight Moderate at 3 Vble Winds and a rough Sea. Saw a sail bear<sup>s</sup> W.N.W Up Main Top Gallant Yard and bent the Middle Stay Sail Employ'd Scrubbing & Cleaning between Decks  
[Latitude In 42.34 N<sup>o</sup>]

[NDA.]

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

First part fresh breezes & foggy  
At 3 PM sounded in 50 fathoms water  
Middle part fresh breezes & pleasant weather  
At 5 AM saw Cape Cod bearing South dist. 5 leagues  
At ½ past 11 saw Boston light house W by N 6 leagues  
At Mer<sup>dn</sup> fir'd signal Guns for a Pilot, several sail beating into the Bay — Ends pleasant.

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

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Saturday, 11 May 1799

Pleasant breezes and good weather, all hands usefully employed — Received on board a Cask of Molasses & 2 Firkins of Butter, got all clear for Getting under weigh 4 pm. hove ½ past 5 Weighed, and came to Sail, 10 PM. the N W<sup>t</sup> point of Martinico bore E N E<sup>t</sup> 2 Leagues distance & at Midnight S.E<sup>t</sup> 4½ Leagues distance 5 AM. The East part of Dominico bore N E B N<sup>o</sup> 4 Leagues Distance The west point of D<sup>o</sup> N W B W<sup>t</sup> 2½ Leagues ½ past 5 Saw an American Schooner laden with Lumber — @ 7 AM. saw the Town of Rosseau bearing North, sent the Jolly boat with a Midshipman, on board the before ment<sup>d</sup> Schooner with an advertisement to the Merchants & American Masters in Roseau to be put up in the Coffee House Announcing to them — That The U N S. Frigate *Geo. Washington*, and *Pickering* (Sloop of War) would pass on Thursday the 16<sup>th</sup> Inst. with a Convoy, and that those who wish'd might benefit by their protection — at 8 AM. the Boat returned & informed. The Schooner was from Kennebec 60 Days out — 2 Sail in sight hoisted signal N<sup>o</sup> 7 — Noon light breeze & pleasant Weather Saw a Large Ship ahead — Saints bore N B W<sup>t</sup> 8 Leag<sup>es</sup> dist<sup>ce</sup> Broach<sup>d</sup> a Cask of Water in the main hold — Rec<sup>d</sup> on b<sup>d</sup> a Searj<sup>nt</sup> of Marines and 10 Mariners from the *George Washington* (to go the Cruize)

[LC, EPP, 1799.]

To Commanders of U. S. Ships of War and Armed Vessels from Edward Stevens,  
U. S. Consul General, St. Domingo

CAP FRANCOIS 12<sup>th</sup> May 1799

GENTLEMEN The Government of S<sup>t</sup> Domingo, having taken the most effectual Measures to prevent the Depredations of French Privateers on the Commerce of America (as you will observe by the inclosed Arreté) and having evinced a sincere desire to protect American Vessels, and correct the various abuses to which the Neutral Nations have been hitherto subjected, it appears to me an

Act of Strict Justice, that the United States should pay an equal Degree of Respect and Attention to the Merchant Vessels of this Colony. I have written very fully to the Government of America on this subject, and have no doubt but the necessary Arrangements will be soon made.

I beg leave therefore to suggest without dictating to you, the propriety of suffering all Vessels, fitted out in this Colony, for the purposes of Commerce to pass unmolested. Such a conduct on the part of the Armed Vessels of the United States, will tend very much to preserve that Harmony which now happily subsists, between the two Countries, & to give permanency to a Commerce as beneficial to America as it is to the Colony of St Domingo. — The Schooner *Boulineuse* Cap<sup>t</sup> Julien Gingen, which is furnished with this letter, is fitted out merely for the purposes of Trade, and has no Commission either as Privateer or Letter of Marque.

I therefore recommend it to you Gentlemen to permit her to pass without hindrance or Molestation. I am with perfect Truth, and Regard

Gentlemen

Your most obe: hum<sup>e</sup> Serv

(Sign'd) EDWARD STEVENS.

*The Commanders of the Ships of War and Armed Vessels, of the United States of America. —*

[SDA. Cape Haytien, CL, Vol. 1, 1797—1799.]

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

Light, and moderate Breezes alternately, and the Weather much more settled and pleasant, than we have experienced it for some Days past.

Burnt Devils as usual &c: &c: &c: Nothing remarkable.

[Long'de. Account 66°.10' W.]  
[Latt'de. ob'd. 25°.34' N°]

[HS of PA. NDA photostat.]

Extract from log of U. S. Frigate *Constitution*, Captain Samuel Nicholson,  
U. S. Navy, Sunday, 12 May 1799

Moderate breezes and Cloudy At 1 Tackd to the Northward between Georges Bank and Cashes ledge

PM At 6 Saw a strange sail bearing N W by W

At 8 Fresh breezes and Cloudy Tackd to the Southward Supposed to be near Cashes ledge At 10 Tackd to the Northw<sup>d</sup>

At 12 D<sup>o</sup> Weather

At ½ past 1 the wind vore [veered] to W by S, Wore ship to the Southward and Sounded 80 fathoms Soft Mud & Stickey bottom. at half past 2 fresh breezes and Squally Up Mainsail and handed the Fore topsail. At 4 Moderate breezes and cloudy Made and Shortnd sail as nessasary

AM At 7 Saw a strange sail steering W by S

At 8 Tack'd to the Northward, at 9 light airs and variable Tack'd to the Southward. Sounded 140 fathoms Soft Mud

At 11 Spoke with an American Schooner from Beverly bound out on the fishing business

[Latitude Observed 42. 32 North]

[NHSC, NYHS.]

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

Begins with pleasant weather & light flattering winds at 4 PM took a Pilot at 9 Squally — came too in Nantasket roads in 7 fath<sup>s</sup> water the Light house bearing N b E  $\frac{3}{4}$  of a Mile hard squalls attended with rain

Latter part Squalls of Snow & rain & very cold for the Season

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

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Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Sunday, 12 May 1799

Light breeze & pleasant weather made Signals to the Ship before mentioned (not Ans<sup>d</sup>) The Fort on the N<sup>o</sup> Point of Prince Ruperts Bay bore N<sup>o</sup> E<sup>t</sup> distan<sup>ce</sup> 3 Leagues and the South point bore E NE<sup>t</sup> distance 5 Miles  $\frac{1}{2}$  past 1 Pm. hoisted a R & W Flag at the F. T. G Mast Head, the above Ship being close under the Fort having English Colours hoisted — Fresh breeze & Squally handed Top Gall<sup>s</sup> Sails & reef<sup>d</sup> top sails — from 2 to 4 turning into the Bay 4 pm. the English ship at anchor, spoke her she proved to be H.M. Ship *Unity* — Lowered the Jolly Boat down and sent the Purser on Shore —  $\frac{1}{2}$  past 4 the Jolly Boat ret<sup>d</sup> hoisted her in and made Sail — Squally, Wind Variable, East point of the Saints bearing N B W<sup>t</sup> 7 Leagues distance N<sup>o</sup> point of Dominique N E. distance 3 Leagues

Midnight moderate breeze & pleasant Weather Dominica bearing S. W B S<sup>o</sup> dist. 3 Leagues, made & shortened sail occasionally 4 A M. Moderate breeze & Cloudy

8 A M. the centre of the Is<sup>ls</sup> Marigualant bore N W. dist<sup>ce</sup> 3 Leagues

Noon moderate breeze & pleasant weather, Marigulants W B N<sup>o</sup> The centre of Grand Terre N W B<sup>t</sup> east point of Descada N N E 5 Leagues distance

Broached a Cask of Water expended 70 G<sup>s</sup>

[LC, EPP, 1799.]

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To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Dep<sup>t</sup> 13 May 1799.

THE PRESIDENT OF THE UNITED STATES

SIR, The Frigate *United States* arrived on Friday — the *Montezuma*, Murray, the *Herald* Russell, & the Revenue Cutters *General Greene* & *Scammel*, have since come into port. The copy of Cap<sup>t</sup> Murray's letter which I have the honor to enclose, contains every thing of importance by these Vessels — Cap<sup>t</sup> Tingey has sent in a prize,

a small vessel not yet come up to the city, tho' she is I understand in the river. Every Exertion shall be made to get these Vessels to Sea without delay. Having just rec<sup>d</sup> acc<sup>t</sup> of their arrival, I have not time to be more particular.

I have the honor &c &c

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

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

[PHILADELPHIA]

*Navy Department 13<sup>th</sup> May 1799*

COMMODORE BARRY

SIR I think it will be best for you to discharge as many of your men as can be spared from the necessary services on board, whose times expire in this month and next — the sooner they are discharged, and have an opportunity of spending their money, the sooner they will enter for another year. —

Every arrangement ought to be made as quickly as possible for getting the Ship in order for service — and for getting a new Crew. — As soon as I know what will be wanted, I will take effectual steps to prevent any delay on my part. —

I have the honor &c

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

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

[PHILADELPHIA]

*N Department May 13<sup>th</sup> 1799*

Capt<sup>t</sup> ALEXANDER MURRAY

*New Castle*

DEAR SIR I have this morning rec<sup>d</sup> your favors of the 30<sup>th</sup> Ult<sup>o</sup> & 11<sup>th</sup> Ins<sup>t</sup> — I called on the health Officer, who gave me little encouragement to expect that you could be permitted, to come to Phil<sup>a</sup> quickly. — There is to be a meeting of the board of health, this afternoon, when I will lay the contents of part of your last letter before them — but I suspect you will be obliged to content yourself about NewCastle, for some Days. I think it would be advisable to take the Ship to some high & healthy part of the Delaware, if there be any such place about New Castle — and land the Crew, at least part of the Crew, for recreation; after having been so long at Sea, they must stand in need of some such indulgence — and they ought to be supplied with fresh provisions, vegetables, & every thing that can contribute to their comfort. — I do not wish unless it be your wish, that you should go out again in this Ship — a better one can be found for you in the Course of a few Months — either the *Insurgent*, the Frigate at Norfolk, or some one of the Frigates — you are well entitled to such a Vessel — and it gives me pleasure to be able to assure you, that the President is as well satisfied of this as myself & would give you a Ship of the line if he could. —

M<sup>r</sup> Miller will go down in the Stage boat tomorrow — by him I will send you some money, for your Crew, and refreshments. — It is unreasonable to send the *Montezuma* again to sea, without allowing the Officers & Men, sometime to be on Shore, & to see their friends. — But, they could neither come to this place, nor to go to Baltimore, without exciting great alarm; — I contemplate therefore, that after rec<sup>d</sup> provisions &c — & remaining 8 or 10 days to send her another cruise. — I should be very glad to hear from you on this subject, to receive returns of provisions & Stores wanted — to last to the end of the year for which the men are engaged — and also your opinion of the Merits of your L<sup>ts</sup> & Midshipmen — I know not yet who is to command the *Montezuma* if you give her up — I suppose you have not fallen in with Tingey and therefore send you the copy of a letter written by him; — also some Laws respecting the Navy & the health Law, which I have not had time to read.

I am with great esteem &c &c

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

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

[PHILADELPHIA]

*Navy Department May 13<sup>th</sup> 1799*

NICHOLAS JOHNSON Esq<sup>r</sup>

*Newbury Port*

SIR I am honored with the receipt of your letter of the 6<sup>th</sup> Inst<sup>d</sup> and shall send the Bolts you require. — The Sheathing Copper, & Nails I presume you cannot procure, & therefore they shall be furnished from hence also. —

I will shortly send you a list of the Military stores, and inform you which of them can be furnished here. — You may have the Vessel rigged as a Ship as you propose & she may be called the *Warren*. —

I am Sir &c &c

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

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To John S. West, Marshal for the District of North Carolina, from William Winder,  
Accountant of the Navy

[PHILADELPHIA]

*Navy Department*

*Accountants Office May 13<sup>th</sup> 1799.*

JOHN S. WEST Esquire

*Marshal for the district of North Carolina*

SIR The accounts of William Dudley for confining and maintaining of five french prisoners in Newburn Jail transmitted from the treasury department to this office in February last has been examined and admitted and a warrant N<sup>o</sup> 382 has been drawn by the Secretary of the Navy in your favour for the amount to wit One hundred and three dollars and ninety five cents which sum will be remitted to you by the treasurer of the United States and you will be held accountable



to the payment thereof to Dudley whose receipt you will therefore please to procure and forward to this office.

The French prisoners here are confined in the different Jails under the directions of the Marshal and receive daily one pound of coarse bread half a pound of meat and one pound of potatoes or other vegetables of equal nutriment to that quantity of potatoes: which the marshal contracts to have them furnished with on the best terms he can, and he has in cases where humanity absolutely requir'd it furnished them with cloathing. You will please to do the same with the prisoners in your district (until you shall receive further directions from the Secretary of the Navy) and forward your accounts therefore with such bills receipts vouches and explanations as will substantiate the charges against the French government in the event of a treaty stipulating a settlement of accounts for prisoners

I am Sir

Your Ob<sup>t</sup> Serv<sup>t</sup>

WILLIAM WINDER  
*Acco<sup>ty</sup> of the Navy*

[NDA. LB, N. Dept. Accts. Of., 1798-1800.]

To Secretary of State from Josiah Blakely, U. S. Consul, Santiago, Cuba

S<sup>t</sup> YAGO DE CUBA 13 May — 1799

(copy)

SIR The derangement of business caused by the fever last summer & fall, in N. York prevented my leaving there 'till April last. On the 28 of the same month I arrived here. When within two leagues of the Moro a french privateer was between us & the entrance of the harbour. I, with my papers, took to the boat, & rowed for the castle. The privateer took the vessel, & ordered the master to follow him to S<sup>t</sup> Domingo. But on being told who I was, & that I had gone, with the papers to the castle to demand protection, from which the vessel was not then more than half a league, the privateer left the vessel, & she was soon in port.

Next morn. I waited on the Gov<sup>t</sup> Lord Kindeland, — was received with great politeness & friendship. Told that "it was unusual for the King of Spain to give exequaturs to consuls in his colonies, yet he would write & see if he could obtain one for me". That "he was very glad the president of the U. S. had sent a consul to reside at this port, as an Agent for the americans was much wanted here". Tho, "he could not now acknowledge me as consul, he could & would consider me as Agent for my countrymen — Would with pleasure hear any & all, proposals, I might have to make for the encouragement & increase of Trade & good understanding between the two nations." — Invited me to dine with him next day. Offered me his home till I could provide myself with one; & begged that I would, at least dine with him every day — Instantly gave orders for me to land & sell the whole of my Cargo. — Has returned my visit & appears pleased that I am here.

This city is much larger than I expected to find it, — 3,000 houses. Americans will not now meet with those detentions they have

done. — Ten Americans here when I arrived, six loaded with valuable cargoes now wishing for a convoy. This is one of the best — safest harbours on the globe. This city is six miles from Moro castle. The river like a beautiful narrow lake. High land on each side & plenty of water. Entrance at the Moro easy & safe, A few yards within which a ship is safe in any wind.

The french privateers come into the port. — & hide in the bays the whole southside of this Island, — Not one of our Ships of War, I am but told, have ever yet visited this harbour. A circumstance which the Americans here, & who use this trade, much lament. A small ship of war on this side this Island would be a *pleasing* protection to this & the adjoining ports. Water here is good. — fresh beef & Vegetables plenty & cheap. Should the enemy privateers continue to carry our vessels into S<sup>t</sup> Domingo it will increase the want of protection to our trade at this port.

With Sentiments of the highest respect & consideration, your most<sup>d</sup> obd<sup>t</sup> Serv<sup>t</sup>

JOSIAH BLAKELY.

*Consul of the U. S. at S<sup>t</sup> Yago de Cuba*

[SDA. Santiago de Cuba. Vol. 1, 1799–1836.]

To Major Commandant W. W. Burrows, U. S. Marine Corps, from Second Lieutenant David Stickney, U. S. Marine Corps

U. S. SHIP *Merrimack* NANTASKET ROAD,  
May 13<sup>th</sup> 1799

WILLIAM W. BURROWS Esqr

SIR This will inform you of the arrival of the Ship, & likewise the detachment of Marines under my Command. I have had the misfortune to lose my fifer by death, it was occasioned by a fall from the gangway on the Gun deck which terminated in a fever, he died March 14<sup>th</sup> & likewise one private by sickness, his name is Eben<sup>r</sup> Towle, he died March 1<sup>st</sup> 19, I have a private on board by the name of Chester Allen wich was sent from Springfield by L<sup>t</sup> Lilley, he was inlisted by L<sup>t</sup> Colton, wich has been unfit for duty more than half of the time he has been on board, occasioned by sickness he has been afflicted by the rheumatism, and has been delirious at times, he appears like a person who is worn out he informs he is 55 years of age, he has the appearance of 60, he is unable to bear any kind of fatigue, I shall wait your order on the subject, what is to be done with the Marine clothing which those that have died have left, I have in my possession at present, A number of the Marines have lost their hats over board by accident, and I have procured others for them, will Government allow them, or must they pay for them themselves, the Hats that I receiv'd from the agent for them, were of a bad quality, after they had been wet a few times they cracked & broke very much, so badly that some are worn out, and I have replaced them by others, shall I send you the remainder of the money that I received of you on account with the purser for it. I send you an inspection return, if it is not made out agreeable to your wish, I will alter it to any form

that you may give me, if there is any thing more that is nessary for me to send you I wish you to inform me of it and I will send it.

I am Sir Y<sup>r</sup> Obed<sup>t</sup> Serv<sup>t</sup>

DAVID STICKNEY

Lieu<sup>t</sup> of Marines on board the *Merrimack*

[MCA. LR, 1799.]

[13 May 1799]

Protest of Lewis Bosworth, Master of the Sloop *Union*, captured by French armed Schooner *Alliance*

By this Publick Instrument of Protest Be it known and Manifest — That on the Twenty Second Day of June A D 1799 Before me Sam<sup>l</sup> Chace Esq<sup>r</sup> Publick Notary Duly admitted & sworn for the Town & County of Providence State of Rhode Island &<sup>c</sup> — Personally appeared & came Capt Lewis Bosworth late Master & owner of the Sloop *Union* — who is just arrivd here from S<sup>t</sup> Thomas and Being Engaged in Due Form of Law — Doth Depose and Declare That He saild out from Hence as Master & Owner of said Sloop *Union* on the Ninth day of April last past, with a cargo consisting of Beef Pork Codfish &<sup>c</sup> Bound for the Island of S<sup>t</sup> Thomas— That on the thirteenth day of May 1799 — He was captured in Latitude 20 & 25 North and in Longitude Sixty two West. By a French Armd Schooner, *Alliance* of Gaudaloup commanded by one Dupuy — who took from him His Vessel & Cargo together with all his Cloaths His Instruments and all his & the vessells Papers including Her Register nor could He ever after have any of them returned to him That He made a Protest on his arrival at the Island of St Bartholomews Before Job Wall Consul there

LEWIS BOSWORTH

And now at his Request & in his Behalf I Do Here Publickly & solemnly Protest against the said Capture by the said armd French schooner made upon him: whereby He has lost His Sloop & Cargo his Cloaths his Instruments and his Register with all other his Papers as aforesaid & his Watch — and against all Loss Cost Damage & Detriment that has hapnd thereon, or that may yet arise or accrue to Him or the underwriters or any others anyways Concernd in said Vessell & Cargo &<sup>c</sup> &<sup>c</sup>

[RIHS.]

[13 May 1799]

To Smith & Ridgway, from Peter Odlin, commanding Brig captured by French Privateer *La Victoire*

St. JOHNS PORTORICO May 26<sup>th</sup> 1799

Duplicate  
Mes<sup>rs</sup> SMITH & RIDGWAY

GENTLEMEN I am Sorry to inform you of my Misfortune in being taken by the french privateer called the *La Victoire* Capt<sup>d</sup> Lafitte Mounting 10 Guns & 70 Men on the 13 of May in Latt<sup>d</sup> 24. 16 Long

63-41 and Sent into this port they have already Stript the Brig and Sold the flour to the Governor at Six dollars per barrel and Sent the papers to Guadaloupe for Condemnation they took Every thing from me Except my Cloths they have not made a prisoner of me but the Governor does not allow us to go ashore I should have Come home by this opportunity but I am agoing to St. Thomas to see if I can raise funds to purchase the Brig in if she sells Low for your Account and shall draw on you and Give you information if I purchase so that you can insure her home if I cant raise funds to purchase the Brig at St. Thomas I shall Come immediately home from there as there is no use of my staying for the Copy of Condemnation as I can leave a power here to get it and have it Sent on as I have nothing to Support me here Enclosed you have my protest I think best for you to abandon her as there is no probability but she will be Condemned if you are insured which I hope is the case I have Sent all my people away and shall not buy the Brig if she goes higher than 1500\$ as she is Stript of almost Every thing & 5 of her principal Sails and it will Cost a large Sum to fitt her out and get her home and dont [consider] her an object to purchase at an higher Rate if I leave here I shall Leave a power with Some person to get the Copy of Condemnation and Send it on —

I Remain with Respect

Yours

PETER ODLIN

Duplicate I sent the 1<sup>st</sup>

via baltimore by my

Mate who can give you Every information

[SDA. Spol. Cl. SC, 1819, Vol. 28.]

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Extract from Captain Thomas Truxtun's Journal, U. S. Frigate, *Constellation*,  
Monday, 13 May 1799

Light Breezes, and squally, uncertain Weather.

Employed repairing the Rigging, and Sails, and putting the Ship in the best possible Order.

[Long'de. Ob'd.	} 66°.54'W.
☉ West of D	
Latt'de. Ob'd.	
	26°.27'N.

[HS of PA. NDA photostat.]

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Extract from log of U. S. Frigate *Constitution*, Captain Samuel Nicholson,  
U. S. Navy, Monday, 13 May 1799

Moderate breezes and Cloudy, At 1 Fresh breezes and Squally,  
Made and shortn'd Sail as nessasary

At 4 No alteration of weather

At 8 handed the Main Top Gallant Sail and Middle Stay Sail —

At half past 10 Saw Cape Cod light bearing S W by S 9 miles

At 11 Tack'd to the Northward Race point the North extreem of  
Cape Cod S by W 5 or 6 miles

At 2 Tack'd to the Westward and Set the Mainsail

At Daylight Saw the land bearing from S by E to S W by W made  
all plane Sail to Work to windward  
At  $\frac{1}{2}$  past 8 Tack'd off from the land  
Employ'd working to Windward.  
At 12 Calm the North Extreem of Cape Cod E S E 6 leagues  
The Monument Near Plymouth bay S S W 9 Miles  
Boston lighthouse N W 5 leagues.  
Sailing by Chart along the South Shore  
[NHSC. NYHS.]

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

Light breeze & pleasant weather Seamen variously employed in  
making & shortening Sail as occasion required 2 p m. The Flag  
Staff on point Chateaux bore N W B N<sup>e</sup> distance 2 Leagues Tack'd  
Ship to the South<sup>d</sup>  $\frac{1}{2}$  past 4 p m. T K<sup>d</sup> to the N<sup>e</sup> Is<sup>d</sup> of Descada  
bore North 5 Leagues distance, the Centre of Marigaulante WSW<sup>t</sup>  
3 Leagues, Saw a Strange Sail from the Mast head bearing South  
made sail & gave Chase 6 PM. Made Signals which where Answ<sup>d</sup>  
by the Chase Tack<sup>d</sup> to the N<sup>e</sup> Descada bearing N B E<sup>t</sup> the centre  
of Maragulante W B N<sup>e</sup> Distance 2 Leagues —

Midnight Squally saw a Strange Sail bearing S B W<sup>t</sup> 5 AM.  
the Nothern Point of Descada bore N W<sup>t</sup> distance 8 Leagues  $\frac{1}{2}$   
past 5 Called all hands made sail having again discovered the  
Strange Sail above mentioned

6 AM. The strange Sail on our Lee Bow appearantly the same  
we had seen last Night.

7 AM. Descada bore NW<sup>t</sup> 7 Leagues Distance

Noon fresh breeze & pleasant Weather, Seamen variously em-  
ployed, Descada bore N W<sup>t</sup> B W<sup>t</sup> 4 Leagues Distance Broach<sup>d</sup> a  
Cask of Water Expended 70 Gall<sup>s</sup> remains 2700 G<sup>s</sup>

[LC, EPP, 1799.]

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To Edward Stevens, U. S. Consul General, St. Domingo from Brigadier General  
Thomas Maitland, representing British Government

(Copy)

N<sup>o</sup> 2.

H. M. SHIP *Camilla*  
*Off Cape Francois 14<sup>th</sup> May 1799.*

SIR I have the Honor of informing you that I am arrived off this  
Port on my Way to the Mole, and that the principal Inducement  
that made me call in the Offing is the Expectation of having the  
Pleasure of conversing with you, on the Subject of certain Arrange-  
ments which have taken place between the British & American  
Governments, relative to S<sup>t</sup> Domingo since you left America. —

I am, however, prevented from landing at the Cape for particular  
Reasons, but should hope it cannot be of any material Consequence  
to you to come off here either with Col<sup>l</sup> Harcourt, or Col<sup>l</sup> Nightingale,  
who will have the Honor to deliver you this. I should have sent Col<sup>l</sup>  
Pickering's Dispatch to you on this Subject had I not wished ex-

ceedingly to have an Opportunity of conversing with you on their Contents at the Time you receive them. —

I have the Honor to be

Sir Your most obed<sup>t</sup> hum<sup>e</sup> Serv<sup>t</sup>

(Sign'd) T. MAITLAND

EDWARD STEVENS Esq<sup>r</sup>

&<sup>e</sup> &<sup>e</sup> &<sup>e</sup>

[SDA. C.Lt. Cape Haytien. Vol. 1, 1797, 1799.]

To John P. Mumford, New York, from Secretary of the Navy

[PHILADELPHIA.]

N Department May 14<sup>th</sup> 1799

JOHN P. MUMFORD Esq<sup>r</sup>

N. York

SIR I am honored with the receipt of your letter of the 11<sup>th</sup> Ins<sup>t</sup> — The Commandant of the Corps sent an Officer and some Marines to New York, and informs me that a part of them are employed in guarding the United States Frigate building under M<sup>r</sup> Watson's direction, I have desired him to fix a Guard also on the Merchant Frigate which he will accordingly do. —

M<sup>r</sup> Humphreys will finish the Profile & inboard Plan which you require as soon as possible & it shall be forwarded to you. —

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

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

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

Fresh Breezes, and cloudy Weather, with a great Head Sea. Employed airing Powder, overhawling Store Rooms, repairing Riggings, Sails &c:&c:&c:

[Long'de. Account 68°.10' W.]  
[Latt'de. ob'd. 27°.35' N°]

[HS of PA. NDA photostat.]

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

Light breeze & variable made & shortened Sail occasionally at 4 Pm. the N° point of Descada bore W<sup>t</sup> & the South point W B S° distance 5 Leagues, the Frigate to Windward

Courses under

5 P M. Tack<sup>d</sup> Ship to S E<sup>t</sup> the centre of Descada bore W B N° the Frigate before mentioned E B S° 5 Leag<sup>es</sup> distance 8 Moderate & pleasant Descada bearing W B N° distance 4 Leag<sup>es</sup> made & shortened sail occasionally

Midnight moderate breeze & cloudy, the extreme point of the Saints bearing S.S.W<sup>t</sup> 5 Leagues distance Saw a Strange Sail to Windward

4 Am. Pleasant weather, the strange Sail still in Sight, made & shortened sail & Tack<sup>d</sup> as circumstances req<sup>d</sup> discovered the Strange Sail to be a Large Ship which we took to be a Frigate

Noon the east point of the Saints bore S W B S<sup>o</sup> distance 5 Leagues. Broach<sup>d</sup> a Cask of Water D<sup>o</sup> a Bbl. Beef 32 P<sup>s</sup> Seamen Variously employed under the Boatswain

On a Cruize off Guadaloupe

[LC, EPP, 1799.]

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To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Department. 15 May 1799.

SIR In consequence of the permission contained in the letter with which you honored me, of the 27<sup>th</sup> Ult<sup>o</sup> — and expecting that the *Constitution* will arrive at Boston in a few Days, if she is not already there; I take the liberty to enclose a letter for Nicholson — If it meets with your approbation, it may be forwarded to him.

Barry speaks favorably of Nicholson's conduct in the West Indies — But as he speaks favorably of none of the other Captains who have been under his command; I cannot place much confidence in his opinion of Nicholson. —

It will expedite the dispatch of the *Constitution*, to have another Captain appointed to her immediately — She ought to be sent as quickly as possible to the West Indies, to relieve Truxtun, who I fear will hardly be able to reconcile his Crew, to remaining in the West Indies, for the arrival of the *Constitution* — the time for which the Crew enlisted, having already elapsed — at least, the time of a considerable part of the Crew.

The Captain who commands the *Constitution*, must be old enough in commission, to command all the Vessels in the West Indies — He ought therefore to be Talbot, Sever, Decatur, McNeill or Murray. — I am persuaded that Talbot will do Justice to her — & will support the honor of the Flag — and unless I should in a few Days know it to be your pleasure, to put another Commander on board of her, I will order Talbot to proceed to Boston —

I do myself the honor to enclose copies of letters from Cap<sup>t</sup> Tingey — and the copy of a letter from General Smith — His intelligence I hope is not well founded. I should have thought more of it, if he had mentioned the name of the Person, from Cape Francois & the time of his departure. —

Philadelphia is becoming disagreeable in consequence of two or three warm Days; & I fear will soon become dangerous —

I have the honor to be

With the highest respect & esteem Sir Y<sup>r</sup> most Obed. Serv<sup>t</sup>

BEN STODDERT.

[NDA, photostat LB.]

[Enclosure]

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

[PHILADELPHIA]

Navy Department 15. May 1799 —

Cap<sup>t</sup> SAMUEL NICHOLSON  
Boston. —

SIR I judge from the information of Cap<sup>t</sup> Barry that you will be at Boston as soon as this letter. — As the Congress have authorized the building of Six Ships of the line — and as you have been a good deal absent from your family, it is intended that you Shall remain on Shore to Superintend the building of one of these Ships — and that a Captain, who has been some time on shore shall take the command of the *Constitution*. — Your Pay and rations, will be the same while employed in this service as if you commanded the Frigate — and you must hold yourself in readiness to enter into active service, whenever called upon. —

For the present you will please to continue your attention to the *Constitution* — discharge the Men whose times expire in May, and as many of them whose times are out in June, as can be spared from the services which the Ship may require — the sooner the Men are discharged and paid off, the sooner they will be ready to enter again into the service. —

I have the honor &amp;c

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

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

[PHILADELPHIA]

Navy Department May 15 — 1799.

SILAS TALBOT Esq<sup>r</sup>  
N York

SIR I believe Captn Barry will go out in the *United States* — Nicholson I believe will remain on shore. — It is contemplated to send the *Constitution* as soon as possible to the West Indies, where the Officer commanding her will have the command of all the vessels in that quarter, as long as she remains — The *United States* will be kept on the Coast, the *Constellation* will return for a new Crew &c<sup>t</sup>. —

I think an active officer in the *Constitution* will have an oppy of rendering great Service & perhaps of picking up a good many prizes — I wish therefore she may be under your Command, and I wish you would hold yourself in readiness to take charge of her — It is possible however that different arrangements may be made. — The *Constitution* will have a new Crew to get — It may be the middle of June before she can sail. —

I have the honor to be Sir —

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



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

[PHILADELPHIA]

Navy Department 15 May 1799 —

Mess<sup>rs</sup> JAMES & E. WATSON

GENTLEMEN I request the favor of you to ship immediately 200 Bbls Beef — and the same quantity of Pork for Philadelphia — Please to direct the Captain of the Vessel by which you send it to call at New Castle and deliver to the Ship *Montezuma*, as much as the Captain of that Ship, may require for her, and for two other Vessels at the Same place — with the residue, he will proceed to the Fort below this, and deliver to the Frigate *United States*, what the Commanding Officer may require. — And if there should any remain he will proceed to Philadelphia and deliver it to Captain Gill — Navy Store Keeper Chestnut street wharf. — When will the *Adams* be launched? Cap<sup>t</sup> Morris I fear will never get to sea. —

I am &c &c

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

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

[PHILADELPHIA]

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

Cap<sup>t</sup> A. MURRAY

New Castle

DEAR SIR I have just rec<sup>d</sup> yours of yesterday. I wrote you the 13<sup>th</sup> & sent the letter, inclosing 1000 Dollars, by the NewCastle packet yesterday morning. The Schooner *Harmony*, Cap<sup>t</sup> Ellwood left Alex<sup>a</sup> the 10<sup>th</sup> Inst. with bread, bound for this place. If you can distinguish this Vessel as she passes NewCastle, please to have her stopped, & the bread may be distributed between the *Montezuma*, the *Herald*, & *Scammel*, if they want, as I suppose they do. — I will not however depend on this, but will immediately send bread from hence. — I am very glad that your men appear to have so well recovered; But great uneasiness would be excited, were any of them permitted to come to Phil<sup>a</sup> — The Ship may remain down the River, & the supplies wanted can be sent to her. She ought to take provisions &c only to the time, when the year for which the Crew are engaged, will expire. I shall not determine about a Comm<sup>t</sup> till I hear from you in answer to mine of the 13<sup>th</sup> — I wish the Ship to be ready as soon as possible, to proceed to sea, which will best insure a continuance of health — I believe she will be employed on the Coast, to the Southward. —

Some of the Vessels called Revenue Cutters, are I believe quite useless, & very expensive — The *Scammel* I fear com[e]s under this description — pray give me your opinion whether it be worth the expence to retain this Vessel in the Navy Service — if not she will return to her employment of a Revenue Cutter. —

The *Herald* I fear is not a good Vessel — but neither the *Herald* nor the *Montezuma* can be altered; for the present it will be a good time to alter the latter when she is getting a new Crew; the moment I receive your Returns I will have the Articles sent. —

I am Sir &c

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

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

ON BOARD THE *Montazuma*,  
15<sup>th</sup> May [1799]

BENJAMIN STODDERT Esq<sup>r</sup>

SIR I have at last received your sundry packages, the contents are very pleasing to me, especially those parts, approbating my conduct, for to deserve the favorable countenance of your department & my Country in general with the sanction of the President has been my chief study & fully compensates for all the toil and anxiety I have undergone in my long Cruise.

Your observations with regard to the *Norfolk* are very just for at the time of my departure from America, I believe neither of us could have contemplated the length of my Cruise.

With regard to the Health of our Ship's Company you may quiet the minds of the Citizens on that head, I again repeat that we are now as wholesome a Ship as any in the Delaware; as for the health Committee they have been too premature in their restraints with regard to me, I value my Reputation and Family too much to run any risk by communicating so dreadful a calamity to the City; there has certainly been false insinuations respecting us, but I shall ask no favors from them, I can stay here and superintend the outfit of the Ship so as to have her in complete readiness for you in the course of ten days and herewith send you an estimate of what supplies she may want.

I believe I must crave your indulgence to tarry on Shore during this short interval to look into my private affairs, though at all times shall hold myself in readiness to resume any command you may judge expedient.

As to the merits of my Officers, I can say generally that they have given me perfect satisfaction, especially both first & second Lieutenants who are worthy of your patronage, and should you deem me worthy of a higher command I should be happy to have them removed with me in preference, until any thing more favorable might occur; my Midshipmen have not yet acquired much experience tho' I think M<sup>r</sup> Calder and M<sup>r</sup> Carroll will be both capable of and worthy of Promotion in another cruise, as to M<sup>r</sup> Bailey, I fear he never will be a Sailor, he has no activity. M<sup>r</sup> Thomas bids rather favorable & willing to learn, as to their Characters in all other respects they are favorable.

You observe that you have not yet fixed upon a successor to command the *Montazuma*, but if I may be allowed to give you my opinion on that head I would appeal to Commodore Barry, to give a preference to one of his Lieutenants if you have no other in View, and I think you cannot do any thing with her more relieving to the commerce of the U. S. than to keep her on the Coast during her present intended Cruise as there most certainly will be a number of French Privateers on this Station Shortly.

I have received the Thousand Dollars and shall govern myself accordingly in its distribution

Yours Most Respectfully

[NDA. A. Murray's LB, 1799-1805.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

*Navy Department. — 15 May 1799.*

JOHN ADAMS Esquire

*President of the United States*

SIR I do myself the honor, to enclose a Letter from John C. Jones Esquire on behalf of the Committee at Boston, recommending William Parsons for Surgeons Mate to the *Boston* — Nehemiah Macombe for Sailing Master — Moses Allen for Purser — and Joseph Beall, Henry S Butler — Jaazaniah Tucker Clark, Abel Lincoln Jun<sup>r</sup> Joseph Cordis & Benjamin Conant for Midshipmen —; and also a Letter to John C. Jones Esquire, covering Commissions and warrants for these Gentlemen, which will require your signature should you think fit that the appointments should be made. —

I have the honor &c

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

[Enclosure]

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

[PHILADELPHIA]

*N Department 16<sup>th</sup> May 1799*

JOHN C. JONES Esquire

*Boston*

SIR I have the Honor to enclose a Commission for William Parsons, to be Surgeon's mate of the *Boston*, and Warrants for Nehemiah Macombe, Sailing Master —

Moses Allen — Purser

Joseph Beall —

H<sup>r</sup> S. Butler

Jaazaniah Tucker Clark

Abel Lincoln junior

Joseph Cordis

Benjamin Conant ———

} Midshipmen

The Captains Clerk being a Petty Officer, must be appointed by the Captain. —

Previously to delivering the Commissions & Warrants, you will require, these Gentlemen are to communicate their acceptance in writing — & to take the Oath of Allegiance enclosed for that purpose; This is indispensably necessary, because the obligation between them & the Public is not complete, before they accept — and the date of their letters of acceptance will be the date of the Commencement of their pay and Emoluments. —

I am Sir &c &c

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

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

[PHILADELPHIA]

*N Department 15<sup>th</sup> May 1799*

Commodore BARRY

SIR I beg that you will examine the returns of [space] made by the different officers of your Ship, & strike out those articles not necessary, & sign the returns of what are necessary. —

No return ought ever to be made by an Officer, of Articles wanted for the Ship, without the approbation, & the Signature of the Commander. — The Public have no other check, but the attention & knowledge of the Captain, — and he should therefore be as particular & as attentive to things of this kind as if the articles were to be furnished from his own funds. —

Two Anchors I observe are required of 51 Cwt each — surely these cannot be necessary — If they are, from what casualty does it arise?

I have the Honor to be &c &c

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

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

[PHILADELPHIA]

*N Department May 15<sup>th</sup> 1799*

STEPHEN HIGGINSON Esq<sup>r</sup>

*Boston*

SIR Two Anchors of 51 Cwt each, are wanted immediately for the Frigate *United States*. I beg the favor of you to send with as little delay as possible, two Anchors of this size — or if they weigh 100 more or less, it will answer — to this place — directing the Vessel in which they are shipped, to deliver them on board of the *United States* Frigate in the Delaware, near the Fort, if she should be there at the time of his Arrival. —

Perhaps these Anchors may be picked up in Boston, — if not, the works, with which M<sup>r</sup> Boyd is connected, perhaps can furnish them. — I should wish them if possible, to be here by the 5<sup>th</sup> at latest by the 10<sup>th</sup> June. —

I have the Honor to be &c &c

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

To Captain Robert Gill, Navy Storekeeper, from Garrett Cottringer, for Secretary of the Navy

[PHILADELPHIA]

*Navy Department May 15. 1799.—*

Cap<sup>t</sup> ROBERT GILL

SIR You will please to ship as soon as possible One hundred Tons of Kentledge to the address of Cap<sup>t</sup> Joseph Waters of Salem in Massachusetts, for the use of the Ship of War *Essex*, building by the Citizens, for Government at that place. —

I am Sir &c

G[ARRETT] C[OTTRINGER.]

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

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

Moderate Breezes, and a head Sea with lowry, heavy Weather. Employed repairing and tarring Rigging, mending Sails, and overhawling Stores, and Furniture generally.

[Long'de.ob'd. } 69°. 00' W.  
⊙ West'of D }  
Latt'de.ob'd. 28°. 56' N°]

[HS of PA. NDA photostat.]

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

First part light breezes and pleasant weather, sent 15 Empty water Casks up to Boston

Middle Part moderate breezes & cloudy weather, at 4 AM weigh'd anchor & got under way at 6 came too in Presidents Rhoad in 5 fath<sup>r</sup> water Muddy Bottom at 10 moor'd Ship

Latter part D<sup>o</sup> wind & weather

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

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Wednesday, 15 May 1799

Light breezes & pleasant weather Seamen variously employed ½ past Maridian lowered T. G. Sails and hoisted Flag forward and flag aft a private signal to the Strange Ship the Signal not being answered, Capt<sup>n</sup> Preble supposed her to be a French Ship her force appeared to be about 40 Guns 1 PM. hauled down the Signals & Wore Ship to the South<sup>d</sup> The Ship wore also and stood towards Guadalupe 3 Pm. in Royalls Stay Sails & flying Jibb, 4 Pm. the South point of Dominico bore SWBS<sup>o</sup> 4 Leagues distance

Midnight Light breeze inclining to a Calm Pearl Rock bearing ENE 5 Miles distance, made & short<sup>d</sup> sail as occasion req<sup>d</sup> 6 AM moderate breezes variable and pleasant weather Standing towards S<sup>t</sup> Pierres Rock, 7 the Shipping & Town in Sight all hands employed Turning into the bay, with several Sail of Vessels chiefly American, 11 Am. came to anchor with the best Bower in 20 fm<sup>s</sup> water over a bottom of Sand 5 Cables length from the Shore, the extremes of the land South and NWB N<sup>o</sup> The Flag Staff on the South<sup>n</sup> Fort EBS<sup>o</sup> found riding the UN States Ship of War *Geo. Washington* P. Fletcher Esq<sup>t</sup> Comm<sup>r</sup> and about 60 sail of Merchantmen, many of which where Americans waiting for the Convoy — The Flag of truce dispatch<sup>d</sup> on the 7<sup>th</sup> Inst. was returned & brot. 11 Americans (and 1 English Cap<sup>t</sup> of a Ship belonging to New Castle) M<sup>r</sup> Ingraham the Master came on board and resumed his Station, Capt<sup>n</sup> went on shore with the Commodore

At anchor in S<sup>t</sup> Pieres Bay Martinique

[LC, EPP, 1799.]

Extracts of letter from Turell Tufts, U. S. Consul, Paramaribo, to Secretary of State, dated 16 May 1799

That the armed Vessells belonging to Cayenne were a Corvette of 20 & odd Guns — probably unfit for Service — another Corvette sometime since from Guadaloupe or France of 20 Guns now on the Brazil Coast Cruising for Portuguese Ships & American Whalemén — and three Privateers of 10-or 12 Guns. I asked whether that Gov<sup>t</sup> expected, or depended on, any Supplies from Guadaloupe; he answered they could not — for that Isl<sup>d</sup> is in a manner blockaded by &° &° — and that it was his opinion that a single 20 Gun Ship — a Sloop of War — and a Fast sailing Schooner or Brig could protect any Am. Vessell coming to this Coast & probably catch their whole force. He said further — that every precaution was taken by that Gov<sup>t</sup> to prevent the State of affairs there — to be known here, and at the moment of the departure of the two privateer Schooners (which as yet here) from that place — Officers went on board & examined every private Letter & detained most of them; that these privateers came after Money & Flour to pay & subsist their Troops that they are much in want of both articles — that the negroes will not work & consequently they have no produce — & were necessitated to load one of the Schooners with Powder — & the other with Whale Ayl to be sold here — to procure those articles — that the N<sup>o</sup> of their Troops is abt 500 Whites N<sup>o</sup> of Blacks uncertain. I have it from other sources that two Amer: Vessells have been into Cayenne trading since the suspension act had force — One from N York owned by a Merch<sup>t</sup> by the name of *Dupay* — or some such name & the other from Phil<sup>a</sup> the master's name is *Prince* — both cleared out for this place. I depend on this information but I have No positive Proof.

\* \* \* \* \*

I have the Satisfaction to add that on this day May 15, the Gov<sup>t</sup> ordered to be proclaimed & posted — the proclamation of the Bata-vian Republic prohibiting Neutral Vessells — being brought in as prizes &° &° &° which will be carried into effect — This determination Strikes deeply at Cayenne Privateering. — Notwithstanding which — I see no reason why we Should thank them for it — as it was produced by necessity — and I apprehend by the advice of the French Government itself — Were it not more than probable that you have a long time since rec<sup>d</sup> this acc<sup>t</sup> from Europe — I sh<sup>d</sup> now transmit it. When Cap<sup>t</sup> M<sup>c</sup>Niel of the *Portsmouth* left this with the fleet he gave strong assurances that His Ship — or Some other would be sent here as soon as information could be given to the Commodore — to take an fleet under Convoy. Since his departure about 30 Vessells have entered — and many of them gone — in the expectation that no Vessell would be Sent — as Sufficient time has elapsed for Cap<sup>t</sup> M. to return.

There is still here 20 & odd Vessells & more daily expected. If a time was Sett all would wait for Convoy. If the service don't require all the armed Ships about the Island — I think the trade of this place is Shamefully neglected.

May 17<sup>th</sup> While I was writing Captain Downs arrived and has delivered me the Letters & packages.

To Major General Charles C. Pinckney, Charleston, S. C., from Secretary of State

[PHILADELPHIA]

Department of State May 16<sup>th</sup> 1799

Gen<sup>l</sup> CHARLES C. PINCKNEY Esq<sup>r</sup>

SIR Your letter of the 1<sup>st</sup> of March to the Secretary of War was transferred to me, and I intended to have sent an immediate answer when the general question was decided. Whether any more flags of truce; to carry French people to S<sup>t</sup> Domingo should be granted, while the measures of our government relative to that Island were in suspense? It has been determined, to be inexpedient. — Citizen Faujas, therefore, with his fellow citizens desiring to return to S<sup>t</sup> Domingo, must have patience a little longer. If the commercial intercourse should be renewed, those citizens can then return on the conditions which Gen<sup>l</sup> Toussaint shall prescribe, and which will doubtless, be made known in the U. States. They will think this delay of no consequence when they are informed, that the government could not possibly permit the cartels to bring *any merchandise whatever* from St Domingo; and permission to bring the amount of their passage money in the produce of the island was one of the conditions on which the merchants of Charleston offered to transport their persons thither.

The terms which General Toussaint may prescribe, will doubtless correspond with his character for liberality and humanity; and all quiet well disposed Frenchmen may expect permission to return to their habitations; while he may deem it necessary to exclude or even to banish intriguers, who shall be inclined to subvert that order of things which he shall think necessary to recover and maintain that commerce which is essential to the prosperity and well-being of the Island. The act of Congress concerning a renewal of commercial intercourse with S<sup>t</sup> Domingo goes on the idea that the actual government there, will contravene the iniquitous decrees of the Government & Legislators of *France*; by *putting down all privateering*, without which the depredations on our commerce (which caused the suspension of intercourse) will not cease.

I am very respectfully &c &c

TIMOTHY PICKERING.

[SDA. Dom. L. Vol. 11, 1798–1799.]

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

[PHILADELPHIA]

Navy Department 16 May 1799. —

Cap<sup>t</sup> ALEXANDER MURRAY

SIR It will I fear, be impossible to have the Sails made in any reasonable time — every thing else shall be sent, and the Sails shall be made, and the Ship, after cruising long enough on the coast, to give time for their being made, must call for them at NewCastle — or they can be sent to the Ship on the Coast, I suppose the Sails on board will answer for the present. I begin to be anxious that we should have something on the Coast — and therefore wish the *Montezuma* out again as quickly as possible — also the *Herald*. —

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

A Vessel with Beef and Pork from New York will call at New-Castle and deliver to the *Montezuma* and the *Herald*, the quantity wanted of each article. —

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

To John Ross & Benjamin Henfrey, Philadelphia, Pa., from Secretary of the Navy

[PHILADELPHIA]

N Department May 16<sup>th</sup> 1799

Jn<sup>r</sup> Ross & BENJ<sup>s</sup> HENFREY Esq<sup>rs</sup>  
*Phil<sup>a</sup>*

GENTLEMEN. Willing to promote the manufacture of Copper for Naval purposes, in our own Country; and M<sup>r</sup> Henfrey being entirely confident that the quantity hereafter mentioned, can be supplied from the Gap Mines, & of suitable quality, I will agree to advance on behalf of the Public, Ten thousand Dollars, on the following conditions. — You shall deliver at Wilmington in November & December next, and of the production of the s<sup>d</sup> Gap Mine, or other mines within the United States, —

600 feet	1½	Inch	Copper	bolts		
15000	"	1¼	"	"	} to be rolled or swaged cold, so as to make them sufficiently stiff to drive well.	
1500	"	1¾	"	"		
2000	"	1½	"	"		
800	"	1½	"	"		
21000	—	9	Inch	copper	Spikes	} to be made agreeably to a pattern to be furnished, and to be made sufficiently Stiff to drive well; and you shall deliver at Wilmington in the month of November in 18000, 900,000 bright headed sheathing nails 1½ Inches long — to conform to a pattern to be furnished; & 11,000 Copper Sheets, 34 oz. to the foot, each Sheet to be 14 Inches wide & fore feet long, and of quality equal to the rolled English, Patent copper. —
9000	—	10	"	"	"	

For the whole of the Copper aforesaid, which it is understood, must be procured from the Gap mines aforesaid or some other mines within the United States, and no other place, you shall receive at the rate of half a Dollar a pound — to be paid for as the same shall be delivered, after a sufficient quantity shall have been delivered, to pay for the money now to be advanced. —

To guard the Public against disappointment, & to secure a compliance on your part, you must enter into bonds for the money now to be advanced, conditioned to pay 25 P<sup>ct</sup> damages on the first day of January next, in the event of your failing to deliver in the present year, the copper wanted in November, and December, & from the production of the Gap mine, with Interest, on the principal & damages, that is, on Twelve thousand five hundred Dollars, from the first day of January next, untill the same shall be paid. —

I am &c &c

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



[16 May 1799]

Declaration of Abraham Long, Pilot of the Ship *Ardent*

In the Town of Algeciras. This first day of June in the year of our Lord one Thousand seven Hundred and ninety nine: Appeared before me, Notary Public to his Catholic Majesty dully and lawfully appointed and in the presence of the underwritten Witnesses: *A Man* (who by means of M<sup>r</sup> Patrick Mulloney as Vice-Counsel of the United States of America and Interpreter in the above mentioned Town well versed in the Anglo-American Tongue, and I attest that he understands the Spanish Language) Said that his name was Abraham Long Pilot of the American Merchant-Man. The *Ardent*, whereof M<sup>r</sup> Alexander Smith is Captain, Samuel Smith, James Smith, Buchana Lewis Smith, and John Hollins, Citizens of America and Merchants at Baltimore proprietors: that the said Vessel on the Tenth of April last was in a good condition, well provided with all necessities, laden with Sugars and bound for Leghorn: that on that self same day they saild from Baltimore and the fourteenth were got into the main Sea with a fresh wind blowing N. N. E. when in the Night of the said day the Bow-Sprit was forced out of his place by a high Sea, that the twenty first the wind blew very hard and was accompanied with a stiff Gale wh<sup>h</sup> lasted till the Six and twentieth and a Swell from the East made the Ship labour and leak very m<sup>h</sup> without any other particular event till the fifteenth of May when they were chased and overtaken in the afternoon of the same day by an English Privateer who after a conference and having informed them how far off they were from Land left them, the Sixteenth they discovered land about two in the Morning, and at Eight in the same morning made the gut or entered into the mouth of the straits of Gibraltar; and at the same time discovered five smal vessels near the coast of Barbary and by their colours we judged them to be French Privateers one of them fired a *gun-shot* at us which we returned under American colours an Engagement ensu'd which lasted till half after ten the same morning, that many of the Privateers' shots hit the ship cut away the tackle and some of the sails, likewise broke to pieces a Cartridge box which was on the quarter-Deck which taking fire blew up the Captain and two of the Crew who were near it, that the Captain besides had received three Musket shots in his left leg, These accidents obliged them to strike, they were then boarded by the French who entered the ship with their Cutlasses in their hands the deponent received a blow which laid him flat on the Deck and broke y<sup>e</sup> cutless in pieces two more of the Crew were also wounded, and then rushed with impetuosity into the Cabbin broke open all the Chests they met with carried off all their Contents, as also ropes, firelocks, Cutlasses and several other th<sup>gs</sup> [things] belonging to the Vessel which they afterwards took possession of, as well as of all her papers, bro<sup>t</sup> her into this port where they anchored at nine at night. The said Deponent further says that he is ignorant of the name of the said Privateers but has been informed that the principal of them is called *Adolfo*, comanded by Captain Cesar Crutas & the Deponent remarked that the greatest part of their crew were Spaniards, that from the time of arriv<sup>g</sup> in this port they have till yesterday been kept in a rigorous quarantine that as soon as it was taken off, and before

twenty four hours are elapsed and owing to there being but little hopes of the Captain's life makes this Manifesto which assures according to law to be certain and true and in its proof and Justification brought three Witnesses which by means of the afore said interpreter declare their names to be, Martin Hogan, Hamilton Smith, and John Rily, and that they are Sailors belonging to the afore mentioned-Merchant-man and being made acquainted by the Interpreter with the fore going contents, unanimously declared that the whole was certain & true in all its parts and that all had happened and passed as had been manifested by the Pilot and that it was evident to them having seen suffered and experienced as part of the crew of the said Ship in this present voyage declaring upon Oath this to be the truth, which oath they took according to Law, declaring their respective ages to be. The first Seventeen years old and the other two, twenty two years old each, and in consequence the said Abraham Long as Pilot of the Merchant-man in question & owing or in respect to the Situation in which the Captain is at present in his name and place and with all the Solemnity the Law requires, Protets that the Damages, Prejudices, Losses, Delays, Decreases, that the Ship and her Cargo have undergone by means of the bad Weather or storms are not to fall to his acc<sup>t</sup> nor risk, but imputed to the Sea, to the Wind to the Waves, or against whom or whomsoever it may lawfully concern. And with the same solemnity, doth Protest that the Prejudices Damages, Averages, Losses, Delays, Decreases, and all and every sort of Costs expences and bad consequences that have been suffered & all those that should ensue, follow or happen on account of the said detention and Capture do not fall to his account charge and risk nor to that of the Proprietors, Freighters or interested therein, but fall upon the french Privateers, their Captains and owners upon the Directory and whatever french Tribunal that authorises them for such a Capture and against that or those who permit their Crew to be Spaniards and who in these Ports suffer them to be manned for such capture — And also against those who permit them to shelter themselves in these Ports and thus facilitate them the means of making these prizes, & in fine against who or whomsoever it may concern And in order to make it evident, to ask and reclaim whenever he shall think fit He converts this appearance to a public instrument or Deed and demands it as a testimony Thus He declared and stipulated by means of his Vice Consul and Interpreter who swore according to Law (which I attest) to have well, and faithfully acquitted himself of his commission in this interpretation and it was signed by every one of them except by John Rilly who said he did not know how to Write and one of the Witnesses signed in his stead, The witnesses were, M<sup>r</sup> John Lerena M<sup>r</sup> Sevastian de Aguilar and Rocha, and M<sup>r</sup> John Garcia and Chica, inhabitants of this Town — Abraham Long — Martin Hogan — Hamilton Smith — Patrick Mulloney — Witness John de Lerena — Anthony Agredano: Notary public — This is an original copy taken out of the register which remains in my current protocol of public writs, and are in my power and Office which I attest and refer to: & at y<sup>e</sup> Petition of the aforesaid Deponent I give y<sup>e</sup> present protest on a sheet of paper of the third seal and another of common

paper in the middle — Signed in the Town of Algeciras in the day — month and year in which the Deed was executed —

ANTHONY AGREDANO

This is to certify to all whom it may concern that the Deed or Protest written in Spanish and Signed by M<sup>r</sup> Anthony Agredano Notary Public in Algeciras was sent to me by Mess<sup>rs</sup> Lacosta Merchants, to put into English and which I returned after having Translated it literally, faithfully and to the best of my Knowledge: in witness thereof I sign my name in Cadiz the 5<sup>th</sup> July 1799 — J. LePetit

I, Joseph Yznardy Pro Consul for the U. S. of America in the Provinces of Andalucia Galicia &c<sup>s</sup> &c<sup>s</sup> resident in Cadiz —

Do hereby Certify that the preceding protest is a true & faithful translation of its original written in the Spanish language & exhibited before me in this Consular office the legality of said Original was testify'd by Patrick Mullony my Vice Consul in Algeciras under his hand & seal of Office —

In Testimony whereof I hereunto set my hand & affix the Consular Seal of my office in Cadiz this 8 day of July 1799 & of the Independence of the U. S. of America the Twenty fourth —

I further Certify that J. LePetit who has signd this document is an Interpreter of this City duly authorized & sworn to Act in said Capacity —

JOSEF YZNARDY

[SDA. Spol. Cl. SC, 1819, Vol. 4.]

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

Moderate Breezes, and fair Weather. Employed scraping, and paying the Top Masts, Jib Booms, &c: painting the Masts, Sides &c: &c: &c:

At 10 AM a Man fell Overboard, hove the Ship up in the Wind, let run all the Halliards, let down the Jolly Boat, that was over the stern, and happily got him in again.

[Long'de. Account. 69° 47' W.]  
[Latt'de. Ob'd. 30° 36' N°]

[HS of Pa. NDA photostat.]

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

[Moored in President's Road.] These 24 hours begin with moderate breezes & plesant weather — employ'd unbending the Sails, breaking out the Hold &c

Middle part light airs from the South<sup>d</sup> & East<sup>d</sup>

Latter part D<sup>g</sup> weather, wind from the N<sup>d</sup> & East<sup>d</sup> Sent on shore 21 Empty Casks for water

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

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

Moderate breeze and pleasant weather Seamen variously employed — Repairing the Rigging and filling up our Water — 4 pm completed filling our Water — having on board as usual 3000 Gallons below deck

Pleasant weather several vessels laying off and on, waiting for the Convoy

Moderate breeze & pleasant weather, the Masters of the American Merchantmen on board the Commodore receiv<sup>d</sup> their instructions to proceed with the Convoy — 9 Am. double reef<sup>d</sup> the Top sails, & mainsail & got every thing in readiness for Sea rec<sup>d</sup> on board 4 Gang Water Casks with water, and a Quantity of Vegetables — At Maridian the Commodore hoisted a blue & W<sup>t</sup> Flagg at the Fore & fired a gunn as Signals for the Fleet to Weigh and sail out of the Port repeated the Signall — rec<sup>d</sup> from the *Geo. Washington* 12 Fm<sup>t</sup> 5 Inch rope, for stoppers for our main rigging

At anchor in S<sup>t</sup> Pieres Bay Martinique

[LC, EPP, 1799.]

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To Secretary of the Navy from Secretary of State

[PHILADELPHIA]

Department of State May 17<sup>th</sup> 1799

THE SECRETARY OF THE NAVY

DEAR SIR I believe I may have already shown you a letter from B. H. Phillips; Consul of the U. States at Curacao of the 13<sup>th</sup> of March last. A duplicate now before me has a passage which I did not particularly notice in the original. He mentions the capture of the *Cleopatra*, a *private armed ship*, belonging to New-York, by French privateers. *Before the Cleopatra had been brought into port*, and while approaching it with the privateer which had taken her, they met, *within a mile of the land of Curacao*, the *Charming Betsey*, a private armed vessel from Baltimore, "which was fired upon by the (French privateer) *La Ravanche* & her prize the *Cleopatra*. A smart engagement ensued"— &c. Several were wounded on both sides, of the French several had died of their wounds. The *Charming Betsey* had just sailed from Curacao when she was attacked, within the Dutch Jurisdiction; and hence, I suppose, the Government of the Island would not suffer her to be considered as a prize. But the object of this communication is the confirmation, by a recent fact, of the propriety of the late instructions to *recapture* any armed vessels taken by the French, to whatever nation they might belong, on the ground that having arms, the prize-vessels would attack and take the vessels of the United States, and that they must therefore be viewed, within the meaning of the law, as "French armed vessels".

I am very respectfully &c &c

TIMOTHY PICKERING

[SDA. Dom. L. Vol. 11, 1798–1799.]

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

[PHILADELPHIA]

N Department 17<sup>th</sup> May, 1799 —

CAP<sup>t</sup> T. TRUXTUN  
W. Indies

SIR Cap<sup>t</sup> Barry arrived several days ago, & without my letters by Cap<sup>t</sup> Tingey — I find that he only left behind the *Portsmouth*, & the *Eagle* of the Vessels under his command — and I have apprehensions, that you may not fall in with the *Portsmouth* McNeill, so that I can calculate with certainty only on your having the following Vessels under your Command. —

The *Insurgent*, The *Ganges*, Tingey, The *Baltimore*, The *Norfolk*, The *Richmond*, and The *Eagle* Cutter — Campble. I now send the *Merrimack*, Brown to join you — and shall as soon as the *Constitution* can be got off from Boston, where she has arrived, send her to relieve you. — But you may if you think our other force in the West Indies, will be sufficient to protect themselves & afford some security to our Commerce, return on the rec<sup>t</sup> of this, and also order in the *Insurgent*; In this case, you will divide the force between Cap<sup>t</sup> McNeill, who is the Senior Officer, if he has joined you, & Cap<sup>t</sup> Tingey, directing the former to pay attention to Cayenne & Surinam, & the latter to take his cruising grounds, so as best to keep in check the Privateers of Guadeloupe. — I understand Prince Ruperts Bay except being sickly, is a better place of rendezvous for this purpose, than S<sup>t</sup> Kitts but you are a better Judge. —

There is a large sum of money belonging to persons here, at Kingston Jamaica — and there may be some American Vessels homeward bound, at that place — you will be pleased, to send as soon as convenient, which I hope will be in a few days after rec<sup>t</sup> of this, either the *Baltimore*, or the *Merrimack*, or if you think better the *Portsmouth*, to that place, with orders to the Capt. to give notice that he will take charge of any specie, which may be ready to be sent to persons resident in this Country — and to take under convoy any American Vessels homeward bound. The Vessel so sent, must return to Phil<sup>a</sup> — but if the Fever should prevail in Phil<sup>a</sup> & not in New York, to the latter place, of which the Cap<sup>t</sup> will probably be informed on the Coast — if the Fever should prevail at both places, He must then go to Newport R. Island, & have the mony deposited in the Bank at Providence. — I return from this place, French Prisoners for all those sent in by Desfourneaux, from Gaudaloupe — Barry has released for exchange a good many, so have you I apprehend, that the balance is greatly against the French — It will I believe be best for you to bring & send in all the Prisoners you take, for whom you cannot receive americans in exchange — We may find it necessary to keep from manning other privateers all we capture — I suppose if we had possession of between 2000 & 3000, it would be difficult for them to fit out Privateers in the West Indies — The times of the Crew of the *Baltimore*, will I believe expire in July & August, — on this account & that Vessel not being a very fast Sailor, & therefore not so usefull as a Cruiser as some others, it may be best that she should be sent to Jamaica, — should you return before the *Constitution* arrives in the West Indies, you will of course leave as much provisions as can be spared from the Vessel returning with those that may remain. — If

Cap<sup>t</sup> Truxtun should have left the West Indies, Cap<sup>t</sup> M<sup>e</sup>Niell — or in his absence Cap<sup>t</sup> Tingey, will consider the Instructions herein, as addressed to him; and execute them accordingly. —

I have the Honor to be &c &c

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

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

[PHILADELPHIA]

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

Cap<sup>t</sup> MOSES BROWN

Ship *Merrimack* Boston

SIR You will immediately on rece<sup>t</sup> of this proceed with the *Merri-mack* under your Command, to Basseterre in the Island of S<sup>t</sup> Kitts, where you will deliver the letter herewith to Cap<sup>t</sup> Truxtun — if he should have left the West Indies on his return to America before your arrival; the letter must in that case be delivered to Cap<sup>t</sup> M<sup>e</sup>Neill, or in his absence to Cap<sup>t</sup> Tingey, of the *Ganges*. — These three Gentlemen being all your Senior Officers, you will put yourself under the Command of whichever of them you may find Commanding on that Station. —

You will find enclosed orders of the 29 Dec. & 16 January & 12<sup>th</sup> of March last — to all of which you will conform — you have heretofore rec<sup>d</sup> your authority to capture all French armed Vessels, or armed Vessels Sailing under French authority. —

Wishing you great Success & honor, I remain with great respect,  
Sir &c &c

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

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

[PHILADELPHIA]

N Department 17 May — 1799

STEPHEN HIGGINSON Esq<sup>r</sup>

Boston

SIR M<sup>r</sup> W<sup>m</sup> Exley a Clerk in the Accountants office goes to Boston principally to settle Acc<sup>t</sup>s with Cap<sup>t</sup> Nicholson & M<sup>r</sup> Debloise, and takes with him 40,000 D<sup>s</sup> with directions to pay over to you whatever may be left, after paying off the Crew of the *Constitution*. — It was presumed that Debloise could not come here, without a risk of delaying the Ship, & it is necessary that the acc<sup>t</sup>s should be understood at the Accountants Office. —

But another consideration, had some weight with me in sending on this Gentleman. — I shall never be able to reconcile to the Public, nor is it right that I should, paying so high a Com<sup>n</sup> as 2 P<sup>r</sup> C<sup>t</sup> for the passage of the mony through the hands of Navy Agents, for the pay<sup>t</sup> of the Crews of our Ships — on the other hand, I do not know that our pursers are men to be trusted with large sums of money at once, & at a distance from the persons with whom they are to account. — It is probable that the sums paid Annually at Boston, to the Officers & Men of the Ships which may rendezvous at that place, may Amount to 300,000 D<sup>s</sup> 2 p<sup>r</sup> C<sup>t</sup> on which would be 6000.

this added to Commissions for other services, perhaps to as large Amount, would be more than one person in a Government so economical as ours in the compensations for Services, ought to receive. — I think 2 p<sup>r</sup> C<sup>t</sup> commissions for all other services and ½ p<sup>r</sup> C<sup>t</sup> for all money paid to the Purser, or on acc<sup>t</sup> of the Purser, to Officers & Men at Boston, would be a just retribution to the Agent at a place where so much money be paid — I am willing that 2 p<sup>r</sup> C<sup>t</sup> should be paid for all money which has heretofore passed through your hands — but I hope you will be satisfied with what I now propose, as to the future, in this case, you will please receive from M<sup>r</sup> Exley the money he takes with him, otherwise he must pay the necessary sums to the Purser, & I must contrive some safe way of remitting to the Purser in future, without passing the money through your hands. —

It will however be attended with the least confusion, & I shall be best satisfied, if you receive & pay the money to the Pursers, as heretofore. —

I have the Honor to be &c &c

[NOTE.—See letter to Stephen Higginson from William Winder of 18 May 1799.]

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

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

[PHILADELPHIA]

*N Department 17<sup>th</sup> May 1799*

STEPHEN HIGGINSON Esq<sup>r</sup>  
*Boston*

SIR I enclose open for your perusal a letter for Cap<sup>t</sup> Nicholson — the letter of the 15<sup>th</sup> alluded to, was sent through the President, who agreed to the arrangement proposed as to Nicholson but he had doubts about his Successor — Talbot, however must be sent on in a few days, to take the command of her, if I do not hear from the President in contradiction. — Talbot is a man who will do justice, to the Ship & to the Crew; He will have for a season, the Command in the West Indies — the Crew will have a better chance than heretofore for prize money — & I hope a Crew may quickly be engaged. — It is however a little awkward that the Cap<sup>t</sup> cannot be instantly appointed to her. — the returns required in the letter to Nicholson, are directed by Law, and should be made without directions from me. —

I wrote you yesterday on the subjects of Commissions on the money for the pay of the Crew; — I hope you will be satisfied with the Commission proposed — I must make the same arrangements every where. — Having my hands full here with Barry, and three other Vessels in the Delaware, I have no doubt you will make the best arrangements for getting off the *Constitution* as quickly as possible. I hope she may sail by 10<sup>th</sup> June. — Truxtuns Crew, have now been a year in Service — & it will be dangerous to our Smaller Vessels in the West Indies, & injurious to our Commerce, if he leaves the Islands before the *Constitution* arrives there —

I have the Honor to be

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

To Major Commandant W. W. Burrows, U. S. Marine Corps, from First Lieutenant Philip Edwards, U. S. Marine Corps

BALTIMORE, May 17<sup>th</sup> 1799

SIR, Yours of the 14<sup>th</sup> inst. was received this day I have dispatched fourteen men under the charge of Sergeant Meredith, who I hope will arrive at your Barracks by Monday at farthest — Lieut. Sheridine I have not heard of since he left Baltimore, until M<sup>r</sup> Neates arrival here — by him I was informed that M<sup>r</sup> Sheridine was in Philadelphia, I suppose by your orders —

I am out of Coats; vests; Stocks & Clasps; blankets; Knapsacks & Hats — pray send me some by Meredith, who I wish to return as Speedily as possible — John Smith gave me the Slip two nights ago. Rogers I have heard nothing certain of — Mr. Sheridine has a very likely young man with him, but I fear he will never get one or two dozen recruits, unless you spur him up. — two or three of my recruits are foreigners but they are in my opinion good Men. One of them (Duhyg) enlisted with me last Winter by the time Meredith returns I hope to have fourteen more recruits to send you

Yours with much respect & Esteem

PHILIP EDWARDS

WILLIAM W. BURROWS, Esq<sup>r</sup>

*Major Commandant of the Marine Corps Philadelphia*

[MCA. LR, 1799.]

To Zebulon Hollingsworth, Attorney of the United States, Baltimore, Md., from Secretary of State

DEPARTMENT OF STATE

*Philad<sup>a</sup> May 17<sup>th</sup> 1799*

ZEBULON HOLLINGSWORTH Esq<sup>r</sup>

*Attorney of the U. States, Baltimore.*

SIR In the mail from Baltimore, I have this day received, and now inclose, an original letter dated the 14<sup>th</sup> of March from the British Admiral Lord S<sup>t</sup> Vincent, to me — an original letter to him from Captain Robert Middleton of the British frigate *Flora*, dated at sea the 26<sup>th</sup> of January — and, inclosed in the last, an original letter dated on board the French privateer *l'Intrepide*, at sea, the 4<sup>th</sup> of January, to the citizen Paul Nairac, merchant at Bordeaux, from Charles Willcocks, a citizen of the United States, by which it appears that he had been actively employed on board that privateer, in capturing British & American vessels.

These letters appear to have been brought to Baltimore by the armed ship *Elizabeth*, Cap<sup>t</sup> Lusher, together with the said Willcocks, and a M<sup>r</sup> Lenormand. I do not know to what part of the United States Willcocks belongs: probably he will himself inform, in answer to the question. He may also acknowledge himself the writer of the letter signed with his name. At all events I trust that Judge Chase, or other judicial officer before whom Willcocks may be brought, will, on the evidence of the original letters, if other circumstances should be wanting, cause him to be committed, for further examination; and that time may be allowed to obtain further evidence. For the nature of the information given in those original letters will command the



actual belief of every man; as to the identity of Willcocks and his crime. — But it is probable, that either at Gibraltar, or on the passage thence to Baltimore, Willcocks has related to Captain Lusher and others all the facts stated in Lord S<sup>t</sup> Vincent's letter & Captain Middleton's, and given an account of his privateering against British and American vessels. — Possibly he may not know that his letter has been sent hither; and the sudden unexpected presentation of it to him, without giving time for an evasive answer, may produce an acknowledgement that he wrote it. It is important that such a traitor & pirate as Willcocks should be punished; and if the evidence within your reach shall appear insufficient for his trial and conviction, I hope he may be secured, while I am taking measures to procure it. If no witnesses are found on board Captain Lusher, I would send to Gibraltar for them. — I beg your instant attention to this matter, and that you will favour me with the earliest information of the result. I inclose you the copy of another letter from Lord S<sup>t</sup> Vincent, dated the 3<sup>d</sup> of March, relative to a M<sup>r</sup> Lenormand, who was entrusted with cyphered dispatches from Rozier, late French Consul at New York, and who continues to reside there, which with other letters Lenormand concealed in the vessel in which he was captured. I am at a loss to know what you will do with him: but I presume he may be secured until you hear from me again by next Monday's mail. In the mean time you may perhaps be informed by him what were M<sup>r</sup> Rozier's directions to him concerning his dispatches.

I have the honor to be &c &c

TIMOTHY PICKERING

[SDA. Dom. L. Vol. 11, 1798–1799.]

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

Fresh Breezes, and hazy Weather, with a high Sea. Spoke a Schooner from Turk's Island, bound to New London, out ten Day's, Lading Salt.

[Long'de. Account 72° .22' W.]  
[Latt'de. ob'd. 33° .15' N°.]

[HS of PA. NDA photostat.]

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Extract from log book of J. Ingraham, U. S. B. C. Brig *Pickering*,  
Friday, 17 May 1799

Moderate breeze and pleasant Weather, being all ready for Sea at 3 p.m. the Capt<sup>n</sup> came on board and gave orders to Weigh — Weighed & came to Sail, lay off and on waiting for the Convoy, stowed Anchors — 4 P M. all the convoy under sail Consisting of 34 Sail — 5 made sail and brot. up the rear of the Fleet — 6 Pm. Pearl Rock bore N E 4 Leagues distance — 8 Pm. the point of Martinico bore E B N° 5 Leagues

10 Pm. saw the flash and heard the report of 4 Guns, made Sail & spoke the Commodore who informed us the 4 Guns fired, where from an English Schooner ahead, desired us to continue under all

sail & speak her, 11 Spoke the Schooner & enquired why they fired the 4 Guns before mentioned they answered, it was at a Schooner then in sight on the Weather Bow  $\frac{1}{2}$  past 11 fired a shot & brot too the Strange Schooner she proved to be an English Schooner from S<sup>t</sup> Vincents bound to Dominico, Wore Ship & stood into the Fleet, took our Station

Midnight light breeze & cloudy, the Comm<sup>e</sup> on our Weather Bow a mile and the Fleet between us — 6 Am. The centre of Dominico bore NE<sup>t</sup> 5 Leagues distance, Squally accomp<sup>d</sup> with Rain — Stood into Rosseau, saw several sail at anchor, Lay off and on with the Fleet to give the American Vessels who wished to profit by our protection an opp<sup>t</sup> of joining us saw several sail under the land, under Danish & Sweedish colours, 9 Am. Capt<sup>n</sup> went on board the *Geo. Washington*, rec<sup>d</sup> on board 24 fm<sup>s</sup> 4 $\frac{1}{2}$  Inch rope for spare Topsail ties — 4 Sail of Vessels Joined us from Roseau, Maridian Light breeze & pleasant Weather, Rosseau bore E B S<sup>e</sup> 3 Leagues dist<sup>ce</sup> Broached a Cask of Water expended 60 G<sup>s</sup> remains 2940 Gallons

[LC, EPP, 1799.]

To President John Adams from Secretary of State

DEPARTMENT OF STATE,  
Philad<sup>a</sup> May 18<sup>th</sup> 1799

The PRESIDENT OF THE UNITED STATES,

SIR I have this morning been honored with your letter of the 13<sup>th</sup> and will introduce in the 10<sup>th</sup> article the idea you have been pleased to suggest, in the instructions to M<sup>r</sup> King, to negotiate a commercial treaty with Russia. A copy of these instructions shall be transmitted to M<sup>r</sup> Adams at Berlin, with the fresh instructions you direct. — Yesterday I received from our Consul at Gibraltar the copy of a letter dated at Algiers the 28<sup>th</sup> of February to him, mentioning the arrival of the armed vessels intended for that Regency, and of the U. States brig *Sophia*. The store-ship *Hero*, laden for Algiers, sprung a leak, and bore away to the West Indies; she arrived at Jamaica. It is very unfortunate, as she was laden with masts & timber to a large amount for Algiers — she was a ship of five or six hundred tons. The inclosed letter addressed to me I opened of course, & also broke the seal of the letter it covered before I observed it was directed to you. To the surprise and chagrin of many, M<sup>r</sup> Lewis's motion for a new trial, in the case of John Fries, has prevailed.

I am most respectfully &c &c

TIMOTHY PICKERING

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

To William E. Hulings, United States Vice Consul at New Orleans, La., from  
Secretary of State

PHILADELPHIA, May 18<sup>th</sup> 1799.

WILLIAM E HULINGS Esq<sup>r</sup>

SIR, The growing importance of the commerce of the United States with the settlements on the mississippi, by the way of New-Orleans, and the interests connected with commerce which it is incumbent on

us to maintain and secure, have induced the President to appoint Evan Jones Esq<sup>r</sup> to the office of Consul. His character as well in the United States of which he is a native, as in Louisiana where he has lived many years, his knowledge and experience, presented him as a fit person to manage and superintend the objects above mentioned. You will nevertheless continue to exercise the usual functions of a vice-Consul, but in subordination to M<sup>r</sup> Jones as Consul of the United States at New-Orleans and its dependencies.

I am, Sir, with great respect,  
your most ob<sup>t</sup> Serv<sup>t</sup>

TIMOTHY PICKERING

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

To William E. Hulings, U. S. Vice Consul at New Orleans, La.,  
from Secretary of State

DEPARTMENT OF STATE,  
Philadelphia, May 18<sup>th</sup> 1799.

WILLIAM E. HULINGS Esq<sup>r</sup>

SIR, I have this day received your letter of the 22<sup>nd</sup> ult.

The case of the Sloop *Hopestill*, Capt. Andrew Bent, of New-York, arrived at New-Orleans for the purpose of trade, ought not to have produced any difficulty on the part of the Intendant. The object of the *sea-letter* required by our treaty with Spain, is to enable the armed vessels of Spain, now that she is at war, to distinguish American from other vessels, that the former, on the exhibition of the sea-letter, may be suffered to pass. If destitute of a sea-letter, an American vessel may be captured and carried into a spanish port for examination: but then the American vessel has a right, not only in reason, but by the very words of the treaty, to adduce other proof of the property. The words are "legal satisfaction of their property by testimony entirely equivalent." This testimony may be the register, the clearance, and any other documents under the signatures and seals of the Custom-House officers of the United States; and if required, the oral testimony of the master, mate and crew of the vessel may be given. But unless the official documents are justly suspected as being counterfeits, they ought to be admitted as the *equivalent testimony*, without the aid of witnesses. Now the authenticity of the Register and clearance of the Sloop *Hopestill* may be readily ascertained by a comparison with the official papers from the same Custom-House in the United States from which the *Hopestill* was cleared.

The meaning of the treaty is so plain on this point, I cannot but express some surprise, that the Intendant should appeal to the seventeenth article for the source and support of his doubt and objection. The question will probably be decided before this letter reaches you: but if a confiscation should ensue, the master of the vessel will doubtless appeal from so ill-founded a judgment.

I am, Sir, &c.

TIMOTHY PICKERING.

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

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

[PHILADELPHIA]

Navy Department 18. May 1799.

Cap<sup>t</sup> THOMAS TRUXTUN

SIR In addition to the Instructions to be given to the Captain, who goes to Jamaica, please to direct him to remain at most not longer than one week at Kingston — but not to wait so long, if to be avoided. He is to take under convoy such Vessels, as may be ready, but not to wait for any — nor to go out of his course, on his return from Jamaica, to Philadelphia — provided he has any considerable sum of money on board, which I take for granted will be the case. He will deliver the letter enclosed to Mess<sup>rs</sup> Atkinson Murr Bogle & C<sup>o</sup> immediately on his arrival — they will probably ship a good deal of money by him. —

I have the honor &c

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

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

[PHILADELPHIA]

Navy Department 18<sup>th</sup> May 1799 —

Cap<sup>t</sup> SAM<sup>l</sup> NICHOLSON

SIR There ought not to be the least delay in discharging and paying off those men of the *Constitution* whose times expire in May and June — nor in making every necessary preparation to get the Ship again to Sea. — M<sup>r</sup> Higginson will at once furnish all the Stores, depending on him — The Lieutenants, at least those best qualified, must be immediately employed in recruiting a new Crew for the *Constitution*, agreeably to the Instructions, enclosed. — they will receive the necessary money from M<sup>r</sup> Higginson, or the Purser. — pray set this necessary business in motion, — there will be no marines wanting, as these will be furnished from the Corps of Marines. — You should direct the Master, Purser, Carpenter, Gunner, Sail Maker, Boatswain, in Short every Officer having charge of Stores, to render an account of Stores received by each, what has been consumed, what remains on hand, and what may now be wanted — These returns should be countersigned by you & should be forwarded to this office — I wrote you by Cap<sup>t</sup> Tingey bound to the West Indies to have all these returns prepared, to be forwarded on your arrival at Boston, but you left the Islands before Tingey arrived. — I wrote you the 15 instant, which Letter I presume you have received, — that your Services would be wanted to superintend the building of one of the Ships of the Line — and that you would not go in the *Constitution* the next cruise — Still until another Captain takes charge of that Ship, you must be attentive to her, and to get her to Sea, as if you were to go in her. —

I have the honor &c

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

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

[PHILADELPHIA]

N Department 18<sup>th</sup> May 1799 —

Cap<sup>t</sup> SAMUEL NICHOLSON

SIR You will, without delay, instruct such of your Officers as may appear best calculated for the purpose to open rendezvouses for recruiting a Crew for the *Constitution*. —

You are allowed besides Officers of Marines, and 44 Privates, which will be supplied you by the Major of the Marine Corps, and your Commissioned & petty Officers, the latter of which you will appoint not exceeding 300 men and boys, exclusive of marines. — Of this number you will recruit not exceeding 120 able Seamen, & 180 ordinary men & boys. — It is our best policy to create Seamen, therefore you will take as large a proportion of boys as can be found useful on board — If you increase the number of ordinary Seamen & boys, you will consequently lessen the number of able Seamen; and I think it will be found for the good of the service, if you do so. You will allow able-seamen 17 dollars p/m<sup>o</sup>; ordinary seamen & boys from 5 to 14 dollars, according to merit — all to be entered to serve one year; — to commence from the Ships *first weighing* anchor on a Cruise; you will be careful not to enlist any, but sound and healthy Persons; and that no indirect or forcible means be used to induce them to enter into the service; No Negroes or Mulattoes are to be admitted, and as far as you can judge, you will exclude all of a Suspicious Character. — Avoid any Advance of money if possible, until the men are got on board; but should you find it impracticable to procure them on these terms, you may gratify them. — In this case you will take care to obtain sufficient security, to resort to in the event of desertion; and you will allow two months advance only. —

You will have a regular account kept of the name and Station of each recruit — together with a description of his person and his usual place of residence, so that he may be identified at any future period. — Every man entered must take an Oath agreeably to the form, you will receive herewith. — Enclosed is the form of a Shipping paper, wherein the name Station and pay of each person on board must be entered. It will be necessary, to avoid confusion, that this business be executed with the utmost exactness. —

The Form of a bond to be signed by the Sureties for the Seamen & you will also receive; and particular care must be taken, that the sureties, are persons of good and responsible Characters, before they are accepted. —

M<sup>r</sup> Higginson or M<sup>r</sup> Debloise to supply the monies for recruiting, to the recruiting Officers; who must settle their accounts with you. — They will be allowed, besides their pay and rations, two dollars for each recruit, in full for every expense of attesting, ribbon, punch, &c. in Short every expence but that of provisioning the men, enlisted at a distant port — and in such cases, the unavoidable expence for there conveyance to the Ship; but they must Observe the utmost economy; for extravagant charges for those Expenditures will not be allowed, and no charge will be allowed, without a proper voucher to support it. —

I am &c &c

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

To Stephen Higginson, Navy Agent, Boston, Mass., from William Winder  
Accountant of the Navy

[PHILADELPHIA]  
Navy Department Accountants Office  
May 18<sup>th</sup> 1799

STEPHEN HIGGINSON Esq<sup>r</sup>  
Boston

Sir The Secretary of the Navy has made arrangements for paying of the crew of the *Constitution* frigate, which he expects either has or will shortly arrive at Boston; and M<sup>r</sup> Gilliss the bearer of this is sent forward previously to adjust and explain certain matters relative to the accounts of that ship with the purser of that ship: and as all charges against the crew should now be brought into account you will be so obliging as to furnish M<sup>r</sup> Gilliss or M<sup>r</sup> Deblois with an account of all monies advanced by you to or for that ships crew and particularly the sums advanced to their respective attornies in order that it may be discounted in their settlements

I am Sir &c.

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

P. S. The Secretary of the Navy in his letter to you has mentioned M<sup>r</sup> Exley as the bearer but it was afterwards thought advisable to send M<sup>r</sup> Gilliss the cheif clerk in this office instead of M<sup>r</sup> Exley.

[NDA. LB, N. Dept. Accts. Of., 1798-1800.]

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

[PHILADELPHIA]  
N Department 18<sup>th</sup> May 1799

STEPHEN HIGGINSON Esq<sup>r</sup>  
Boston

SIR I have at this moment, just before the closing of the Mail, the mortification to receive a letter from Cap<sup>t</sup> Brown, enclosing the Certificate of the Surgeon, of the ill health of the first Lieu<sup>t</sup> of the *Merrimack*, and the resignation of the Second Lieu<sup>t</sup> M<sup>r</sup> Chase, in a letter from himself — M<sup>r</sup> Chase must not be allowed to resign when his services are so immediately wanted — if it can be avoided — L<sup>t</sup> Hamilton was sent on board the *Constitution* in the W. Indies — I pray you to attend instantly to the business of the *Merrimack* — If Chase will not go in her, 2 L<sup>ts</sup> must be provided — Let L<sup>t</sup> Hamilton if he chuses be one of them & one of the two youngest L<sup>ts</sup> in the *Constitution* another — but if one of the Midshipmen in the *Constitution* is quite fit to be L<sup>t</sup> you may let him go to act as second L<sup>t</sup> of the *Merrimack*; — & I will send a Commission for him to the W. Indies, dated from the time he goes on board the *Merrimack*. — I have not time to write Cap<sup>t</sup> Brown in answer to his, nor is it necessary —

I have the Honor to be &c &c

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

To Lieutenant Samuel Chase, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 18<sup>th</sup> May 1799 —

Lieut. CHASE of the *Merrimack*.

Boston.

SIR I have received your letter of the 11<sup>th</sup> instant — offering your resignation — the *Merrimack* is ordered on instant service, and there is not time to provide another Officer to take your place — nor will it be honorable in you to insist upon resigning at such a time, — I therefore rely, that you will be satisfied to proceed on the present cruise. —

I am &c

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

To William Rawle from Secretary of the Navy

[PHILADELPHIA]

Navy Department 18. May 1799.

W<sup>m</sup> RAWLE Esquire

SIR In answer to your favor of yesterday I have no information respecting the *Mary* of Norwich beyond the contents of the Papers sent to you. —

M<sup>r</sup> Hill the owner acknowledges himself to be a citizen of the United States — He says he has been absent 14 or 15 Months in the West Indies — M<sup>r</sup> Evans the Prize Master, who waits on you with this, can prove M<sup>r</sup> Hill's acknowledgement of Citizenship. —

I have the honor to be &c

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

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

Fresh Gales, and hazy Weather all these Twenty four Hours. Sounded every two Hours, while passing the Latitudes of Cape Look out, and Cape Hatteras, got no Ground. Spoke the Schooner *Alexander*, a Flag of Truce from Cape Francois out 5 Days, bound to Philadelphia, as also a Ship from Charleston bound to Barbadoes, out two Days.

When abreast of Cape Hatteras early this Morning, we experienced some hard Squalls, and very heavy Claps of Thunder. At Noon Cape Henry bore W.N.W. 52 Leagues Distance. Sounded, no Ground. Died Thomas Murray, Marine, and committed his Body to the Deep.

[Long'de. Account. 72°.56' W.]  
[Lat't'de. ob'd. 36°.00' N]

[HS of PA. NDA photostat.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Saturday, 18 May 1799

Light airs inclining to a calm Seamen Variously employed under the Boatswain. 2 pm. sent a Midshipman on b<sup>d</sup> the Commodore,

with a message from our Capt<sup>n</sup> 4 pm. the Midshipman returned, hoisted the Jolly boat up, the port of Rosseau bore N E B E<sup>t</sup> 3 Leagues — At do. counted the Fleet, they amounted to 38 Sail exclusive of the Commodore & our Selves ½ past 4 pm. saw a Strange sail in the S.E<sup>t</sup> Quarter made Sail and gave chase — 5 Called all hands to Quarters & cleared Ship for Action ½ past 5 spoke the Chase (an English Ship of 20 Guns) from S<sup>t</sup> Pierres bound to S<sup>t</sup> Bartholomews — Capt<sup>n</sup> Preble advised him to keep company with the Fleet which he seemed to be very willing to Accept — 6 pm. wore Ship and made sail after the Fleet — Saw a strange Sail in the NW<sup>t</sup> Q<sup>r</sup> ½ past 6 Roseau bore East distance 5 Leagues — 9 pm. spoke the Comm<sup>d</sup> & informed him concerning the Chase

Midnight, fresh Gale & pleasant weather, made & shortened Sail occasionally ½ past 3 Am. saw a large Ship standing to the Eastward by the wind, which we knew could be none of the Convoy — Shew 3 lights perpendicular which was not answered, We however presumed she was an English Frigate & that she had spoke the Commodore, previous to our seeing her — Brig<sup>e</sup> also was discovered on the same tack but, as she hove about under our lee & stood after the Convoy, we concluded she was one of the Fleet, which proved to be the case — from ½ pas 3 'till 5 we where all hands to Quarters, 'till it was Acertained who the before mentioned ship and Brig<sup>e</sup> was, which being done we made sail & spoke the Commodore — At 8 Am. Monserat bore N<sup>o</sup> 7 Leagues distance — at 10 Am. sent our Jolly boat with a Midshipman on board a Schooner, belonging to Portland, and bound home, with the Signals of the Convoy — At Meridian the N<sup>o</sup> Point of Guadaloupe bore E B N<sup>o</sup> On the East<sup>n</sup> p<sup>t</sup> Monserat N B E<sup>t</sup> 5 Leagues distance, Fleet all in sight Expended 55 G<sup>s</sup> water remains 2885 Gallons

[LC, EPP, 1799.]

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

UNITED STATES SHIP *Constellation* May 19<sup>th</sup> 1799  
Cape Henry bearing N.W.B.W. 22 Leagues Distance

DEAR SIR, I dispatched the *Virginia* Captain Bright on the 5<sup>th</sup> Inst: from S<sup>t</sup> Christophers with a Convoy, Captain M<sup>e</sup>Neil of the *Portsmouth* took under his Charge at Martinica bound for the U: S: But left at S<sup>t</sup> Kitts to follow with the English Homeward Fleet as far as Tortola, while (as I have since ascertained) he proceeded to Leeward, to collect such Vessels as might be ready at other Islands.

The Masters of the American Vessels appearing dissatisfied, and uneasy at being left behind, sent me a Petition for Convoy as far as S<sup>t</sup> Thomas's and altho' it was extremely inconvenient, having made my Arrangements for the Employment of all the Vessels on the Station, I thought it best to gratify them and accordingly gave Orders to Captain Bright to perform that Service, his Force being fully sufficient for the Purpose, there being a well armed American Ship among the Number ready to sail, and I was possessed of good Information, that the Passage down to S<sup>t</sup> Thomas's was perfectly clear of french Cruizers, and in Addition to the British Ships of War that sailed with the Fleet, they had a Number of Frigates, and other



Vessels of Observation out, reconnoitring the Coasts, and Channels between all the Islands to Leeward —

My Orders to Captain Bright were, that as soon as he met the *Portsmouth*, to proceed without Loss of Time with my Dispatches to you, in Order that I should receive your Instructions, as to future Operations, as early as possible after my Arrival in the Bay of Chesapeake.

On the 7<sup>th</sup> the Accounts of the Squadron being all settled at Saint Christophers', I weighed and proceeded leisurely towards our own Coast, taking with me *L'Insurgente* and leaving all the other Vessels of War under my Direction to cruize in certain Situations, as you have already been informed by Copies of my Orders to the Commanders transmitted by the *Virginia*. It may however be well to inform the Merchants, and Underwriters, that these Vessels will remain cruizing within the Torrid Zone untill the 10<sup>th</sup> of June, and then they are to proceed Home in two Divisions with the Trade, that may be collected, and ready to accompany them from St Kitts.

This Arrangement, Sir, will render some Protection to all our Return West Indiamen, that choose to partake of it, untill you have Time to adopt other suitable Measures for the Summer Season, especially as the [*George*] *Washington* and *Pickering*, which were not of my Squadron, was to leave the Island abt the 20<sup>th</sup> Instant, with such Vessels, as was then ready.

It is not necessary for me to inform you, how astonishingly our Commerce to the West Indies, have encreased within a few Years, tho' I was surprised at it myself, and how much it will be exposed to the Enemy's Cruizers, if we have not some Swarms of fast sailing Vessels of Force sent out, well equipt, and manned.

I have left at St Christophers in Charge of M<sup>r</sup> Clarkson, the following Spars belonging to the *Constellation* to Viz<sup>t</sup>

One Main Yard  
One Cross Jack D<sup>r</sup>  
One Mizzen Top Mast  
One Derrick

These Spars I have ordered to be kept under Cover, well pay'd with Tar &c: and to be delivered to any of our Ships of War in real Want of them, or any Part thereof, and to transmit to you such Captain's Receipt, as may be accommodated therewith. I also embrace the Opportunity of recommending strongly your sending out, and keeping as a Deposit in Case of Disaster to any of our Vessels of War a Number of Spars such as Yards, Topmasts, Top Gallant Masts, Jib Booms, Studding Sail Booms &c: of different Sizes, and even Sheer Masts, which may be made to answer for lower Masts in Case of Emergency, all of which can be lodged at Saint Kitts, without any Expence of Carriage, by each public Vessel going out, carrying what they can take on Board with Convenience. The Difficulty of procuring Spars of any Size is very great indeed in that Quarter, and a single lower Yard would cost the U. S. perhaps as much in any of the Islands, as a common Cargo would stand in, if lodged in the Manner recommended, besides the Uncertainty of getting supplied. Having furnished you by the *Virginia* with Copies of my Letters to the Commanders of the publick Vessels under my Orders for their Government during the Remainder of their Cruize, I now enclose you Copy of my Instructions to the Agent.

The Accounts of the Squadron, while on Service abroad, with the Drafts drawn for Advances made the Crews, and for fresh Provisions, and other Supplies &c: &c: &c: with the necessary Vouchers, I have directed the Purser M<sup>r</sup> Isaac Garretson to transmit you immediately, together with a Statement of what Money will be wanted to pay off the Crew of this Ship, their Times being mostly expired.

The Expence attending such a Number of Prisoners, as I have made, and carried into S<sup>t</sup> Kitts, was unavoidable. By positive Orders from England, Prisoners are to be landed only at Martinica, and Barbadoes, and the British Admiral commanding on that Station has in no Instance attempted to land any in other Islands; It was consequently considered a great Indulgence to me to land in S<sup>t</sup> Kitts a Part of *L'Insurgente's* Crew &c: and to confine on Board a Prison Ship in that Road the Remainder; tho' it was impracticable in the then crippled State, in which I arrived with the two Frigates to have proceeded Windward to Martinica. Under these Circumstances, there was no Alternative, but to do as I have done; for to have suffered such a Number of Men to have remained on Board confined below in a warm Climate, Humanity, and the Preservation of Health in my Ship forbid, and to have suffered them at Liberty unconfined, regular Systematic Service, and Prudence would not permit.

I enclose you the Inventory of *L'Insurgente's* Stores &c: and the Sales of the *Constellation's* Prizes exhibited to me by the Agent at S<sup>t</sup> Kitts, as also the Salvage received on the British Ship *Brothers* of London, recaptured by me as before advised.

Lieutenant Rodgers I have ordered to proceed opposite Crany Island near to Norfolk with *L'Insurgente*, and to prepare for refitting his Ship, and completing his Compliment of Men, so soon as he receives Orders to that Effect, and on the same Account, I shall go into Hampton Roads, or up to Annapolis, according to Circumstances, or the Advices you may have lodged at Norfolk for me.

The greatest Part of the Crew having been engaged at and near to Baltimore, the bringing them near to their Homes at the Expiration of their Times will have it's Advantages on that Account, I have determined to return to the Chesapeake, instead of Philadelphia, or New York as I first intended on Account of being a little with my Family, without being a Distance from the Ship.

The Cannon I have recommended for this Ship together with the Sails, Rigging, Cables &c: &c: &c: are much wanted, and to put the Ship in the best State, are indispensable; I therefore hope they are in Readiness, and that the Period for entering Seamen for our Navy will be augmented. During my Passage from the West Indies, Nothing remarkable occurred; Copy of my Journal will however be transmitted to you as usual.

I have been informed, that some Evil minded Wretches in the United States have industriously endeavoured to impress the People with a Belief, that *L'Insurgente* had always respected our Flag, and had made no Capture of our Vessels, and consequently my taking of her was extremely wrong. How such false, infamous, and barefaced Declarations could ever be made before a deserving Public, is to me astonishing.

Altho' it was not for me to enquire on seeing a French Frigate, whether she had, or had not been successful in her Pursuits after our

Vessels of Trade (or even to suffer a Thought of the Sort to pass over my Mind) it being sufficient for me first to consider the Letter and Spirit of my Instructions from the President of the U. S. founded on the Laws of Congress, and secondly that their Ships of War, and Privateers indiscriminately captured all our Vessels of any Value, that they fell in with, even a Chinaman was taken, and carried to France last Autumn by two Frigates bound Home from S<sup>t</sup> Domingo. But in Addition to these Circumstances too powerful in themselves to need any Comment; it was *L'Insurgente*, that captured the U: S: Vessel of War *Retaliation*, and her Log Book and Journals will show, that many of our Merchantmen was also carried into Gaudaloupe &c: by that Ship; and what was the Conduct of her Commander on seeing the *Constellation*, Why, Sir, his first attempt was to deceive by a false Show of Colours, and when the Attempt would not succeed, open Hostilities were declared by the French Flag being hoisted, accompanied with a Cannon fired to Windward; this being an incontrovertible Fact; is there then an American yet to be found on the Territory on the United States, whose Heart would not have bled for his Country's Honor, had I (after such a Declaration of open Defiance by a declared Enemy, according to the Customs of Nations at Sea) hesitated one Moment in making the Attack I did, and that too without any Sort of Ceremony. If there is such still in the Bosom of our Country, I am sorry for it, and am of Opinion, that the sooner it is rid of him, or them, the happier it will be for the Land.

If *L'Insurgente's* Errant off S<sup>t</sup> Kitt's was not to meet the *Constellation* (it being then her well known Rendezvous) and to attack, or bully her, there is little Doubt, but the American Convoy that was to have sailed on the 10<sup>th</sup> of February, the Day after she was taken was the Object of that Ship; for the French have daily Information of every Thing that is going on through the Neutrals, who are continually passing, and repassing to, and from the Islands, under every Flag that fly's in the West Indies.

The Expedition on which I have been sent, being now ended, and the Times of our Crew having expired, as I have before mentioned, I must now beg Leave to conclude with observing, that in all my Acts, and in all my Actions, I have endeavoured studiously to keep steadily in View, what I conceived to be the Intentions of the Government as nearly as Circumstances would permit, and to govern those, who I have had the Honor, and Glory to command, with that Mildness which is the Characteristic of our invaluable Constitution, and Laws; and I wish to hope that there are none, who have been under my Authority, possessing a Spark of Candor, and having the least Reflection, who will not do me the Justice to say, that their Happiness, and Comfort (keeping always in View the Duty of the Ship, and good Subordination) has at all Times been commensurate with the arduous Task I have had to perform in organizing the Ship, amidst the great Variety of Incidents, and Scenes new to a People engaged in the Commencement of Naval Service.

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

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

P: S: A Complaint having been made to me by a Master of a Vessel, respecting the ill Treatment of another Merchant Captain, by the Captain of an English Man of War, I have transmitted an

Account to M<sup>r</sup> Pickering, Secretary of State, as the Business will no Doubt come before him.

HON<sup>ble</sup> BENJ<sup>n</sup> STODDERT  
*Secretary of the Navy.*

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

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Sunday, 19 May 1799

Hard Gales the first and middle Parts of these Twenty four Hours. Close reefed main, and fore top Sails. Double reefed the fore Sail. In main Sail. Down Top Gallant Yards; Launched top Gallant Masts, and got the Jib of Jib Booms in, housed the Lee Guns, and made the Ship Snug.

At 6 AM more moderate, up top Gallant Masts, and out Reefs. Spoke a Brig from Philadelphia bound to Savannah. Several other Vessels in Sight, among the Number a whaling Sloop under her Jib; at Noon sounded, and got Ground, the Depth 23 Fathoms over a Bottom of fine black, and white Sand. Cape Henry at same Time bore N. W. B. W. 22 Leagues Distance.

[Long'de. Account. 74°.51' W.]  
[Lat't'de. ob'd. 36°.25' N']

[HS of PA. NDA Photostat.]

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Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Sunday, 19 May 1799

Pleasant weather being calm, the Fleet was dispers'd heading different ways Had a survey on a Quantity of Cheese by the Master, one Masters Mate & a Midshipman, result of the survey 96 lbs condemned as unfit for use, and thrown into the Sea — 5 pm. the Commodore Shew a Dutch Flagg at the Mizen Peak, signal for the Fleet to close & the sternmost Ships to make Sail — 6 pm. a fresh breeze sprung up, handed T. G. Sails ½ past 6 the Commodore hoisted a White Flagg at the main (a signal for the Fleet to come under his Stern) ½ past 6 hauled towards Monserat & the Fleet continued their Course for S<sup>t</sup> Christophers — 8 pm. Monserat bore N<sup>o</sup> 4 Leagues distance — The Fleet all out of Sight, stood in there, hoisted a light as is customary when any Ship Anchors in the night in this Road 11 pm. anchored in Montserat roads, with the best bower, in 10 fm<sup>s</sup> Water over a bottom of Sand, 3 Cables length from the shore, the Flagg Staff on the Fort bearing E B N<sup>o</sup> ½ N<sup>o</sup> and the extremes of the land N W<sup>t</sup> and S. E<sup>t</sup>

Midnight<sup>t</sup>, pleasant weather, found riding in Montserat Roads — 9 Sail 4 Americans, and 5 Englishmen, Set a harbour Watch 6 A. M. Capt<sup>n</sup> Preble went on Shore

Maridian, Capt<sup>n</sup> Preble came on board and gave orders to get ready to Weigh — got all clear, sent a Midshipman on board 3 American Vessels who where to Sail under our Convoy to S<sup>t</sup> Christophers Broach<sup>d</sup> a Cask of Water — expended 56 Gallons remains 2829 Gallons Hove short Waiting for the Midshipman to return who carried the Signalls

[LC, EPP, 1799.]

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

[PHILADELPHIA]

*N Department May 20<sup>th</sup> 1799*

Cap<sup>t</sup> JOHN BARRY

Circular:

SIR It is indispensable that every Officer on board your Ship to whom Stores are entrusted, should keep a regular acc<sup>t</sup> of the quantity he receives, when and how issued, or expended, and previous to applying for new Supplies, he must furnish Copies of these statements to be lodged in this Office, together with Lists of the quantity of each Article remaining unexpended. — You will be pleased therefore to direct the Purser, Gunner, Sail Maker, Carpenter, Boatswain and other Officers having the care of Stores, to make these returns accordingly. —

I have the Honor to be

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

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

[PHILADELPHIA]

*N Department May 20<sup>th</sup> 1799.*

Cap<sup>t</sup> J. BARRY

SIR Recruiting instructions — the same as Nicholsons; *see page 40*, with this difference. —

Not to exceed 175 able Seamen; the Whole not to exceed 300; Monies to be furnished M<sup>r</sup> Wadsworth, who will advance to the Recruiting Officers. —

[Page 40 contains letter to Captain Nicholson dated May 18, 1799.]

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

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

[PHILADELPHIA]

*N Department 20<sup>th</sup> May 1799*

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

SIR In enumerating the Vessels under your Command I omitted to mention the *George Washington*, Fletcher — She may either remain, or be sent to Jamaica, instead of one of the other Vessels — Being a Stronger Vessel, & a dull Sailer, perhaps she might be more proper to send — Act as you judge best. —

I have the Honor to be

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

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

[PHILADELPHIA]

Navy Department May 20<sup>th</sup> 1799

Cap<sup>t</sup> DECATUR

SIR The Law is so positive, that I believe there will be no possibility of getting you clear of the Lazaretto, sooner than 10 days — and if you have not a Ventilator 15 — you must have patience. —

Lying so long, in so hot a place, with so many men on board, is enough to produce diseases, where there was none — keeping your men employed, perhaps is the best way to avoid this evil. — You can I presume obtain fresh meat & vegetables for the Crew — If you want money, you must draw on me — or I will send you some down, if you will let me know what you want — or any thing else. — Altho I hope your next cruise will be in a Frigate, I shall be very anxious to get the *Delaware* to sea, as soon as possible; I do not at present know who will be the comm<sup>d</sup> please to have returns made of every thing necessary, for a Cruise of 6 Months — that the Articles may be preparing. The Gunner — Carpenter — Boatswain, indeed all the Officers having the care of Stores, should make returns of the quantity rec<sup>d</sup> — consumed — & on hand — & what is wanting. —

You have had a hard Service, & have performed it well, & have given effectual protection to our Commerce. — I wrote you by Merchant vessels, that the *General Greene*, Cap<sup>t</sup> Perry, would relieve you in this month, but I suppose you did not receive my letters. — The *General Greene* I believe Sailed on the 15<sup>th</sup> Ins<sup>t</sup> — I hope however he will arrive at the Havana in time to prevent much mischief. —

I send you two Laws which passed the last Session of Congress, the rest are not printed. —

I have the Honor

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

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To Lieutenant Charles C. Russell, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20<sup>th</sup> May 1799

Cap<sup>t</sup> CHARLES C. RUSSEL  
of the *Herald*, New Castle

SIR I have directed to be sent you without delay, the articles you want — I hope you will receive them in a day or two — The moment you get them on board, you will please to proceed immediately to S<sup>t</sup> Mary's River, being our Southern boundary, cruising as you go, and letting it be known to the People of the Southern States that you are on the Coast — from S<sup>t</sup> Marys you will return to Boston, cruising for French Privateers, and endeavour to arrive at Boston, not before the 10<sup>th</sup> of July, and as soon after, as may be. —

It is not very probable that you will meet with any Vessel, of the Enemy in this Cruise — but it is possible — and the Coast being at present unguarded, a Small Privateer might do much mischief — this makes it necessary, that you should make this short cruise before you return to Boston, to refit — and get a new Crew. — You could not come to Philadelphia without exciting some uneasiness — but

indeed there is not time — the service you are going on, being essential, to quiet the apprehensions of the Southern people.

Write me on your leaving New Castle, which I hope will be by Thursday at latest. —

Wishing you success and honor I remain &c

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

To Captain John Adams, U. S. Revenue Cutter *Scammel*, from Secretary of the Navy

[PHILADELPHIA]

N Department 20<sup>th</sup> May 1799

Cap<sup>t</sup> JN<sup>o</sup> ADAMS

SIR You will please proceed to Phila<sup>a</sup> with the *Scammel*, that she may undergo such repairs as shall be found requisite. — you must let Cap<sup>t</sup> Russell have his men — at least such as can be spared. — If you keep enough to navigate the Vessel to this place, it will be sufficient. —

I am Sir &c

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

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

UNITED STATES' SHIP *Constellation*

20<sup>th</sup> May 1799.

SIR, It was my Intention to have ordered you with *L'Insurgente* to Baltimore, when I left the West Indies, but your Want of a Mast &c: induces me to direct *L'Insurgente* to be anchored opposite the Upper Part of Crany Island in a good Birth, it being a better Place than Hampton Road for her. I have every Disposition to accommodate every deserving Man in the Service, and to indulge their going as near their Homes as possible to refit, But the Good of the Service obliges me to make a Sacrifice myself by coming here instead of going to New York, on Account of manning speedily, together with most of the Men now on Board belonging to this Bay.

You will go in with the French National Flag hoisted under that of the United States, and gratify our Countrymen with that Sight for three Days, and then hoist the American Ensign as usual. I am with great Respect

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

Lieut: JOHN RODGERS.

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

[20 May 1799]

To the enlisted men on board the *Constellation*, from Captain Thomas Truxtun, U. S. Navy

The Time of many of the Men composing the Crew of this Ship being about to expire in a few Days, I have thought proper to give such this public Notice that it is my Intention to hold good Faith

with them, and that in Consequence thereof, I have sent Dispatches away this Morning to the Secretary of the Navy in Philadelphia, lest those I forwarded from St Christophers by the *Virginia* Cutter, Captain Bright, should not have reached him, and in Order that Money should be sent down either to Annapolis, or Norfolk to pay those off, who have faithfully done their Duty to the Public, provided in the mean Time, they are guilty of no Impropriety, which I am sorry to say, has been the Case with some, who, by the Law, would be cashired, was I to take Measures for to effect it. But I pass over to the Winds to blow from the *Constellation*, and from my Mind, every Thing like Revenge, and remind my People, that when they are discharged from this Ship, they may travel far, before they meet another, where the same Care, and Justice will be done them in every Situation, that there has been here; but be their Destination where it may, I wish them Success, and recommend to them every where Obedience to their Officers, and Regularity in their Conduct, as the sure Means of obtaining good Treatment; and should there be any on Board who have not had their full Allowance of every Thing, agreeable to the Act of Congress, on a proper Application to me, I shall direct them to be paid in Money.

United States' Ship *Constellation*, Hampton Roads 20<sup>th</sup> May 1799.

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

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

[U. S. S.] *Ganges* BASSE TERRE ROAD St CHRISTOPHERS

May 20<sup>th</sup> 1799

SIR I had the honor to address You the 21<sup>st</sup> and 23<sup>d</sup> ultimo per M<sup>r</sup> Sam<sup>l</sup> Evans in the Sloop *Mary* of Norwich sent home for trial, having been (in my opinion) some time employ'd in illicit trade — Duplicate: by M<sup>r</sup> John Love in the recaptur'd Ship *Eliza* of Chareleston both of which I hope are long since with You.

Since that period no opportunity has presented to address You, nor indeed has ought very material occur'd. A series of adverse winds (which it is true were to be expected) prevented my arrival at this place till the afternoon of the 14<sup>th</sup> when to my great surprize I learn'd that Captain Barry and Capt<sup>n</sup> Truxtun had some time since sail'd for the Continent — The Trussel-trees at our Main topmast head, having given way, and some other materials in our rigging wanting repair: we instantly sett to work to refit the whole of these matters, as also to proceed to Old Road to replenish our water, all which is effected and this morning return'd to this place.

On the afternoon of the 17<sup>th</sup> The Brigs *Eagle* and *Richmond* came in with two recaptured vessels; and the same evening arriv'd the Brig *Norfolk*, together with the Brig *Florida* Store-vessel. On the morning of the 18<sup>th</sup> Captain Barron with the *Baltimore* return'd from having convoy'd a large fleet to near the latitude of Bermudas — Yesterday Capt<sup>n</sup> Fletcher in the *George Washington*, came down from Martinico with a convoy of Merchant vessels, and this morning the Brig *Pickering* Lieut<sup>t</sup> Preble came with those vessels which were at Montserrat.





CAPTAIN THOMAS TINGEY, U. S. NAVY



Finding myself very unexpectedly the Senior Officer on the Station, I remain'd this day to make arrangements, for the distribution of the Stores by the *Florida*, proportionate to the wants of each vessel, and expect on the morrow to depart with such of them as will be then ready; with orders for the others to follow with all possible speed — and intend to form ourselves in such disposition round Guadaloupe as will I hope prevent any of those depredators on our commerce effecting their designs, or getting their prizes into the ports of that Island. — As we had no orders by which to form a regular plan of operations, that would to a certainty coincide with your wishes, it was determin'd by Captain Barron, Capt<sup>n</sup> Bainbridge & myself, to open one of your packets (by the latter) to Capt<sup>n</sup> Truxtun's address; hoping therein to find some general order, to whoever might perchance have the command (in case of Capt<sup>n</sup> Truxtun's absence) for our guidance; but finding nought but *particulars* for Capt<sup>n</sup> Truxtun, 'twas immediately reclos'd, and seal'd in presence of those gentlemen — and is forwarded by this opportunity to You with all the other dispatches and letters left in my possession — We took out however the printed acts of Congress for the further suspension of the Commercial Intercourse &c which I shall distribute among those Captains who have not been furnish'd with them & supply them also with a copy of your instructions on that head.

Agreeably to the orders left by Capt<sup>n</sup> Truxtun on his departure, Capt<sup>n</sup> Barron with the *Baltimore*, as also the Brigs *Norfolk*, *Richmond* and *Eagle*, are jointly to assemble all the trading vessels from Martinico &c &c and to depart from this on the 10<sup>th</sup> of June for the Continent — I shall not presume (unless something extraordinary takes place, or that I should hear from You in the interim, which I earnestly hope) to countermand those orders; except in that of keeping Capt<sup>n</sup> Bainbridge with me, as he is so recently from home, and if our business is very effectual & very brisk, perhaps one of the other Brigs; keeping generally between this, and the late rendezvous of Capt<sup>n</sup> Barry.

I shall assure myself of hearing from you timely 'ere the commencement of the hurricane months, when I presume very few of our public vessels will be kept in these seas — But in case of disappointment in that particular, I shall keep the *Ganges* & *Norfolk* cruising here till the 20<sup>th</sup> or 25<sup>th</sup> July, ere we direct our course homeward; and of which timely notice will be given to the trade in the different Islands from Martinique to S<sup>t</sup> Thomas.

I flatter myself of being *right* in respect to the Sloop I sent home for adjudication — but lest any doubts have arisen; I have now heard, sufficient in my mind to condemn her — Knowing or suspecting the double dealings we have to counteract, I (for the first time since I came out with the *Ganges*) had recourse to deception, and brought her too with English colours flying — it had the effect and caus'd them to shew the American Flag — The master of the Sloop having repeatedly told some of my Officers (tho' I knew not of it till within these few days) that, had we shewn an American Flag, they would have appear'd under Danish colours & papers to protect them.

The Crew of the *Ganges* have nearly recover'd the high state of health which we formerly experienc'd — but I am not so happy as to be enabled to say that my own health is quite perfect at present,

being some little time past afflicted with a severe pain in the small of my back & intestines.

I have the honor to transmit you herewith a Copy of my Quarter Bill for the *Ganges*, regulated (after the experience of the 1<sup>st</sup> Cruize) on the 1<sup>st</sup> of April when clear of the Cheseapeak & fully man'd.

A Copy of our muster roll is also transmitted in which is enumerated, the people you sent me with M<sup>r</sup> Kenyon — One man enter'd — formerly of the Sloop *Mary* of Norwich — Two ditto of the Privateer which captur'd the *Eliza* — a Dane & a Spaniard, and two recruited here from an American Brig: who had quarrell'd with their Captain.

I have supplied from the Cordage sent for Capt<sup>s</sup> Truxtun — sundry particulars thereof that were wanted by the *Baltimore*, *Norfolk*, *Richmond* & *Eagle*. They have also orders for such supplies from the Brig with stores, as they inform'd me they needed — The residue of that cargo I have order'd to be deliver'd to David M. Clarkson Esq<sup>r</sup> to be supplied to the Ships of the United States.

You will please excuse my not being more correct & explicit in this correspondence for I really am not well

I have the honor &c &c

THO<sup>s</sup> TINGEY

HON<sup>ble</sup> BENJ STODDERT

[NDA. TingeY LB, 1798–1800.]

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To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20 May 1799.

THE SECRETARY OF THE TREASURY

SIR The *Eagle* Cutter, Campbell is a very proper Vessel to be retained in the Navy Service, and you may, if you please, consider her as belonging to that Establishment — also the *Pickering*, and the *Scammel*. The Cutters *Diligence*, and *Genl. Greene* are too Small to be useful in the Navy — and may be considered as not belonging to the Navy — As Soon as I find out the Character of the three other Vessels, built for Revenue Cutters, I will inform you whether either of them will be retained in the Navy.

I Am &c

[NDA. Req. on US T, 1798–1803.]

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[20 May 1799]

To William Knight, Master's Mate, U. S. Navy, from Captain Thomas Tingey, U. S. Navy, ordering him to act as Lieutenant on board the U. S. R. C. Brig *Eagle*

SIR You are hereby requested and directed to repair on board the United States Arm'd Brig *Eagle* Capt<sup>n</sup> — — — — Campbell — and on board said brigg to act and do the Duty of Lieutenant; untill such time as the pleasure of the President of the United States, shall be made known to You by the Secretary of the Navy.

Confiding in your diligent attention to the duties of said station, I trust you will perform them fully to your own credit as an Officer —

to the satisfaction of your commander (whom you will be attentive strictly to obey — and to honor of our Flag.

Given under my hand on board the United States Ship *Ganges*, at Basse Terre Road, St Christophers this 20<sup>th</sup> day of May 1799

T. T. [THOMAS TINGEY]

To M<sup>r</sup> WILL<sup>m</sup> KNIGHT

hereby appointed Lieut<sup>t</sup> of the U. S. Brig *Eagle*

[NDA. Tingey LB, 1798–1800.]

To Jeremiah Yellott, Navy Agent, Baltimore, Md., from Captain Alexander Murray, U. S. Navy

NEW CASTLE. 20<sup>th</sup> May 1799

JEREM<sup>s</sup> YELLATT, Esq<sup>r</sup>

D<sup>r</sup> SIR I duly received your esteemed favor by M<sup>r</sup> Bunbury, & feel grateful for your kind remembrance of me & more especially for the preference you seem to favor me with in expressing your wish for me to take the command of your favourite Ship, which I have not the least doubt of being as perfect a vessel as her size can admit off, well knowing the experience and judgment you have in the Nautical line, in my late command I have most certainly done all in my power to merit the good opinion of my countrymen in General, and altho our efforts have not been Crowned with our wishes for success, yet I flatter myself that no misconduct can be imputed to us.

I have received a very flattering & satisfactory letter from the Secretary of the Navy expressing his entire satisfaction of my conduct sanctioned by the President's approbation, he has so far appreciated my merit as to offer me the Command of one of the Frigates, but as I cannot be permitted to see him on account of the malicious report of the yellow fever being on board the *Montazuma*, I am not informed what further arraignments he means as to the Identical vessel but as I mean to be governed entirely by his advice and orders, I shall wait the result of his choice and accept of whatever appointment he may think me worthy of & hope to continue to merit his kind Patronage, I shall be happy to hear of M<sup>r</sup> Bunburys appointment to any of your Schooners, he is a very Clever industrious & active man and will do credit to the Service I have no doubt. with compliments to your good Lady

I am

Your most Obed<sup>t</sup>

[NDA. A. Murray's LB, 1799–1805.]

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

[PHILADELPHIA]

Navy Department May 20. 1799

Cap<sup>t</sup> ROBERT GILL

SIR You will please to furnish Mr Dowers with such Sail Cloth as he may apply to you for, for the purpose of making sails for the Frigate *United States* & Ship *Montezuma* —

Y<sup>rs</sup> &c

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

To Regis Le Blanc, Envoy of General Desfourneaux and Special Agent of Executive Directory at Guadeloupe, from Secretary of the Navy

[PHILADELPHIA]

Navy Departm<sup>t</sup> May 20 — 1799

M<sup>r</sup> REGIS LEBLANC

SIR The Committee who have the superintendence of the Prison<sup>s</sup> where the French Prisoners are confined, have applied to me to remove them, as it is inconvenient, to keep them longer, and as the Cartel *James* may not arrive for some time, or perhaps not arrive at all, I have this day agreed with M<sup>r</sup> Fitzsimons for a Vessel to carry them to Guadeloupe, which I mention for your government —

She will be ready to sail in a few days. —

I have the honor to be &c

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

To Captain Parker, of the Sloop *Eliza*, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20<sup>th</sup> May 1799 —

Cap<sup>t</sup> PARKER  
of the Sloop *Eliza* }

SIR I request the favor of you to deliver to the Commanders of any Armed Vessels in the Service of the United States, that you may fall in with on your passage to S<sup>t</sup> Kitts or at S<sup>t</sup> Kitts the enclosed Letters — delivering one and only one to each Commander. —

But if unfortunately you should be taken by the French you will be pleased to throw these Letters overboard immediately upon striking your Colours. —

Be pleased also to deliver the Letter to M<sup>r</sup> Clarkson. —

I am Sir &c

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

To Thomas Burrows, Prize Master of Schooner *Porpoise* (*Le Marsouin*), Baltimore, Md., from Secretary of the Navy]

[PHILADELPHIA]

Navy Dep<sup>t</sup> May 20. 1799

M<sup>r</sup> THOMAS BURROWS  
Prize Master of  
Schooner *Porpoise* Balto.

SIR I have received your letter of the 16 Ins<sup>t</sup> — M<sup>r</sup> Yellott has already been requested to pay Joseph Clark the amo<sup>t</sup> of Captn Decatur's order —

You may permit the other persons you mention to come on here, sending me a list of their names, and on your application to M<sup>r</sup> Yellott, he will supply you with fifty Dollars which will enable you to give each of them a sum to defray their expences which can be deducted out of their wages —

I am &c.

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

To Major Commandant W. W. Burrows, U. S. Marine Corps, from First Lieutenant  
Anthony Gale, U. S. Marine Corps

[U. S. S. *Ganges*] S<sup>t</sup> KITTS BASSATERE

May 20. 1799

SIR I am sorry to inform you that Rob<sup>t</sup> Rosaman died the 31<sup>st</sup> March while at Sea, of a fever. Cap<sup>t</sup> Tingey and I agreed, to sell all his clothing, at the mast, as is customary in such cases at Sea, but Sir I have made up my number again by the taking of Brown in Bassatere (one of the Desertters from S<sup>t</sup> Thomas), on the 15 instant, Brown tells me Weldon has gon on board of an English privateer, as Cap<sup>t</sup> of Marines I only wish I could come across him and I would take his epaulet off his shoulder. before we sail'd from Hampton Roads some of the men agreed to buy a piece of cloth to make them uniform, which I persuaded the Purser to buy, and charge to the men that took it as pay, we expect to sail for Philad<sup>a</sup> about the middle of July next, when I arrive I expect Sir you can be able to give me a Drummer & Fifer as they are very much wanted on board this ship. The Brig *Norfolk* arived her about two day ago. I had the pleasure of seeing L<sup>t</sup> Geddes.

I have the Honor to be

Sir

Y<sup>r</sup> most ob<sup>t</sup> Serv<sup>t</sup>

ANTHONY GALE

Lieut of Marines

W. W. BURROWS

Maj<sup>r</sup> Commandant of the Marine Corps

[MCA. LR, 1799.]

[20 May 1799]

Account of launching of United States Ship *Boston* from the Continental Shipyard,  
at the North End of Boston, Mass.

*The Launch.*

Yesterday the frigate *Boston*, pierced for 32 guns was launched from the Continental Ship Yard, at the North End. Every thing was in excellent preparation, and at half-past eleven, the spur shores and after block being removed, she glided regularly and safely to the element, in which we hope she will be conspicuously honorable to our Country. Her appearance on the water was beautiful and majestic, and commanded the admiration of the best judges. The exhilarating scene, was honored with the presence of the PRESIDENT of the United States, Lieut. Governor GILL, the most respectable Citizens, and a general collection of People perhaps as numerous as ever attended on a like occasion. Capt. GARDNER's Company of Artillery, were paraded by that active and spirited Officer, marched to the wharf of JEFFREY and RUSSELL, and announced the moment of the Launch by suitable discharges from their field pieces. Salutes were also fired from several armed vessels in the harbour; and the American Flag was exultingly hoisted on every mast. The Frigate *Boston*, has been built by the merchants of the town, to be loaned to Government; and very extraordinary dispatch has been made in completing her.

Mr. HART was the Master Builder. The frigate immediately after she was afloat was warped to *Hancock's Wharf* — and will unquestionably, very soon be ready for active service.

We venture to assert, that this is the first Copperbottomed ship built in America, whole bolts and spikes (drawn from Malleable Copper) have been manufactured in the United States. We think the publick are under obligation to PAUL REVERE, Esq. for his indefatigable attention to this Branch of Naval Architecture, especially at a time when the British Government has prohibited the exportation of that valuable Article.

[LC, "Massachusetts Mercury", May 21, 1799.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Monday, 20 May 1799

Moderate Breezes, and clear Weather all these Twenty four Hours. At 6 PM being in Sight of the false Cape, got a Pilot on Board, and at 8 AM hired a Boat, and sent Lieutenant Clinch with my Dispatches for the Secretary of the Navy, to Norfolk, under Cover to M<sup>r</sup> Pennock, Naval Agent at that Place, and at Noon anchored in Hampton Roads with the Larboard Anchor in 9 Fathoms of Water Sowel's Point bearing S. E. B. S. and Hampton Town N. B. W. veered out half a Cable, set up the Stays, and cleared the Decks.

[HS of PA. NDA photostat.]

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

Begins with pleas<sup>t</sup> weather. moderate breezes & very cold for the Season

Middle part D<sup>o</sup> — — D<sup>o</sup>

Latter part D<sup>o</sup> the *Constitution* anchor'd in King Road.

[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, 20 May 1799

Fresh breeze & pleasant weather ½ past Maridian Weighd & drifted out of the Roads, weighting for the Convoy to get under Weigh — 1 pm. they where under weigh made Sail, for S<sup>t</sup> Christophers, the following are the Names of the vessels and Capt<sup>ns</sup> & that sailed with us {Viz. Brig<sup>e</sup> *Polly* of Portsmouth N H. Capt<sup>n</sup> Moore, 80 Hhds. Rum, bound for Portsmouth Schooner *Diligent* of Portsmouth N H. Capt<sup>n</sup> Speney — 34 Hhds. Rum bound to Portsmouth {Sloop *Nonparrell*, Capt<sup>n</sup> Rjork, belonging to North Yarmouth bound to New York, Lading 103 Hhds. Rum & 10 Hhds. Molasses {Left at Anchor the American Brig<sup>e</sup> [space] Capt<sup>n</sup> Blunt, to sail with the first Convoy — 2 pm. drew the shot from the Guns & sealed them, the Convoy close under our Stern — Rodanda bore N E. B N<sup>o</sup> 2 Leagues distance — 5 pm. hoisted a Dutch Ensign, at the Main, a Signall for the Sternmost of the Convoy to make Sail, 6 PM. saw



the Shipping in Nevis Road bearing N B W<sup>t</sup> 3 Miles distance — Hailed the Convoy and informed them we should lay off and on 'till day light, at 8 P M. the high land of Nevis bore S.E. our distance off Shore about a League — Wore Ship as did the Convoy by Signall from us, we also wore at 10 pm. and at Midnight, making the signal to the Convoy each time — 5 am. bore away for Bassatarre Roads, S<sup>t</sup> Christophers 6 AM. anchored in the Roads in 8 fm<sup>s</sup> water, sandy bottom The point of Nevis bearing S. S. E<sup>t</sup> the South<sup>n</sup> point of the Bay S E. B S<sup>e</sup> The Free [or Tree] over the Town just open with the hill to the West<sup>rs</sup> of it & bearing NNW. from our Stations our distance 2 Miles from the Town, found Riding here 49 Sail of Merchantmen & several Men of War a List of Which is hereunto annexed — Shortly after being at anchor — Anchored Near us the Sloop of War *Ganges* — Tingey Esq<sup>r</sup> Commander, belonging to the U N States, & sail'd hence the *Lapwing* a Frigate of 32 Guns, belonging to his B<sup>e</sup> M<sup>t</sup> Seamen Variously employed under the Boat-swain.

List of American Ships of War found Riding at Anchor in Bassatarre S<sup>t</sup> Ch<sup>t</sup>

Ships Names	Guns	Commanders	Noon moderate breeze
S. <i>Baltimore</i>		Barron Esq <sup>r</sup>	& pleasant Weather,
B. <i>Norfolk</i>	18	Bainbridge	Carpt <sup>s</sup> on b <sup>t</sup> the
<i>Richmond</i>	14		<i>Ganges</i>
<i>Eagle</i>	14	Campbell	expended 56 G <sup>s</sup> Water
			remains 2773 G <sup>s</sup>

At anchor in Bassatarra Roads S<sup>t</sup> Ch<sup>t</sup>

[LC, EPP, 1799.]

To President John Adams from Secretary of State

DEPARTMENT OF STATE

Philad<sup>a</sup> May 21<sup>st</sup> 1799

The PRESIDENT OF THE UNITED STATES.

SIR Yesterday I received letters from Algiers, dated the 22<sup>d</sup> of February. In one of that date written by Captain Eaton (Consul for Tunis) and signed by him and Captain O'Brien, is the following interesting passage. "This morning Consul General O'Brien informed me that he had just now concluded a settlement of all accounts between the Dey and the United States, which he desired me to sketch in the following cypher." The passage in cypher is this. "The whole of our stipulation for naval and military stores I have entirely done away, and paid our stipulated annual tribute with this regency up to two years and one half from the date of the treaty." (The date was September 5. 1795.) Captain E — adds "He (O'Brien) has been assiduously employed in the business since the arrival of the vessels: particulars will be reserved for a more certain conveyance." — All the three armed vessels were delivered to the Dey's officers, on the 18<sup>th</sup> of February: and Captain Eaton & Cathcart were to proceed soon to Tunis, in the U. S. armed brig<sup>e</sup> *Sophia*.

I am with great respect &c &c

TIMOTHY PICKERING

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

To Secretary of the Navy from President John Adams

QUINCY May 21<sup>st</sup> 1799

SIR I last night received yours of the 15<sup>th</sup> & have read your letter to Capt. Nicholson inclosed in it which as I acquiesce in it I have sealed and shall send to him to day. — All things considered I think Talbot must be the Captain to succeed in the command of the *Constitution*.

Mr. Crawleys letter mentioned in that of Gen. Smiths was not inclosed to me. The commerce with Gaudeloupe will be opened by proclamation when privateering shall be surpressed there, as well as with St. Domingo; but there has been no proposition from Desfourneaux, that I know of, to put an end to privateering

I have the honor to be Sir your most obedient

SECRETARY OF THE NAVY.

[NDA. Photostat.]

[21 May 1799]

Extract of a letter from Mess<sup>rs</sup> Ryberg & C<sup>o</sup> dated at Copenhagen, Denmark

“Several of the American Vessels have been boarded by French Privateers on the Coast of Norway, & permitted to proceed, without molestation — Only Capt Joseph Mossby in the Ship *Enterprize* of Salem was unfortunately killed by a Privateer firing about 20 Musket shot before she boarded his Vessel.

The *Enterprize* is since safe arrived here.”

[SDA. London, Vol. 8, CL, 1799–1803.]

To Doctor Bouvier, New York, from Secretary of State

DEPARTMENT OF STATE

Philad<sup>a</sup> May 21<sup>st</sup> 1799

Doctor BOUVIER

New York,

SIR I have just received your letter of yesterday. You flatter yourself that you can persuade General Desfourneaux to put an end to all privateering against American vessels. Of this there does not appear to me a shadow of probability. He knows by the letter I some time since sent him that commercial intercourse can be renewed with Guadeloupe only on that condition: but he has yet given no answer: He will answer, or rather he would have answered before this time, if he felt any disposition to cease his licensed piracies. But he is so far from manifesting such a disposition, that by his arret of the 14<sup>th</sup> of March, he has directed the capture of *all* American vessels without exception. He no more regards the real interest of Guadeloupe, than his masters the Directory do that of France: both prefer the *plunder* to the *commerce* of *neutral nations*. — Under these circumstances, I do not think it proper to accept of your overtures, for a flag of truce, and permission to export and import merchandizes, under the idea of thereby defraying the expenses of your voyage.

I am, Sir, &c

TIMOTHY PICKERING

[SDA. Dom. L. Vol. 11, 1798–1799.]

To Major Commandant W. W. Burrows, U. S. Marine Corps, from Captain Daniel Carmich, U. S. Marine Corps

HAMPTON RHODES, *May 21, 1799*

SIR, We have been lying here, wind bound ever since the 13th inst. Its most probable we shall wait tomorrow or the as the appearance of the weather is very favorable for us this evening I wish it with all my heart as there is a report here of there being some French Frigates in the West Indies not that I think the report is true but that the people may not sensure us for being in port at such a time, I am well convinced no French Frigate will trust herself on this coast or the West Indies. I am sorry to hear of the resignation of Capt Truxton but I see in to Day's paper he will still act as his own Trumpeter. I am sorry to inform of two desertion I have had on the 21st Inst which will surprize you when Inform you they were two Sergeants. Erastus Prunson & Silas Cushman the Capt gave them liberty to go on shore and sent them to me to get my permission which I granted supposing them the last men in the Corps that would desert. They carried off with them near 100 dollars, which they borrowed & stole. Sergt. Burcard had 35 Dollars stolen out of his Chest by them. I went on shore & took a guide with me to pursue them but was unsuccessful after going about 24 miles, we took two sailors who had deserted the day before & they were punished with one dozen lashes at W. Gangway. Could I have had my will of them I should have given them 5 dozen. I presume you will forward an Advertisement to Connecticut & N. Carolina. Also as I have heard they were acquainted there. You have their description in the size role but very imperfect as, I recollect perfectly that Prunson has two of his front Teeth out, you will observe that they make no remarks in the size role I have sent Advertisement in one of two directions it will be a very extraordinary thing if they get off of this place as it is a pininsula and the planters all on the look out for them. I suspect they are concealed untill the ship sails.

I forgot to inform you that I had consented to Sergt. Burcard's being made master of Arms. He does the duty of Sergeant also & receives 18 Dollars per month as master of arms. His pay as Sergt you may grant him if you think proper as he cannot receive it on board. He knows himself very well he is much liked by everybody. I find it impossible to keep my men clean they must be granted a sailor suit of clothes, besides their uniform if it is expected for them to be kept decent I have given them all clothes and still they are not decent one month after they receive them. Mann came on board very sick but recovering very fast. We are unmooring ship & will be under [way] immediately.

I am sir, &c., &c.

DAN CARMICK, *Capt. Ma.*

Major W. W. Burrows

[This letter evidently copied from the original which cannot now be located.]  
[MCA. LR, 1799.]

To David Humphreys, U. S. Minister to Madrid, Spain, from William S. Plummer & Nathaniel Spooner, etc., commanders of American armed vessels

MAJORQUE 21<sup>st</sup> May 1799

To his Excell<sup>cy</sup> DAVID HUMPHREYS Esq<sup>r</sup>

Madrid

SIR We the Subscribers Commanders of Armed letters of Marque & commissioned by the President of the United States, being owned by Eben Parsons Esq<sup>r</sup> of Boston, are very Sorry to be necessitated to State the following Circumstances viz<sup>t</sup> W<sup>m</sup> S. Plummer Commander of the Brig *Greyhound* mounting Eight Carriage Guns, and 20 men, Also the Brig *Byfield*, Simeon Kinsmann, commander mounting 8 Guns & 18 men, and the Schooner *Governor Carver* of 4 Guns and 11 men — Nathaniel Spooner commander — all belonging to the afore mentioned Parsons Esq<sup>r</sup> — Departed f<sup>m</sup> the Port of Boston the 30<sup>th</sup> Jan<sup>ry</sup> — all loaded with dried Cod Fish, and directed to keep company, and destined for the Port of Alicant, or else where in the Mediterreanean for a Market at w<sup>ch</sup> Port we all arrived Safe together the 21<sup>st</sup> March last; the Markett at Alicante being considerably Supplied, we did not find it Convenient to Dispose of all our Cargoes, at that Port, Accordingly with the advice of M<sup>r</sup> Montgomery our Consul there; we left the Brig *Byfield* Cap<sup>t</sup> Kinsman above mentioned at Alicante, after taking two Guns and 3 men on board the *Greyhound* and 2 Guns and 3 men on board the *Governor Carver*, in order to make our Property the more Safe, we then with the advice of M<sup>r</sup> Montgomery, proceeded for Palermo, in Sicily intending if possible to sell our Cargoes & return with wheat for Alicant, where the afore mentioned Brig *Byfield* was to wait our return; On our arrival At Palermo, it being impossible to Sell our Cargoes, and the french being in Possession of Naples & Leghorn we thought best to Clear for Barcelona; After being out 15 days f<sup>m</sup> Palermo, and the winds being contrary, we fell in with the Island of Majorque & met two Ships, w<sup>ch</sup> made towards us, f<sup>m</sup> one of them we received Several Shot, but being near to the Land, we stood close in, and received a Shot f<sup>m</sup> the Spanish Fort — About 3 leagues to the Southw<sup>d</sup> f<sup>m</sup> this Port, with the American Flag flying on board both our Vessells, on receiving the Shot, we immediately brought our Vessells too, — and went with our Boat to Shore, with our papers After Satisfying them, that we were Americans, we were allowed to proceed on board our Vessells, during w<sup>ch</sup> time one of the Ships afore mentioned, continued firing at us, and when we arrived on board, we were hailed, and ordered on board with our papers — (the ship was a British 74) and examined, and permitted to proceed to this, at w<sup>ch</sup> place we arrived the day following, as we entered this the British Ship stood in, nearly within Canon Shot of the Spanish Fort, we hoisted our Colours, and after receiving a Shot f<sup>m</sup> the Spanish Fort, we anchored here April 29<sup>th</sup> Soon after anchoring was visited, by the Pratick Boat, who questioned us f<sup>m</sup> whence we came &<sup>ca</sup>, and then left us, without giving us any instructions whatever, after being at anchor Several hours, we took our boat and bills of health, w<sup>ch</sup> we received at Palermo, and went into the Mole, and delivered them, we supposed, to the proper officer, we then returned on board our vessells, and being considerably wide out at anchor, we took our boat, and 2 men, and rowed into a Small cove, (where we saw Sev-

eral Vessells at anchor) in order to enquire, whether we cou'd come nearer in to lay more safe with our Vessells, after passing several of them, not finding any, that cou'd speak English, as we were returning to our Vessells we were Stopped, by a Spanish boat, with a Number of Men, who said we were English, and took us in tow and carryed us along Side a Spanish Gun Boat, where we remained all night, and on the Morning of the 30<sup>th</sup>, we was put on Shore in a Lazarett where we remained as prisoners, with 12 of our Men for 15 days and on the 13<sup>th</sup> May we were allowed to go with the Cap<sup>t</sup> of the Port, on board, who examined our Papers, and took them, and us to the General, or Commander in Chief, who took our papers, and without any Examination, immediately ordered us into the Tower, called the tower of the Angel, where we remained till the 20<sup>th</sup> of May as Prisoners, being locked up every night in a room, of about 10 feet Square, during w<sup>ch</sup> time of our Confinem<sup>t</sup> we was Examined Separate; by, and on the date above were permitted to go on board our Vessells after Signing a Paper, w<sup>ch</sup> they said was, that we cou'd not depart f<sup>m</sup> this Port, till an order was received f<sup>m</sup> Madrid, they then came on board our Vessells with us, and took our Sails, and would have unhung our Rudders if possible, but the Vessells being heavy loaded cou'd not; At present we are allowed the liberty of the town, and this 21<sup>st</sup> Ins<sup>t</sup> have enter'd our Protests, a Copy of w<sup>ch</sup> we inclose to you, and expect a duplicate of the Original will also accompany this with some Papers, w<sup>ch</sup> goes to the Court of Madrid, the Contents of w<sup>ch</sup> we know nothing of — we have to beg your Attention Particularly to our affairs, as our Situation is Peculiarly unhappy, having no person here, who can come forward in Official Capacity to assist us, & our Cargoe being of a perishable nature, and long on board, must beg you will communicate a Copy of this to Eben Parsons Esq<sup>t</sup> by the first Conveyance —

We are with respect Your Ob<sup>t</sup> hum<sup>l</sup> Serv<sup>t</sup>

(Signed) W<sup>m</sup> S. PLUMMER  
NATHAN<sup>l</sup> SPOONER.

P. S. The final business is, we think we are considered as English Spys —

N. B. The papers they have taken f<sup>m</sup> us are as follows —

Registers  
Sea letters

Mediterranean pass, Invoices of the Cargoes, Certified by the owners and the Notary Publick, certified by M<sup>r</sup> Stoughton Spanish Consul at Boston —

[The following note added by William Willis, U. S. Consul, Barcelona]

“Copy taken in the Consulate of the United States of Barcelona”

[SDA. Barcelona, Vol. 1, 1797–1809.]

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

[PHILADELPHIA]

Navy Department 21. May 1799 —

JOHN C. JONES Esquire

SIR I have sent on to the President, from whom you will receive them, Commissions for the Gentlemen mentioned in your favor of the 15 Instant. —

The Committee may have Beef & Pork from the Public Stores in Boston — and I will send small Arms from hence — or rather, the Marines ordered on board of the *Boston*, from the Marine Corps, from whence the Marines must be taken, will be supplied with Arms. —

What can be the reason that the Officers of the Navy, from Massachusetts, so soon get tired of the service? Chapman, with fair prospects of standing high in the Navy, resigned — Lt Chase a good Officer of the *Merrimack*, wishes also to leave the service. — Every time a Vessel arrives at Boston resignations follow — I wish the best men would enter the service and remain. — Our Fleet will be commanded entirely from Pennsylvania & New York if the Massachusetts Officers continue their practice of resignation. —

I have the honor &c

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

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*.  
Tuesday, 21 May 1799

Fresh Breeze & pleasant weather Seamen variously employed sail'd hance an English Merchant Ship who turn'd to Windward in Company with the *Lapwing* Frigate

Midnight Squally with frequent Showers of rain

8 AM. The Commodore ([George] *Washington* Capt<sup>n</sup> Fletcher) hoisted a Blue & White Flagg at the fore top G M Head & fired a Gun — Loosed fore Top Sail a Signal for the Fleet to Weigh & sail out of the road @ ½ past 8 several of the Fleet where under Weigh — & the rest purchasing their Anchors — at 9 Am. weighed & came to sail — 10 brot. too a Small Schooner from St Barth<sup>m</sup> bound to Bassatarre S. C. examined her papers & let her proceed — Brimstone hill bore N<sup>o</sup> distance 1½ Mile — Counted the Convoy there appeared to be 44 in Number, exclusive of the *Geo. Washington* — Took our departure from the Fleet, for St Bartholomews, leaving them to proceed to St Thomas under Convoy of the *Geo Washington* 11 A M. we where abreast of the Church in old Roads, saw Riding at Anchor, a Ship 3 Schooners & 2 Sloops

Noon Strong breeze & Cloudy, The S W<sup>t</sup> point of St Ustatia, bore NW<sup>t</sup> ½ N<sup>o</sup> distance 3 Leagues Broached a Bbl. of Beef 9<sup>t</sup>. 190<sup>lb</sup> Expended 60 Gallons Water Remains 2713 Gallons

At anchor in Bassaterra roads St Christophers

[LC, EPP, 1799.]

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

[U. S. S. *Montezuma*] NEW CASTLE May 22<sup>d</sup> 1799

BENJAMIN STODDERT Esq<sup>r</sup>

SIR I now inclose you the dimensions of our spars for the Government of the Sailmaker to make the sails by, likewise dimensions of our Galley, which we have found far too small especially the Coppers, one of which is split & nearly useless, we have been obliged to make use of a spare Cabouse that formerly belonged to the Ship and now placed on the upper Deck which is much in the way & would serve very well for one of the small Vessels, I likewise enclose a list of Slops wanted & the Armourers list all of which you will be kind enough to put into the hands of the department for naval Supplies.

We are going on with what repairs and overhauling is necessary, so that no time shall be lost on our part.

Our Crew are still in perfect health & no fears of Contagion left.

As I have never yet said any thing to you with regard to our prize, the sales of whose Cargo that was disposed of in Jamaica I have on board amounting only to eleven hundred and ten dollars out of which the disbursements of the ship was paid, I have hopes that the Brig will turn out of more value, & indeed would be an excellent Vessel for the Public as she sails remarkably fast & well prepared to carry fourteen Six pounders with good quarters, if such a Vessel should be wanted her timbers are perfectly sound & she is well coppered.

I wrote to you previous to our sailing from Baltimore requesting that M<sup>r</sup> Richardson our present Purser might be placed on the list of Midshipmen, he is still in hopes that you have not been unmindful of him, I can only say that it is my wish, knowing him to be a very worthy, spirited & active Man, & I have little doubt but he would soon make his way good, he has likewise had a well improved education, & his connections very respectable

Yours,

[Enclosure not found.]

[NDA. A. Murray's LB, 1799-1805.]

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

[PHILADELPHIA]

Navy Department 22<sup>d</sup> May 1799. —

Cap<sup>t</sup> SAMUEL NICHOLSON *Boston*.

SIR I am honored with yours of the 16<sup>th</sup> — Having before written you, I have nothing to add at present — but to urge that you direct all possible dispatch in getting the old Crew paid off — a new Crew enlisted, and the Ship prepared for Sea. —

M<sup>r</sup> Higginson mentions, that you propose many alterations in the Ship — but none must be made, except to introduce air into the Ward room, should that be found necessary. The Ship is stiff enough — and sails as well as possible — alterations may injure, and cannot make her better. —

I have the honor &c

[NDA. OSW, Vol. 2, 1799]

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

[PHILADELPHIA]

N Department May 22<sup>d</sup> 1799

STEPHEN HIGGINSON Esq<sup>r</sup>

SIR — I am honored with your of the 15<sup>th</sup> Ins<sup>t</sup> & 16<sup>th</sup> The arrangements you are making for the two Ships are the best. — I will immediately order on for the *Constitution*, Ballast from this Place. — As to alterations in the *Constitution*, they are not to be thought of. It is extraordinary that Nicholson should say nothing to me on the Subject in his letter of the 16<sup>th</sup> Ins<sup>t</sup> just rec<sup>d</sup> — Cap<sup>t</sup> Barry tells me the Ship cannot be made better that she requires nothing but a Scuttle through the Deck to admit a Windsail to communicate air to the Wardroom — The Captains are not to be allowed to tamper with their Ships according to their whim — nor is there time, if alterations would really be useful, to make them now. —

Truxton will have difficulty to persuade his men to remain till the *Constitution* can relieve him, go as soon as she may, but if there is any unnecessary delay of her, the West Indies, will be left without a Frigate. —

I am Sir &c &c

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

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

[PHILADELPHIA]

N Department 22<sup>d</sup> May — 1799 —

J & EB<sup>t</sup> WATSON N. York

GENTLEMEN I find that I can get Anchors made on as good terms as those proposed by M<sup>r</sup> Townsend, but not on better and as he is first person we were in treaty with I think it right to give him a preference. — If therefore you have not made a Contract with him in consequence of my letter of 30<sup>th</sup> April, you will please now to do it, for one half the N<sup>o</sup> of anchors which may be wanted within 4 years by the Public on the terms contained in his last proposition. —

This you will do without, stipulating to make any advance if you can, but if he insists on this point, you may agree to advance him any sum not exceeding 3,000 Dollars. — You will please send on a Copy of the Contract when completed or advise me if any thing has occurred to prevent it. — I have directed a remittance of \$10,000 to be made to you —

I am &c &c

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



To Captain Robert Gill, Navy Storekeeper, from Garrett Cottringer for Secretary of the Navy

[PHILADELPHIA]

N Department May 22<sup>d</sup> 1799

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

SIR You will please to Ship with the utmost dispatch Fifty Tons of Kentledge, to Boston, addressed to Stephen Higginson Esq<sup>r</sup> of that place for the Frigate *Constitution*. —

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

G[ARRETT] C[OTTRINGER] for  
B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 2, 1799]

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Extract from log book of J. Ingraham, U. S. E. C. Brig *Pickering*,  
Wednesday, 22 May 1799

Fresh breeze & hazy — 1 pm. saw the Is<sup>d</sup> of S<sup>t</sup> Bartholomews bearing N<sup>o</sup> distance 5 Leagues 2 pm. hoisted an American Jack, at the F T. G. M. head ½ past 2 Shifted the American Jack & hoisted a Sweedish one in its place, fired a Gunn 3 D<sup>o</sup> Tack<sup>d</sup> and fired another at ½ past 3 a Boat was seen Coming towards us bro't too a Pilot & came on board, at 4 pm. Anchored in the Harbour of S<sup>t</sup> Bartholomews in 3 fm<sup>s</sup> water, the Flag Staff on the Fort bearing E<sup>t</sup> by S<sup>o</sup> the points of the Harbour S. S. E<sup>t</sup> & NW<sup>t</sup> B N<sup>o</sup> our distance from the Town 3 Cables length — found riding at anchor 17 Sail of American Vessels, 3 Eng<sup>l</sup> & several others, say 30 in Number — many of the American Capt<sup>s</sup> came on board to receive their Instructions & Signalls — 11 pm. saw 2 Sail in the Offing, sent our Jolly boat on Board an American Vessel to enquire the regulations of the Port, being informed No Vessel was permitted to go out in the night, we remained at Anchor as Capt<sup>n</sup> Preble did not wish to infringe on the laws of the Port — at Midnight moderate breeze & Cloudy, accompanied with rain at times, Came into the harbour a Schoon<sup>r</sup> from Guadaloupe 4 Am. Called all hands got all ready for Sea ½ past 4 Loosed Fore Top Sails & fired a Gun 5 hoisted a White & Blue Flagg at the fore a signall for the Fleet to weigh and stand out of the Port, at the same time weigh'd our Anchor & stood out of the Port, 4 Sail being in sight, a Ship, Brig<sup>e</sup> Sloop, & Schooner, stood towards the Ship, & Brig. which we soon discovered to be American Men of War — Wore & stood towards the Schooner who made all sail from us — Gave Chase, crowded all sail as did the Chase, @ 6 fired a shot at her & continued firing 'till 8 Am. 2 Shot we had reason to suppose struck her the Convoy being all out, Capt<sup>n</sup> Preble Judg'd it prudent to give up the Chase, more especially as we were within Gun Shott of the Fort on S<sup>t</sup> Martins wore Ship & gave the Schooner broadside, as we came round — double reef<sup>d</sup> top sails & main Sail — 9 AM. the Flagg on the Fort of S<sup>t</sup> Martins bore N N E. 3 Leagues distance Hoisted a Dutch Flagg at the Main a Signall for the Sternmost Ships to make more Sail the Convoy consisting of 17 Sail — Noon the West point S<sup>t</sup> Martins bore N. E B E. Expended 60 G<sup>s</sup> Water — Remains 2653 Gallons

[LC, EPP, 1799.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

N Department May 23<sup>d</sup> 1799

PRESIDENT OF THE U STATES

SIR The following Vessels still remain in the West Indies principally employed about Guadaloupe, but with orders to pay the necessary attention to the Trade to Surinam & other places. — The *Constellation* — Truxtun

The *Insurgente*

The *George Washington* — Fletcher

The *Baltimore* — Barron

The *Ganges* — Tingey

The *Portsmouth* — M<sup>r</sup>Neill

The Brig *Norfolk* — Bainbridge

*Richmond* — Speake

*Pickering* — Preeble

*Virginia* cutter — Bright. —

The *Merrimack*, Cap<sup>t</sup> Brown, I hope will have left Boston before the 25<sup>th</sup> Ins<sup>t</sup> to join Truxtun. — On the arrival of this Vessel at S<sup>t</sup> Kitts, one of the Ships will be Sent to Jamaica, to convoy some American Vessels from thence — but principally to bring money to the United States — a measure which M<sup>r</sup> Wolcott represents as essential, to relieve the great distress for want of Specie, in this & in other Commercial places. —

The *General Greene*, Cap<sup>t</sup> Perry from Rhode Island — I hope sailed for the Havanna, if not on the 15<sup>th</sup> Ins<sup>t</sup> as ordered, at least in two or three days after that day. — Two other Vessels have rec<sup>d</sup> orders to proceed from Charleston to the Havanna, to Join Perry; — these are the *General Pinckney* of 14 Guns, & the Cutter *So. Carolina*, of 10 Guns. — We have now in different ports in the United States — The Frigates *United States*, and *Constitution* — The Ship *Delaware*, *Montezuma*, *Herald*, & the Brigs, *Scammel*, & *Gov<sup>r</sup> Jay* — The *Herald* will Sail this week, to cruise off the Coast, until the 10<sup>th</sup> of July, when the time of the Crew will be out — The *Montezuma* will be out in five or Six days, also to cruise on the Coast, & the *United States*, I hope will be at Sea by the 12<sup>th</sup> of June to be employed on the Coast — The *Delaware* will probably remain a month in port, & then may be sent where her Services will be most necessary, — the *Scammel* must undergo some alteration before she can be sent to sea, & as to the *Governor Jay*, I am endeavouring to get information to enable me to determine, whether she is worth the expence of being continued on the Navy Establishment. — I am inclined to believe she is not. — The *Constitution* being at Boston, I cannot judge when she will be ready to proceed to sea. — I hope however in time to arrive at S<sup>t</sup> Kitts in the Month of June, to relieve Truxtun, who indeed, ought to be relieved before if possible — most of his men have been in service more than 12 months — & I wish he may not be obliged to return, before the arrival of the *Constitution*, in the West Indies. —

The *Adams* at New York — & the *Connecticut*, New London, the *John Adams* Charleston, & the two Ships at Baltimore will be launched in the course of a month. —

This is but a hasty & imperfect view of our Vessels & their employment — but I have been, & still am so much engaged in consequence

of the arrival of so many Vessels at once, that I must crave your indulgence. —

This letter was not sent — G[arrett] C[ottringer]

[See letter to President John Adams from Secretary of the Navy, dated 25 May 1799.]

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

To Secretary of State from Brigadier General Thomas Maitland, representing  
British Government

ON BOARD H. M. S. *Camilla*  
off *Gonaives* May 23<sup>rd</sup> 1799.

SIR I have the honor to inform you of my arrival at the Cape on the 14<sup>th</sup> Instant from which place I proceeded here, in order to conclude finally with General Toussaint the arrangements settled when I was in America.

These are now so far completed that I think the sooner in justice to all Parties the two Ports are opened the better, but I apprehend with D<sup>r</sup> Stevens that this cannot be done before the 20<sup>th</sup> of July, so as to give all your States the power of sending out their Vessels and of arriving at that period. —

The 20<sup>th</sup> of July is therefore the Day we have fixed on, for the opening of the Ports of the Cape and Port au Prince

It will be needless for me to trouble you farther, as I presume M<sup>r</sup> Stevens will undoubtedly send you the fullest information, relative to the whole of this Subject, but I cannot withhold at the same time stating the very strong sense I have of the perfect candour & fairness, with which that Gentleman has conducted himself to me, ever since my arrival

I have the honor to be

Sir

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

T MAITLAND

Colonel PICKERING

&c &c &c

P S. On reconsidering the Subject both M<sup>r</sup> Stevens & I are of opinion that the first of August, is as soon as they ought to be opened, in case of any accident there will then be time to inform you of it before the Proclamation is issued. T M

[SDA. CL, Cape Haytien. Vol. 1, 1797-1799.]

To Brigadier General Thomas Maitland, representing British Government, from  
Edward Stevens, U. S. Consul General, St. Domingo

(Copy)

GONAIVES May 23<sup>rd</sup> 1799. —

SIR During my Residence at the Cape, last Year, I was informed by a black Chief in the Confidence of Gen<sup>l</sup> Hedouville, that the Agency of Saint Domingo had received positive Orders from the Executive Directory to invade both the Southern States of America & the Island of Jamaica. Gen<sup>l</sup> Toussaint was consulted on the best

Mode of making the Attack, but having enter'd into a Convention with you to refrain from all military Expeditions against Jamaica he strenuously opposed this Invasion. Finding that Toussaint was inflexible, Hedouville turned his Attention towards Rigaud, whom he nominated to carry this Business into Execution. His sudden and unexpected Departure, however, put an immediate Stop to the Preparations which had been commenced. Toussaint was firm in his Opposition, and Rigaud was afraid of disobeying him. But the repeated Orders of the Directory have lately made Rigaud more bold. A Duplicate of the Plan for the Invasion of Jamaica was sent to this Colony in the Month of Jan<sup>r</sup>, by the french Frigate *La Vestale*. A Triplicate was also rec<sup>d</sup> in Feb<sup>r</sup> by a small Schooner that sail'd last Year from the Cape with Barney & Gen<sup>l</sup> Nautrin. Thus it appears that the Attack of Jamaica is a favourite Measure of the Directory, and Rigaud (to acquire their Confidence) has, at length, disclaimed the Authority of Toussaint, and is, at this Instant, busily employed in levying Troops for the Purpose. He is, at present, at the Head of 10,000 Men, and has sent down a white Emissary to excite the Negroes in Jamaica to revolt, and be ready to join him at his Arrival. Toussaint is determined to prevent this Expedition, in Conformity to his Treaty with you. He has forbidden Rigaud to continue his Preparations, and is resolv'd to march against him and reduce him to Obedience. I have taken the Liberty of communicating these Facts to you, Sir, because they are important. As you are going to Jamaica I beg Leave to submit to your Consideration whether it would not be proper to lay them before Lord Balcarras & Admiral, Sir Hyde Parker. It may possibly suggest to the former the Advantage of making such internal Regulations as the present Exigency may require, for the Safety of the Colony under his Command; and to the Latter the Propriety of more closely investing the Southern Part of S<sup>t</sup> Domingo. Such Measures would essentially cooperate with Toussaint in preventing the Blow which Rigaud meditates; and which might, otherwise, prove fatal to the Island of Jamaica. I have the Honor to be with great Respect and Esteem —

Sir

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

E. STEVENS

The Hon<sup>e</sup> Brigadier General MAITLAND

On Board his Majesty's Ship *Camilla*

[SDA. Cape Haytien. CL, Vol. 1, 1797–1799.]

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To Edward Stevens, U. S. Consul General at St. Domingo, from Brigadier General Thomas Maitland, representing British Government

(Copy)

N<sup>o</sup> 3

ON BOARD THE *Camilla*

May 23<sup>d</sup> 1799.

SIR As the general Arrangement intended to be made between us and General Toussaint is now so far arranged as to render the Result in some Degree certain I do not think it necessary, knowing the Anxiety of the American Government, to wait for the Arrangement of the more minute Points on my Return from Jamaica being completed; before I send to America, provided we are perfectly agreed on the

Points that do remain to be settled and there appears to you as to me no Doubt of his perfectly coming into them. — By enumerating them here, I shall make you so far Master of the Subject that before I return you may have impress'd them on his Mind, and as it is necessary we should act perfectly in Concert it may be well that you just assure me in writing that such is your perfect Understanding on the Subject.

There are some loose Terms in the Articles already signed which will be changed on my Return and the present Copies given back; and it will be proper to insert the American as well as the British Possessions in Article 1<sup>st</sup>. —

You will perceive in Article 2<sup>nd</sup> that the Suppression of Privateers is not specifically stated, 'tho' that of all Prizes being given up is, and this I did not insist on because I understood the compleat Suppression to have already taken Place; as, however, this is an absolute sine qua non of both Governments in the Preamble to the separate Articles relative to the coasting Trade. I think we ought to state it in the fullest Manner. —

The Restrictions with Regard to this latter, will be as Severe as can be laid out, & it is to be understood clearly, that any Deviation will render them subject to capture. —

No Caboteur can be permitted to carry Provisions, but the Boats he calls *Bateaux D'Etat* may, (enumerating the Articles) without Guns. —

The Vexations of the Administration must be compleatly done away and the Duties revised; and the Vessels of the two Nations to be exactly on the same Footing in every Point.

There is another Point on which I cannot help feeling extremely anxious which is, his Objection to Col<sup>l</sup> Grant. I can understand it a momentary Feeling but as a permanent Objection I cannot admit of it. —

Before the Ports are, therefore, open'd I think it necessary he should take his Station, for an Agent on our Part there must be of extreme respectable Character, and as his Majesty has named him specifically; I trust that in the Way I have stated it to you in Conversation he will have no Hesitation in receiving him. —

These Points being understood I shall request you will forward my Dispatches as per accompanying Letter. —

I have the Honor to be

Sir

Your most obed<sup>t</sup> hum<sup>l</sup>e Serv<sup>t</sup>

(Sign'd) T. MAITLAND.

P. S. I think on the whole we had better settle the Day of opening to be the 1<sup>st</sup> of August as in the Event of any untoward Accident, we shall have Time to acquaint the American Government before the Proclamation is issued. —

(Sign'd) T. MAITLAND

EDW<sup>d</sup> STEVENS Esq<sup>r</sup>

&<sup>c</sup> &<sup>c</sup> &<sup>c</sup>

[SDA. CL, Cape Haytien. Vol. 1, 1797-1799.]

To Dr. Edward Stevens, U. S. Consul General at St. Domingo, from Brigadier General Thomas Maitland, representing British Government

(Copy)

N<sup>o</sup> 4.

ON BOARD H. M. S. *Camilla*

MAY 23<sup>rd</sup> 1799.

SIR Having promised the American Government to lose no Time in sending back to America the Accounts of the Success or Failure of my Mission, and as it is impossible for me to procure a Vessel belonging to his Britannick Majesty at this Place to carry the necessary Dispatches, and as it is of the utmost Importance that no Time should be lost in making them aware of the probable Success of my Mission; I request it as a favor that you will take Charge of the accompanying short Letters and hire a small Vessel at the Cape, with a View to send them by the quickest Mode to Philadelphia; & I have the Honor to send you enclosed an Order for the Payment of the Amount, trusting it will not exceed the Sum given by you when you sent your own Dispatches Viz<sup>t</sup> Two Thousand Dollars. —

I trust to your explaining in the fullest Manner to Colonel Pickering the Business of the Pass-Ports for Passengers being signed by him and our Ambassador: and as I am extremely anxious to consult with the Admiral on the Subject of the Form of the coasting Pass-Ports, both to British or American Vessels & the Boats of the Country before we finally arrange those Points; I mean to sail for Jamaica with that view this Evening, and trust that by my Return we shall be able to put them under such Restraint as will effectually stop all Supply being furnished to Rigaud's Part of the Island, or any fraudulent or disadvantageous Use being made of the Disposition of England and America to supply the Parts of the Island under the Control of General Toussaint with commercial Supplies. —

During my Absence I propose leaving M<sup>r</sup> Cathcart here on my Part & I hope that he and you may be able finally to settle an Arrangement to prevent the Possibility of any vexatious Proceedings on the Part of the Custom-House. —

It will be doing me too a singular Favor if you will endeavor to procure me previous to my Return a Copy of the Order of the Directory for the Attack of Jamaica and every necessary Information relative to Rigaud and the Agent. —

I have the Honor to be

Sir

Your most obed<sup>t</sup> hum<sup>l</sup>e Serv<sup>t</sup>

(Sign'd) T. MAITLAND.

EDWARD STEVENS Esq<sup>r</sup>

&c &c &c

[SDA. CL, Cape Haytien. Vol. 1, 1797–1799.]

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

[U. S. S. *Montezuma*,] NEW CASTLE May 23<sup>rd</sup> 1799

BENJ<sup>s</sup> STODDERT Esq<sup>r</sup>

SIR I presume you have put the prize into the hands of the Admiralty Court by this time as you will readily perceive the necessity of

sending M<sup>r</sup> Carroll with his Crew on board as soon as possible, I think One hundred & thirty Men will be sufficient for this Cruize, & they will be wanted to make up the Number as I intend to discharge some of the infirm & worthless part of what we have on board, two or three at least that have never done us much service.

I believe I forgot to mention a new set of American colours in my indents they are much wanted & request you will have them sent with the other supplies.

One favor I have to ask of you; M<sup>r</sup> Miller is now here with M<sup>rs</sup> Murray, he tells me he has a consignment of a Quantity of rum from Jamaica & if you have not laid in the supply for the different ships I wish you would be so kind as to give him the preference, for by a reduction in the strength of that rum it will come cheaper to the Public than any other kind & much more wholesome, should you have it in your power to oblige me in this instance I will thank you to order application to him a part of it is on board our Prize on freight.

Another favor I have to ask of you which is your acceptance of a very fine Turtle but I must mention to you the circumstances attending it, I had designed one for the President & one for you, but unfortunately one of them got injured & I was obliged to make use of him on the passage, not knowing but that the President was in Philadelphia I sent the remaining one to him, but in his absence, it would give me pleasure to hear of your acceptance of it, and it is now at M<sup>r</sup> Miller's at your service.

With great Respect &c

[NDA. A. Murray's LB, 1799-1805.]

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

[PHILADELPHIA]

*Navy Department 23<sup>d</sup> May 1799. —*

Cap<sup>t</sup> STEPHEN DECATUR  
*Fort Mifflin.*

D<sup>r</sup> SIR I have your favor of yesterday with the enclosures. — I will make an application to the board of health this day, to suffer the Ballast to remain which they ought to grant. I can see no reason why you cannot proceed to Philadelphia after having remained 10 days at Quarantine.

I engaged a man to supply you daily fresh meat and bread — make him take with himself also, any vegetables you want. M<sup>r</sup> Cottringer is not here this morning, and I forget the mans name.\* — but when M<sup>r</sup> Cottringer comes, I will send to the man to take down this evening when he goes with beef, vegetables also, if to be had. —

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

\*Gunkle

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

To Lieutenant Charles C. Russell, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*N Department May 23<sup>d</sup> 1799 —*

Cap<sup>t</sup> C. RUSSELL *Herald*

SIR I am honored with yours of yesterday. — The Officers you mention shall be attended to — nothing is more gratifying to me, than to hear of men of merit in the Service & nothing would afford me more pleasure than to render them Service. —

All the Articles sent & to be sent from hence, will have reached you, before the rec<sup>d</sup> of this letter — any thing further that you may want, get from M<sup>r</sup> Riddle, & give him an order on me. — you should have fed your Crew, with fresh provisions while in port; — this should always be done. — This will be delivered by M<sup>r</sup> Rutledge, who will take his passage in you to Charleston — You can call off the barr where indeed I want you to call, that it may be known you are on the Coast. —

I had like to have forgot that the chains for the Boarding netting have not yet been sent. — they will go so as to reach you tomorrow. —

I have the honor &c &c

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

To General Jonathan Dayton, Elizabeth Town, N. J., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 23<sup>d</sup> May 1799.*

Gen<sup>l</sup> JONATH. DAYTON

*Elizabeth Town N. J.*

I did not receive 'till this day your favor of the 18<sup>th</sup> — I send the Warrant desired — But, as there are too many Midshipmen about the country out of employ, I must request that you will discourage further applications for the present — for it is mortifying to me, that any persons belonging to the Department of the Navy, should be receiving the Public money without giving value for it. — and on this ground, I have absolutely refused for ten days past, to recommend any person to the President as Midshipman. —

I have the honor &c

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

To Michael Gunckle, Fort Mifflin, Pa., from Secretary of the Navy

[PHILADELPHIA]

*N Department May 23<sup>d</sup> 1799*

M<sup>r</sup> MICHAEL GUNCKLE

SIR There is a Vessel at the Fort called the *Scammel* commanded by Cap<sup>t</sup> Adams, which will want daily supplies of fresh provisions — Please to ascertain from Cap<sup>t</sup> Adams what he will require, and furnish him with the same, rendering your accounts Signed by him to the Accountant of this Department, where they will be discharged. —

I am Sir &c &c

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



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

[PHILADELPHIA]

N Department 23 May — 1799

Major W. W. BURROWS

SIR In answer to yours of this day, I think it but just that the Marines of the Frigate *United States*, who have served more than twelve months, should be allowed more than one Suit of Cloths. — The Value of the allowance of Cloathing for one year should be justly estimated — & the men should be p<sup>d</sup> in money, in proportion to the time they have served over 12 Months. — for example if they have served 16 Months, they Should be paid, one twelfth the Value of a years allowance of Clothing, and so as to longer time. —

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

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

To Regis LeBlanc, Envoy of General Desfourneaux and Special Agent of Executive Directory at Guadeloupe, from Secretary of the Navy

[PHILADELPHIA]

N Department May 23<sup>d</sup> 1799

M<sup>r</sup> REGIS LEBLANC

SIR I have received your letter of yesterday's date, There can be no objection to your obtaining a passage for yourself and family on board the Vessel which has been chartered for the purpose of conveying the French prisoners to Guadaloupe, if she has accommodations that you approve of — I am told that she can carry 100 persons conveniently, and there will be about that number to go from hence. — The Committee who have the regulation of the prison became uneasy, least as the Weather was becoming hot & the number of persons confined together was large, a malignant fever might be engendered, and the lives of the French, as well as the other prisoners be in danger; they therefore urged that they should be speedily removed — Had this not been the case, I was disposed to wait for the arrival of the Vessel so long expected from Wilmington. — You will recollect that it was your earnest request that the Prisoners should be ordered from Lancaster, and I accordingly gave orders to that effect — you afterwards requested that these might be countermanded which was done, but they had left Lancaster before this last order was received. — With respect to the other person you mention, I cannot undertake to advise you as they do not properly come under my notice — I should suppose however that you might furnish them with a passage in the Vessel you expect from Wilmington. —

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

[NDA. GLB, Vol. 2, 1799]

To William Marbury, Navy Agent, Washington, D. C. and Georgetown, from  
Secretary of the Navy

[PHILADELPHIA]

*Navy Department 23. May 1799*

W<sup>m</sup> MARBURY Esq<sup>r</sup> *Annapolis.*

SIR The ground in the City of Washington, laid out for the Marine Hospital, being public property, it has been determined to build one of the Ships to mount 74 Guns, at that place. — Well knowing your ability and Integrity qualify you for a more important service, I have the honor to request that you will undertake the Agency for this Ship — as well as for all other matters belonging to the Navy Department in that quarter. —

Your duty will be to contract for all materials wanted for this Ship, and for the Navy Department generally, in the district of Columbia — You will be allowed as your compensation 2 p<sup>r</sup> C<sup>t</sup> Commission upon all money expended by you — Your first object must be to contract for the timber for the Ship to be built, to enable you to do which, I enclose you an account of all the timber wanted, except for the Frame, which is proposed to be live Oak, and to obtain which, measures are already in operation. — But as there may be disappointment in the live oak, it will be proper for you to contract for the frame also, of White Oak, if Mulberry, Locust and Walnut cannot be had in sufficient quantity. — However, as to the frame, you can take no step, until a sett of moulds by which the frame is to be cut, shall be sent you, which will be in a very short time. — You cannot be too desided in your measures, for obtaining as quickly as possible, the plank particularly, but indeed every part of the timber, that it may have as much time as possible to season — The locust Treenails should be an object of very early attention, and if you can contract for a double quantity, do so, as they will be wanted for a Ship at Norfolk where they can't be supplied. — I have it in contemplation, to double with you, the whole bill for the timber, but I will write you on this subject hereafter — and also as to other arrangements which must be made — for altho you make the contracts for the Timber, it is not expected that you are to be at the trouble of receiving it — another person will be appointed for that purpose. — You will receive herein some observations relative to the Timber from M<sup>r</sup> Humphreys, which will require your attention. —

It is a general opinion in this Country, that timber should be cut only in the Winter — many persons however of much experience, and among the rest, Cap<sup>t</sup> Conway of Alexandria — think that it ought to be cut with the sap up — Such is the practice of the British Nation; whose experience is greater than ours — Be the fact as it may, we cannot wait for Winter, to cut our timber for the Six Ships of 74 Guns. —

It must be obtained as soon as possible — the bark should be taken off as soon as the Trees are down, and we must season it as well as we can — Perhaps it may be necessary to put it into the water for some months. —

The Philadelphia prices are annexed to each piece of Timber, which will be some guide to you — these prices are given for timber delivered at Landings on the River Delaware, and the timber is rafted to Philadelphia at Public expense — but I imagine you can save the

expense of rafting, by contracting at or under the prices to be delivered at the place where the timber is to be used.

I have directed a remittance to be made to you of 5000 Dollars — You may if you find it necessary make some advances to men with whom you contract, where they are safe and you can rely upon their performance — but great discretion should be used in this — however, I need not make this observation to you. — You must give me timely notice when you will want more money and I will take care to keep you supplied. —

I have the honor &c &c

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

To Doctor James Hall near Fort Mifflin, Pa., from Secretary of the Navy

[PHILADELPHIA]

N Department May 23<sup>d</sup> 1799

Doc<sup>t</sup> JAMES HALL

Near Fort Mifflin

SIR Cap<sup>t</sup> Bright, of the *Virginia* Cutter, has dispatches for me from Cap<sup>t</sup> Truxtun — I have reason to believe they are of importance, & send down an express for the purpose of Receiving them; will you be so good as to direct in what manner they are to be obtained? I shall also be obliged if you will inform me the state of the health of the Crew & when the *Delaware* may proceed up to the City

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

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

Extract from log book of J. Ingraham, U. S. E. C. Brig *Pickering*,  
Thursday, 23 May 1799

Moderate breeze & pleasant weather  $\frac{1}{2}$  past 12 Pm. the west P<sup>t</sup> of S<sup>t</sup> Martins bore E B N<sup>o</sup> distance 5 Leagues, made & shortened sail occasionally — 4 pm. saw a strange Sail a stern — hoisted a White flagg at the main a Signall for the Fleet to close 6 pm. Shew a Top Light counted the fleet 18 in number — 17 Americans & one Sweed

Midnight, moderate breeze & Cloudy the strange Sail before mentioned, within gun shott, hauld our wind to the South<sup>d</sup> as did all the Fleet by Signall, call'd all hands to Quarters Fired a shot at the strange Sail & bro't her too, it proved to be a Schooner belonging to Martinique, last from S<sup>t</sup> Bartholomews, bound to S<sup>t</sup> Thomas — Saw the Is<sup>d</sup> Virgin Gorda bearing N<sup>o</sup> 3 Leagues dist<sup>ce</sup> ordered the Schooner to keep under our Lee 'till morning, all the Fleet Laying too, Wore Ship occasionally as did the Fleet by Signall — 5 AM. the S. E. point of Virgin Gorda bore N E<sup>t</sup> distance 5 Leagues — hoisted a Dutch Flagg for the sternmost Ships to make more Sail — 2 Sail in Sight in the S. E<sup>t</sup> Quarter — and 2 to the Windward — one of which we took to be a Frigate Hoisted a W<sup>t</sup> Flagg for the Fleet to close — hailed a Schooner and ordered her to leed the Fleet in to Anchor — maid Sale to Windward to speak the strange Sail in sight — at 11 Am. spoke her she proved to be a Sloop from New London 26 days

out — 11 All the Fleet at Anchor made sail for the port — at Noon Anchored in 5 fm<sup>s</sup> Water, over bottom of Sand — The Fort on the Western side of the Harbour bearing W B N<sup>o</sup> 3 Cables Length — found riding at Anchor a Num<sup>t</sup> of American Vessels, say 70 Sail & the UNS Ship *G[eorge] Washington*, besides several Danes, Sweeds, & English — The Capt<sup>a</sup> went on Shore

Expended 60 G<sup>s</sup> Water remains 2593 G<sup>s</sup>

[LC, EPP, 1799.]

To Commanders of Public Armed Vessels in the West Indies from Secretary of the Navy

[PHILADELPHIA]

Navy Department 24<sup>th</sup> May 1799.

*Commanders of Public Armed  
Vessels in the West Indies*

(Circular)

SIR Any Commanding Officer of an Armed Vessel in the Service of the United States, to whom this may be delivered, will consider it to be the command of the President of the United States, that all the Public Vessels, still in the West Indies in the neighbourhood of Gaudaloupe, should remain on that station until further orders. — that they are to rendezvous at Bassatterre S<sup>t</sup> Kitts, — that the Senior Captain is to assume the Command, and direct the operations of the whole, untill the arrival of the Frigate *Constitution*. — They will get provisions from M<sup>r</sup> Clarkson, Merch<sup>t</sup> at Bassatterre, and the Officer receiving this, must consider it to be his duty, to communicate the contents, to all the other Vessels, by giving each Commander a Copy — He will send to me an Account of the Vessels to which he may make the communication, and the time of making it to each. — It is presumed that Cap<sup>t</sup> Tingey will be the Senior Officer in the West Indies. — He will if this should fall into his hands, open all Letters from this office to Cap<sup>t</sup> Barry or Truxtun. —

I — am &c

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

To Captain Stephen Decatur (Senior) U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department May 24. 1799 —

Cap<sup>t</sup> STEPHEN DECATUR

SIR I have received your several Letters with their enclosures. — Orders have been given for supplying you daily with fresh provisions which I hope you regularly receive. —

I think the restrictions under the quarantine Law too rigid when applied to Vessels whose Crews arrive in perfect health, as appears to be the case with yours. — I intend this day to apply to the Board of Health on your subject and will inform you the result. — Without mentioning the subject to him, I will thank you to inform me particularly respecting the Talents of your first Lieutenant, and whether you think him qualified to take the command of the *Delaware*. —

I am &c

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

To William Allen, Chairman of the Board of Health, Pennsylvania, from Secretary of the Navy

[PHILADELPHIA]

Navy Department May 24, 1799. —

WILLIAM ALLEN Esquire

Chairman of the Board of Health —

SIR The following Vessels of War are lying at Fort Mifflin, subject to the operation of the Health Laws of this state. —

The Ship <i>Delaware</i> — Cap <sup>t</sup> Decatur from Havanna	} From St. Christophers
Schooner <i>Scammell</i> — Cap <sup>t</sup> Adams	
Schooner <i>Virginia</i> — Cap <sup>t</sup> Bright	

With respect to the former, several Letters from the Captain, mention the healthy state of the Crew, and this account is corroborated by Doct<sup>r</sup> James Hall, whose Letter on the subject is enclosed. —

The *Scammell* arrived at New Castle on the 12<sup>th</sup> instant, and remained there untill the 22<sup>d</sup>, when she came up to the Fort. — The *Virginia* arrived at the Fort on the same day. — The Crews of both these Vessels as well as the *Delaware* are in perfect health. — It would be very painful to me that the health of the City should be endangered by the premature admittance of any of the Ships of War, but it is of importance to the Merchants of the United States, that these Vessels should sail again speedily for the protection of their Commerce, and I therefore solicit that every indulgence consistent with the duty of the Board and the health of the City may be granted to them.

I am &c

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

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

[PHILADELPHIA]

Navy Department 24 May 1799.

CAP THO<sup>s</sup> TRUXTUN.

D<sup>r</sup> SIR I have this day rec<sup>d</sup> your letters by the *Virginia* to the 5 May. I lament extremely, that you had rec<sup>d</sup> neither my Letters of the 13 March by Cap Tingey, nor of the 15 April by the *Norfolk*. Either would have shewn you, the wishes of the President to keep up a constant Force in the neighbourhood of Guadaloupe. The first directed the return of Barry & Nicholson, & that all the rest of the force in the Islands, should be put under your Command, the second, that if you should be obliged to return before you could be relieved by the *Constitution* from Boston, that you should divide the force between Tingey & McNeill, who were still to remain, with all the Vessels in a situation to remain. I fear if Tingey had not arrived at S<sup>t</sup> Kitts before the 8 of May, that the Islands may be left without American Vessels — calculating that you would certainly remain at S<sup>t</sup> Kitts untill the arrival of the *Norfolk*, I did not, as I ought to have done direct my Letters to you, to be opened by Tingey in the event of your absence, & I fear he may not assume the Command of any Vessels he may find in the Islands, the Orders to him being to put himself under Barrys Command or in his absence, yours. — Regrets however are unavailing — I am sending off the *Montezuma* from

hence, & the *Merrimack* from Boston, & taking other measures to keep up a force in the Islands.

Your Conduct in the West Indies has given universal satisfaction to your Country — The President who is now at Boston, desires his particular thanks, to you and your Officers and Men; but I have not now time to swel on this Subject It is sufficient to say, that every thing was expected from you, that good sense, Bravery & Zeal could accomplish — & that you have not disappointed the hopes of your Country. I am much hurried — & will write you another Letter on the business at Hampton.

I am &c —

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

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

[PHILADELPHIA]

Navy Department 24<sup>th</sup> May 1799. —

M<sup>r</sup> DAVID M. CLARKSON

Merch<sup>t</sup> Basseterre S<sup>t</sup> Kitts. — }

SIR I request the favor of you, to deliver to the Commanders of any armed Vessels in the service of the United States, the enclosed Letters — delivering one and only one to each Commander who may touch at Bassaterre. — I presume the Brig *Norfolk* has deposited with you, provisions carried from hence about the 15<sup>th</sup> April, under her convoy. — You will please to deliver the provisions to the Vessels in the service of the United States as they want. — But if Cap<sup>t</sup> Tingey should be at Bassaterre you will take his directions concerning the Provisions. —

I have the honor &c<sup>t</sup>

[NDA. GLB, Vol. 2, 1799, and Ct. of Cl. French Spol, Case 2200.]

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

[PHILADELPHIA]

Navy Department 24<sup>th</sup> May 1799

Cap<sup>t</sup> THOMAS TRUXTUN

SIR I have directed a remittance to M<sup>r</sup> Pennock of 40,000 Dollars on account of the Pay of the Crews of the *Constellation* & *Insurgente*. — I have directed him to follow your instructions as to paying over the money, as well as procuring Supplies — It will be best I presume to discharge all the Men whose times expire in a month, and who can be spared, that they may the sooner be prepared to enlist again — Our Laws will only permit them to be engaged for a year, but that year I suppose may commence from the time of hoisting the Anchor. — On the subject of enlisting I will write you again tomorrow. — I must also delay 'till tomorrow speaking of the *Insurgente*. —

I have the honor &c<sup>t</sup>

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

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

[PHILADELPHIA]

Navy Department 24<sup>th</sup> May 1799. —

Cap<sup>t</sup> THOMAS TRUXTUN

DEAR SIR Barry continues in the command of the *United States*. — The moment he gives her up, you will of course have her — Talbot will be sent to take the command of the *Constitution*, arrangements having been made for that purpose. — Employment will be found for Nicholson on shore — The 44 Gun Frigate on the plan of the *United States*, building at New York, will I presume be finished this fall — I see no reason, why you should not, if necessary for your affairs, take the direction of that Ship until she is finished and the Command afterwards — if events before, should not put you into the *United States*. — In this case, Decatur, or Murray, must have the *Constellation*. — On these points however, I only conjecture, and suggest the New York Ship to you, merely under the idea of your own convenience. — When I say I see no reason why you should not take her, I must be understood as meaning, no other obstacle, than the loss of your services, for the time in more Scenes — This the public ought to submit to if you desire it — As to Ships, Nicholson being employed on shore, you are entitled to the choice after Barry, who I suppose will soon wish to be more on shore — Rogers is too young a Captain to command a Frigate — The older Captains would be dissatisfied. He must have one of the Ships at Baltimore. — however, I will be more explicit. —

I am with great Esteem &c

The Attorney General says the *Insurgente* must be libelled and condemned. — More of this tomorrow. —

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

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

[PHILADELPHIA]

Navy Department May 24. 1799 —

WILLIAM PENNOCK Esq<sup>r</sup>

SIR I have this day directed a remittance of Forty thousand Dollars to be made to you from the Treasury, the greater part of which will be wanted to pay the wages of the Crews of the Vessels under Cap<sup>t</sup> Truxtun's command, which may shortly be expected to arrive at Norfolk, and for the supplies they may stand in need of, respecting all which you will pursue Captain Truxtun's Instructions — Bread and Rum you are already provided with — You will provide every thing that may be necessary with as much expedition as possible — and should the present remittance not arrive in time you must anticipate its receipt, so as not to let the service suffer by delay. —

On all monies advanced for the purpose of paying the Crews you are to charge only one half p<sup>t</sup> C<sup>t</sup> Commission, which is the rate to be allowed in future to all the Agents of the Navy Department for such payments. — On all your other expenditures you will charge as heretofore directed, 2 p<sup>t</sup> C<sup>t</sup> —

I am &c

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

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

[PHILADELPHIA]

Navy Department 24<sup>th</sup> May 1799. —

STEPHEN HIGGINSON Esquire

SIR Letters I have received from Captain Truxtun render it necessary that Cap<sup>t</sup> Brown should receive the enclosed Letter if he should not be out of the reach of a Pilot Boat, be pleased to dispatch one after him — If he should be still in harbour, I pray you send him off without a days delay. — It is highly important that he should reach S<sup>t</sup> Kitts by the 10<sup>th</sup> of June if possible. — He must not wait to convoy — nor must he be detained on his passage. — Contrary to my expectations — and I might add more — without any fault in these Gentlemen M<sup>c</sup>Neille — Fletcher — and Preamble may be hourly expected — I suppose M<sup>c</sup>Neill & Preamble at Boston — and Fletcher at New Port — possibly all at Boston. — There can be no reason why either of these Vessels should be detained in Port a week — Pray have any that may fall under your attention supplied with as much provisions as they can carry without the least delay. — I shall on monday or tuesday next, forward sailing orders for them all without waiting to hear of their arrival. —

Barry tells me Preamble will resign — I hope not — If he does not, he will I have no doubt make a figure in the Navy, and will soon be forward enough in rank — but for fear of his resignation, I shall provide another Commander for the *Pickering*, if he chooses to give her up. He will be appointed a Cap<sup>t</sup> in the Navy directly. I shall send you on more money.

I am Sir &:

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

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

[PHILADELPHIA]

Navy Department 24<sup>th</sup> May 1799 —

Cap<sup>t</sup> MOSES BROWN

of the Ship *Merrimack* Boston

SIR It is possible Captain Truxtun will have left the West Indies, before your arrival at S<sup>t</sup> Kitts. — and that you may not fall in with either Cap<sup>t</sup> McNeill or Captain Tingey. — It is the determination of the President that we should keep armed Vessels in the neighbourhood of Gaudaloupe, to restrain the depredations of the Cruisers from that Island. — You will therefore speak all the Public armed Ships you may find in the Islands — informing the Commanders they are not to return until further orders — that they are to rendezvous at Bassatterre S<sup>t</sup> Kitts — that the Senior Captain is to assume the command, to open all communications from this Department, directed to Cap<sup>t</sup> Barry or Truxtun, and direct the operation of all the Vessels, so as best to answer the views of Government — and to continue on the West India Station until the arrival of the Frigate *Constitution*. —

A Vessel with Provisions was sent from hence, under Convoy of the *Norfolk* Captain Bainbridge, which left the Delaware the 20<sup>th</sup> April — I presume the provisions have been lodged with M<sup>r</sup> Clarkson, Merchant Bassatterre, S<sup>t</sup> Kitts — The Vessels in want will get



supplies from M<sup>r</sup> Clarkson — more provisions will be sent by the *Constitution*. — You will please to deliver a copy of this Letter to every one of our Public Vessels, sending me an account of the time when delivered and to whom. These orders are to be obeyed, no matter what other orders any particular Vessel may have received from Cap<sup>t</sup> Barry or Cap<sup>t</sup> Truxtun — It is not unlikely you may find yourself the Senior Officer — the dates of Commissions will determine. — Positive as I am in the direction of the Vessels to remain in the West Indies, until further orders, it is not to be understood, that they are to remain in the event of a Superior force arriving from France in those Seas — but this is an event not to be expected. — The Frigate *Volunteer*, may be in Gaudaloupe, but she is not a fast sailing Vessel it is said, and no doubt her Cruising will be restrained by the British — so that I do not conceive it will be proper for the American Vessels to return on her account. —

I have the honor &c

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

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

[U. S. S. *Montezuma*,] NEW CASTLE 24<sup>th</sup> May 1799.

Benj<sup>a</sup> STODDERT Esq<sup>r</sup>

D<sup>r</sup> SIR Wishing to relieve you in part from the multiplicity of business that you must have upon your hands, & from the little experience I have had here in the obtaining of the various supplies for our public Ships, which you are perpetually called on for, & believing as I do that this is a far more eligible place for our ships to lie at, than any other place in the Delaware except Marcus Hook both for winter and summer, if you had an agent established here to provide our supplies, I have not a doubt but the Public as well as Yourself would be much relieved and save the freight of sundry articles to a considerable amount it is likewise a good place to keep our Crews in order & where Vessels can always run for shelter in case of sudden frosts either by the addition of another Pier or they can soon get down to Ready Island.

A very respectable honest Gentleman (M<sup>r</sup> Riddle) who now assists us in many of our wants, I am told has made an application for the office, as far as I can judge, I think him very worthy of the appointment, & make no doubt you would find it to answer a good purpose as he can have chief of the materials & provisions ready at hand when wanted

Your most Obed<sup>t</sup> &c

[NDA. A. Murray's LB, 1799-1805.]

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To James Leander Cathcart, U. S. Consul General at Tripoli, from Joseph Ingraham

ALICANT 24<sup>th</sup> May 1799

DEAR SIR I make no doubt befor you receive this you will be fully Convinced of the necessity I was under of leaving Tripoli befor your arrival. I tryd every thing in my Power to retard my Departure but at last by His E: orders I was forst to depart with his letter

for our Minister at Madrid to which letter I have received no other answer after waiting 26 days then M<sup>r</sup> Cathcart had arrived with all the stipulated Presents to the Entire satisfaction of the dey of algiers which greatly surprised me as I was sent on affairs relative to the Bashaw & Reagency of Tripoli

I sail by the Blessing of God in a few days for Philadelphia and shall stop at Gibraltar on our way

I am dear Sir with the greatest  
Respect & Esteem Your  
Most Ob<sup>t</sup> Hum<sup>l</sup>e Serv<sup>t</sup>

JOSEPH INGRAHAM

M<sup>r</sup> JAMES L CATHCART Esq<sup>r</sup>  
*Tripoli*

[Haverford College.]

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To Major Commandant W. W. Burrows, U. S. Marine Corps, from Lieutenant Charles C. Russell, U. S. Navy

U. S. SHIP *Herald*  
*Newcastle May 24th 1799*

SIR This you receive by Lieut. Rankin — I will thank you to order, for the Marines, on board the *Herald*, the following articles, for the Sergeant, the Corporal and twelve Privates. They have not received their Cloathing allowed them.

Each 1 Coat  
“ 1 Waistcoat  
“ 2 pair Woolen pantaloons  
“ 1 Hatt  
“ 1 Stock & Clasp  
“ 1 Cockade

They have had seven Great-Coats which were expended on board the Ship, & will be accounted for. They are now in want of Seven more

Three of the privates, out of the whole number, ran away after being drafted on board another Vessel, in the West Indies, so that I am in want of three privates — a fifer & drummer. The privates, I will get in Boston, if you please — the fife & drum Here. The Sergeant is a very good Officer & a decent young man — has behaved well, — perhaps, Sir, if you make inquiry at Springfield into his character, you may at some future day promote him. As I shall sail in a day or two I will thank you to order them as soon as possible.

I have the Honor to be with the greatest respect

Sir

Your Hble Ser<sup>t</sup>

CHARLES C. RUSSELL

Major BURROUGHS  
*of the Marines*  
*Philadelphia*

[MCA. LR, 1799.]

To Tench Francis, Purveyor, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 24<sup>th</sup> May 1799 —

TENCH FRANCIS Esquire

SIR The following Sails for the Ship *Montezuma*, included in the list furnished you Some days ago are immediately wanted, of which you will please to inform the Sail Maker, in order that if they are not completed, which I hope they are, they may be finished without delay — Your information on this Subject in the course of the day will be acceptable. —

I am &c

1 Maintopsail

1 Fore Sail

1 Fore topmast Staysail

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

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Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Friday, 24 May 1799

Moderate breeze & pleasant weather seamen variously employed 5 Pm. our Capt came on board & gave orders to get under weigh a Ship & Schooner being in the offing, which Capt<sup>a</sup> Preble had been informed where from Portorico Laden with Fustic and a considerable quantity of Spice on board 5 Minutes past 5 we where under weigh, made all sail and gave Chase called all hands to Quarters, cleared Ship for Action, sent Ammunition in the Tops & furnished every Man station'd at the Rigging, with a p<sup>t</sup> of pistols & Cutlass — 8 Pm. ran along side the Chase, which proved to be an Armed Ship from S<sup>t</sup> Croix bound to Copenhagen, in company with an Island Schooner, belonging to the King of Denmark — After several Questions wish'd them good Voyage, Wore Ship & stood to the South<sup>d</sup> Reef'd Topsails — Midnight set Courses, Sail Rock bore E B N<sup>o</sup> ½ N<sup>o</sup> 3 Miles ½ past 12 spoke a Small Schooner from Port Rico bound to S<sup>t</sup> Thomas at same time Sail Rock bore N<sup>o</sup>E ½ E. 2 Leagues distance 3 AM. Saw a schooner in the S.E. Quater made sail 5 AM. Spoke her the Capt<sup>a</sup> Went on b<sup>d</sup> proved to be a Danish Schooner, from Port Rice bound to S<sup>t</sup> Thomas, saw at same time a Schooner & Sloop to Leward near Passage Is<sup>d</sup> which from their Manoevers we judg'd to be French Privateers or Letters of Marque, our being oblig'd to return immediately to S<sup>t</sup> Thomas's to join the Convoy, prevented our pursuing them — Spoke a small Schooner, from S<sup>t</sup> Thomas's bound to Passage Island — Several Sail in Sight made & shortened sail as occasion required

Noon moderate breeze & pleasant Weather Sail Rock bore NW B W<sup>t</sup> distance 3 Leagues Broach<sup>d</sup> a Cask Water expended 60 Gallons remains 2533 G<sup>a</sup>

[LC, EPP, 1799.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Department 25. May 1799 —

JOHN ADAMS Esquire

*President of the U. S.*

SIR I have been so much engaged in consequence of the arrival of so many Vessels, that I have not been able to communicate so much information on the business of the Navy as I ought to have done. The *United States*, The *Constitution*, the *Delaware*, the *Montezuma*, the *Herald*, and the Revenue Cutters, *Gov<sup>t</sup> Jay*, the *Virginia*, the *Scammel* and *Gen<sup>l</sup> Greene* are all in different Ports in the United States — and I fear the *Constellation* and the *Insurgente*, have also arrived, but of this I have no certain information. — There is reason to expect daily in addition to these, the arrival of the *Portsmouth*, M<sup>r</sup>Neill, the *George Washington* Fletcher, and the *Herald* [Pickering] Preeble — there will still however be Vessels enough in the West Indies, to check the Privateers from Guadaloupe — and the most decisive measures shall be taken to get as many as may be necessary, of those that have arrived, back again to the Islands. The *Herald* I expect will sail from New Castle this day to cruise on the Coast — The *Montezuma* from the same place on Tuesday next, to S<sup>t</sup> Kitts — and I rely that the *Merrimack* Brown has already sailed from Boston. — The *Gen<sup>l</sup> Greene*, Perry and the *Gen<sup>l</sup> Pinckney* of 14 Guns and the Revenue Cutter *South Carolina* of 10 — have been ordered to sail for the Havanna, — & I hope are some distance on their way. —

In a few days I will do myself the honor to lay before you, a general view of the situation & employment of all the Vessels. —

It was never intended that so many Vessels should be in port, in the United States at the same time, as there are at present. — Barry came too soon, and ordered the return of those under his command, too soon. — Truxtun too if he has returned has come sooner than I intended — I have the honor to be &c &c

[NDA. Nom. Appts. LB, 1798–1820.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Department 25. May 1799. —

JOHN ADAMS Esquire

*President of the U. States*

SIR There are seven Captains wanted, & they must be soon called into service — there are wanted also, a great many Lieutenants, and several Masters and Commandants. —

Lieu<sup>t</sup> Preeble, originally appointed first Lieu<sup>t</sup> of the *Constitution*, from all the information I can receive of him ought to have been a Captain from the beginning. —

Lieu<sup>t</sup> Ro[d]gers, appointed first Lieutenant of the *Constellation*, and now commanding the *Insurgente*, is a brave man and a good seaman.

Lieu<sup>t</sup> Malony [John Mullowny], of the Frigate *United States* has been a Lieutenant ever since the 9<sup>th</sup> March 1798, and is very strongly

recommended by Cap<sup>t</sup> Barry, as a good seaman — every body speaks of him as a brave man. — Lieutenant Barron, of the same Ship is represented by Barry, and indeed by every Officer in the Navy, with whom I have communicated on the subject, as one of the best Officers in the service. —

I hope, Sir, you will approve of these Gentlemen to be Captains — I have indeed for the purpose of getting the *Montezuma* to sea immediately, Murray's health being impaired by a late attack of the Yellow Fever, been obliged to give Malony a Captain's Commission to command her — on condition however, that it if does not meet with your approbation, he is to give it up on his return from the Cruise which will be in two months. — Captain David Jewett of Connecticut is very strongly recommended by M<sup>r</sup> Griswold and others to be a Commander in the Navy. — He appears to be a man of sense and spirit, and being rich, offers his services on principle. — There is an 18 Gun Vessel building at Norwich — I think he would be an able Master and Commandant for that Vessel. — Captain Cyrus Talbott — son of Capt. Talbott, has had experience in the French service, and seems well qualified for Master and Commandant of a small Vessel building in Chesapeake Bay. — Barry will want two or three Lieu<sup>ts</sup> and some of his Midshipmen are said to be well qualified — and it is good policy to promote the Midshipmen as fast as they deserve it. — M<sup>r</sup> Banning — M<sup>r</sup> Summers — and M<sup>r</sup> Decatur, Son of Cap<sup>t</sup> Decatur, are represented by Cap<sup>t</sup> Barry and his Officers to be young Gentlemen of real merit, and well qualified to be Lieutenants. —

I will as soon as possible, do myself the honor to lay before you, a longer list of names, for appointments and promotion. — the services of these I have mentioned, will be immediately required.

Having no blank Commissions and warrants on hand, I have taken the liberty to enclose 30 of each for your signature. — I omitted to mention Edward Meade, as a Lieutenant, a very meritorious man. —

I have the honor &c

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

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

[PHILADELPHIA]

Navy Department May 25. 1799

Capt<sup>n</sup> THOMAS TRUXTUN.

DEAR SIR — A report has prevailed here all day that bothe *Constellation* & the *Insurgent*, were in this River — This has prevented my preparing a letter on the subject of Recruiting &c — I hope 40,000 D<sup>rs</sup> will go on to Penneck by this days Post, — & that he will have enough on hand, to supply money in the interim for the men — The *Insurgent* must be put into the Court of Admiralty, & be regularly condemned. I send you Laws, which I presume you have not before received — tho' I forwarded them by different oppertunities.

I am with great Esteem

Y<sup>rs</sup> &c

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

[HS of Pa. NDA photostat.]

Enlisted personnel received on board [*Constellation*] from *L'Insurgente*

[25 May 1799]

An Account of Seamen, Ordinary Seamen, and Boys received on Board from *L'Insurgente*, Lieut: John Rodgers, Comd<sup>r</sup> the 25<sup>th</sup> May 1799. H: Roads.  
1799

No	Names	Rank	Date of Appointment & Entrance	
1	Charles Melander .....	Seaman	29 <sup>th</sup> March	
2	John Thompson .....	D <sup>e</sup>	D <sup>e</sup> — D <sup>e</sup>	
3	Nelce Hulton .....	D <sup>e</sup>	6 March	
4	James Nugent .....	D <sup>e</sup>		
5	John Langley .....	D <sup>e</sup>		
6	Lawrence Linstran .....	D <sup>e</sup>		
7	John Williams .....	D <sup>e</sup>		
8	Sam <sup>l</sup> Herbert .....	D <sup>e</sup>		
9	John Tupper .....	D <sup>e</sup>		
10	John Davis .....	B. Mate		
11	Peter John .....	Seaman		
12	James Warrick .....	D <sup>e</sup>		
13	Joseph Otis .....	D <sup>e</sup>		
14	Antonio Gonnis .....	D <sup>e</sup>		
15	John Bruce .....	D <sup>e</sup>		
16	Robert Roberts .....	D <sup>e</sup>		
17	William Bates .....	D <sup>e</sup>		
18	Thomas Marley .....	D <sup>e</sup>		
19	Lock Leon .....	D <sup>e</sup>		
20	James Patterson .....	D <sup>e</sup>		
21	James Sullivan .....	D <sup>e</sup>		
22	Isaac Williams .....	D <sup>e</sup>		
23	John Steward .....	D <sup>e</sup>		Run 19 June. Brought on Board the 22 <sup>d</sup> D <sup>e</sup>
24	W <sup>m</sup> Shepherd .....	D <sup>e</sup>		
25	James Saunders .....	D <sup>e</sup>		
26	David Wilson .....	D <sup>e</sup>		
27	Abraham Pattenger .....	D <sup>e</sup>		
28	Edward Jackson .....	D <sup>e</sup>		
29	Stephen Furgenson .....	D <sup>e</sup>		
30	George Jenkins .....	Ordinary		Disch <sup>d</sup> 1 <sup>st</sup> June having a Fractured Knee
31	Edw <sup>d</sup> M <sup>c</sup> Laughlin .....	D <sup>e</sup>		
32	Henry M <sup>c</sup> Falban [?] .....	D <sup>e</sup>		
33	Jeremiah Ryley .....	D <sup>e</sup>		
34	Benj <sup>m</sup> Sumey .....	D <sup>e</sup>		
35	Sam <sup>l</sup> Goodman .....	D <sup>e</sup>		
36	Thomas Briton .....	D <sup>e</sup>		
37	Michl Duffy .....	D <sup>e</sup>		
38	John Foran .....	D <sup>e</sup>		
39	W <sup>m</sup> Winter .....	D <sup>e</sup>		
40	James Phillips .....	D <sup>e</sup>		
41	John Wood .....	D <sup>e</sup>		
42	John Ankles .....	D <sup>e</sup>		
43	Zion Isabell .....	Ordinary		Disch <sup>d</sup> 1 <sup>st</sup> June being infirm.
44	Lamos Snow .....	D <sup>e</sup>		
45	Robert Harrison .....	D <sup>e</sup>		
46	John Wilson .....	D <sup>e</sup>		
47	John Beacham .....	Seaman		
48	John Carragans .....	Ordinary		
49	Joseph Marcia .....	D <sup>e</sup>		
50	Samuel Simons .....	D <sup>e</sup>		
51	John Barret .....	D <sup>e</sup>		
52	Owen Hickey .....	D <sup>e</sup>		
53	Martin Dakin .....	D <sup>e</sup>		
54	John Mohaka [?] .....	D <sup>e</sup>		
55	Joseph Marie .....	D <sup>e</sup>		
56	W <sup>m</sup> Harrison .....	D <sup>e</sup>		
57	John Williams .....	D <sup>e</sup>		
58	John Smith .....	D <sup>e</sup>		
59	Francois Antonio .....	D <sup>e</sup>		
60	Paulo Shappo .....	D <sup>e</sup>		
61	Hugh Magowen .....	D <sup>e</sup>		
62	George Hoofman .....	D <sup>e</sup>		
63	James Sheridan .....	D <sup>e</sup>		
64	Pearce Sullivan .....	D <sup>e</sup>		
65	W <sup>m</sup> Hackett .....	Boy		

[25 May 1799]

Enlisted personnel received on board [*Constellation*] from *L'Insurgente*—Continued

Nº	Names	Rank	Date of Appointment & Entrance	
66	Matthew Rawlings.....	Seaman	-----	Dischd 1 <sup>st</sup> June 99, having a rupture & p <sup>d</sup>
67	W <sup>m</sup> Jemmison [?].....	B. Mate		
68	John Bowen.....	Boy		
69	W <sup>m</sup> Welsh.....	Ordy		
70	David Montgomery.....	D <sup>e</sup>		
71	John Piere.....	Boy		
72	Joseph Graves.....	D <sup>e</sup>		
73	Thos Mccahn.....	D <sup>e</sup>		
74	Nimo Lisle.....	D <sup>e</sup>		
75	Willis Couthrell.....	Marine		
76	Malachia Sheets.....	D <sup>e</sup>		
77	Christopher Lawrence.....	D <sup>e</sup>		
78	Robt Lassater.....	D <sup>e</sup>		
79	Cado Banton.....	D <sup>e</sup>		
80	Willis Edgebeth.....	D <sup>e</sup>		
81	W <sup>m</sup> Wiskers.....	D <sup>e</sup>		
82	W <sup>m</sup> Small.....	D <sup>e</sup>		
83	Thos Dilda.....	D <sup>e</sup>		
84	James Ares.....	D <sup>e</sup>		

[HS of Pa. NDA photostat.]

To Captain Christopher R. Perry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department May 25. 1799*

Captn C. R. PERRY

*Newport*

SIR I am honored with your letter of the 17th — I have no doubt every thing has been done by you to forward the Ship, but it is really mortifying that she should be so long detained — I must urge, that if she still be in port on the arrival of this letter, that you instantly proceed to Sea, and in pursuance of the Instructions already received, & without waiting for Men or any thing else — Mess<sup>rs</sup> Gibbs & Channing informed me long ago that every thing on their part was ready — The Service, you are ordered upon is important — Had I foreseen the delay, I would have sent another Vessel. —

I have the honor to be &c

P. S. Your officers ought to have returned from Massachusetts before the 17<sup>th</sup> Ins<sup>t</sup>

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

To William Allen, Chairman of the Board of Health, Pennsylvania, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department May 25. 1799 —*

WILLIAM ALLEN Esquire

SIR In order to accelerate the object of the Ship *Delaware's* departure, I take the liberty of enquiring, whether the Board of Health will permit Flatts to be sent from hence, to assist in discharging the

Ballast now on hand and to take fresh in. — These Flatts to be employed agreeably to such regulations, consistent with the safety of the Ship, as the Board of Health may determine on. —

I will thank you sir for a prompt decision on this subject, in order that arrangements may be made to day if possible. — If the Board would prefer employing persons for this object in whom they can confide, it will be very agreeable to me, and the expense attending it will be paid at this department, or I will make the necessary arrangements, as the Board may determine. —

I am &c

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

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To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

*Navy Department May 25, 1799*

SEC<sup>Y</sup> OF THE TREASURY

SIR In answer to your letter of yesterday I have the honor to inform you that from all the information I can collect, the Revenue Cutter *Governor Jay*, is not fit for the Navy Service — She may therefore if you please be employed in guarding the Revenue. —

The Capt<sup>n</sup> should lodge his useless Guns Muskets and that with Mess<sup>rs</sup> James & E Watson of New York

I have the honor to be

Yours

B[ENJAMIN] S[TODDERT]

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

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

[U. S. S.] *Ganges* AT SEA 25<sup>th</sup> May 1799

SIR Agreeably to my correspondence of 20<sup>th</sup> ins<sup>t</sup> by the U. S. Brig *Pickering* — The *Ganges*, *Baltimore*, *Norfolk*, *Eagle* & *Richmond*; put to Sea the 21<sup>st</sup>. taking different routes for the Station I inform'd you we meant to occupy.

Doubtful of the safety of this conveyance, I shall not be more explicit — than to inform you I am much better of the indisposition I experienc'd when I wrote You on Monday: which you'll oblige me by informing M<sup>rs</sup> T — I can't delay to write as the *Richmond* is now in chase & I haste to follow

I have the honor &c &c

T. T. [THOMAS TINGEY]

Hon<sup>bl</sup> B STODDERT

per Brig *Lydia*

Via New York

[NDA. Tingey LB, 1798-1800.]



To Lieutenant James Middleton, U. S. Marine Corps, from Major Commandant  
W. W. Burrows, U. S. Marine Corps

MAY 25 —1[7]99

L<sup>t</sup> JAMES MIDDLETON —

SIR You will proceed with all Expedition to New Castle & receive  
L<sup>t</sup> R<sup>t</sup> Rankin, you will take with you from the barracks, 1 Corporal  
1 Drummer & 9 privates (also 2 boxes of cartridges) as a reinforcement  
to the Marines

You will put yourself under the command of the officer commanding  
the *Montezuma*.

Marines are never in any service, ordered aloft, but may be permitted  
to go, indeed I wish for the good of the service, they may be encouraged —

From time to time, you will make such remarks as are necessary,  
and on your arrival you will immediately let me hear from you

W. W. B[URROWS]

M[ajor] C[ommandant] M[arine] C[orps]

[MCA. LS, 1799.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy,  
commanding, Saturday, 25 May 1799

[In President's Road.] Begins with pleasant weather & Moderate  
breezes sent 35 Casks Powder to the Castle to be Aired. one Mid-  
shipman & Several men on shore filling water

Middle & latter parts pleasant

Employed at sundry Jobs

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

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Saturday, 25 May 1799

Fresh breeze & pleasant weather 1 Pm. in sight of the Port of  
S<sup>t</sup> Thomas's got all clear for coming to an Anchor, made several  
stretches into the Bay saw a Ship to Leeward which we took to be  
the Danish Frigate we where informed was Cruizing here ½ past 4  
spoke an American Brig<sup>e</sup> from S<sup>t</sup> Croix, came over to join the Convoy  
5 pm. came to Anchor with best bower in 5fm<sup>e</sup> water over a bottom of  
Sand eastern point of the harbour bearing S.E.B E<sup>t</sup> the centre of  
Buck Is<sup>d</sup> S E B S<sup>e</sup> the Flagg staff on the fort N.W.B.W<sup>t</sup> our distance  
off shore 3 Cables Lengths — Several Vessels came in from S<sup>t</sup>  
Croix Capt<sup>e</sup> Preble went on board the Commodore got all clear for  
getting under Weigh at Day light

Midnight moderate breeze & pleasant weather

4 AM. called all hands, hove short — 5 Am weighed & came to  
Sail The Commodore having previously hoisted a Blue & White Flagg  
at the Fore, loos'd his fore T Sail & Fired a Gun (a Signall for the  
Fleet to Weigh & Sail out of port — from 6 AM. 'till noon laying  
off and on under double Reef<sup>d</sup> Top Sails — pass<sup>d</sup> us & went into port  
the Danish Kings Schooner which we spoke last evening — The  
Commod<sup>e</sup> hoisted a Dutch Ensign — a Signall for the Sternmost

Ships to make more Sail (repeated the Signal) counted the Convoy as near as we could from their situation, they appeared to be 65 in number & 3 left at Anchor in port which could not get out

Noon the Harbour of S<sup>t</sup> Thomas bore N<sup>e</sup> E<sup>t</sup> 4 Leagues & Sail Rock W<sup>t</sup> ½ N<sup>e</sup> Water Expended 60 Gall<sup>a</sup> Remains 2473

[LC, EPP, 1799.]

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

NEWPORT May 26 1799 —

We were in hopes to have now advised you that the *General Greene* had sailed, but were every thing, and every person are new, there is no knowing when there is an end — We however have the satisfaction to say, that every thing which depends on us is furnished & on board; Capt. Perry assures us, he will sail tomorrow, if there is a wind — In our respect of y<sup>e</sup> 10 Ins<sup>t</sup> we requested you to remit us seven thousand dollars — We shall be obliged in your ordering Ten thousand dollars more to be remitted us — We are collecting the remaining bills against the Ship *Gen. Greene*, and shall shortly transmit them to the accountant with a state of our accounts —

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

Capt. Perry having represented to us, that he had expended the whole of the moneys sent him for advance wages & expences in the inlistment of the Crew, and that farther monies were requisite for the above objects before he could sail. We have to prevent any delay advanced him the 20 [or 23] May----- 2500 dolls

25----- 600 do

The receipts for which, we will forward with our next accounts to y<sup>e</sup> Accountant of your department. —

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

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 26 May 1799

[In President's Road.] Begins pleasant with fresh breezes got the hold ready for Ballast Receiv'd 8 pigs of Iron from the *Constitution*  
Middle Part pleasant & Moderate

At 8 AM Small showers & Light breezes

Ends cloudy & light breezes

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

Extract from log Book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Sunday, 26 May 1799

Moderate Breeze & pleasant weather 2 Pm. spoke the Commodore & informed him that 3 Sail remained in the harbour unable to get out at the same time saw 2 Strange Sail near Crab Is<sup>d</sup>, wore Ship & gave Chase (by desire of the Commodore) out all sail, discovered the Chase to be a Schooner and a Sloop, the Sloop shew Danish

Colours & did not appear to be afr<sup>d</sup> but from the manoevers of the Schooner, Capt Preble Judg<sup>d</sup> her to be a French Privateer, but the necessity of our returning to the Fleet before night, prevented our pursuing her any further, haul'd our Wind for the Fleet spoke the Commodore & informed him concerning the Chase the Commodore hoisted a white Flagg & fired a gunn a signall for the Fleet to close, several of them being ahead of the Commodore out of their Stations and not paying proper attention to the Signal, made sail fired 2 Shot at the Ship *Mary* Capt<sup>n</sup> Swain & 3 Shot at a Danish Brig this occasioned them & all others out of their Stations to come under the Commodores Stern — 6 pm. saw a Strange Sail to Windward (a Brig) it being near Night we could not chase her without exposing the Fleet wore & came into the rear of the Fleet — The W. end of S<sup>t</sup> Thomas bore S.E. B S<sup>e</sup> 5 Leag<sup>s</sup> distance, the Vessels above mentioned which we informed the Commodore, where left in the Harbour joined the Fleet @ 6 pm. these included makes 68 in Number  $\frac{1}{2}$  past 6 the Commodore Shew a Top Light

Midnight moderate & pleasant, the Comm<sup>s</sup> light NBW<sup>t</sup> the Fleet between him & us — made & shortened Sail occasionally — 5 AM. the Comm<sup>s</sup> hoisted a Dutch Flagg to his Mizen T G M. head a Signal for the Sternmost Ships to make more Sail Repeated by Us — Noon fine breeze & Cloudy

Expended 56 G<sup>s</sup> Water, Rem<sup>s</sup> 2417 G<sup>s</sup>

[LC, EPP, 1799.]

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

[PHILADELPHIA]

Navy Department 27 May 1799 —

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

GENTLEMEN, I pray if the *Gen<sup>l</sup> Greene* is still in port, urge the Cap<sup>t</sup> to sail — I should be much obliged if you would inform me the real cause of her delay — Our Navy Captains must and shall be taught that they are to sail at the time ordered. — I cannot conceive, as your Letters taught me, that every thing on your part was ready, and as I know there were men enough, a justifiable reason for delay after the 15. instant. —

I am &<sup>c</sup>

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

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

[PHILADELPHIA]

Navy Department 27 May 1799 —

STEPHEN HIGGINSON Esq<sup>r</sup>

SIR I am honored with your Letter of the 21<sup>st</sup> — I am mortified that any circumstance should arise, to retard the preparations of the *Constitution*. her services are at this moment wanted in the West Indies.

The Purser, ought to be dismissed from the service. I enclose the only Letter I have lately received from him — M<sup>r</sup> Winder has answered such of the enquiries, as could be answered from here.

The question whether the Apprentices or the Masters are to receive the pay due to Apprentices, can only be answered at Boston — the

agreement made at the time of enlistment, must be complied with.— Such enquiries should not be made of me — Apprentices cannot be taken without the consent of their Masters. — Nothing is more clear, than that the engagements made at enlistment, must be adhered to — but I know not what these engagements were. —

I have waited thus long to give the President an opportunity of contradicting an arrangement I proposed, of sending on Talbot, to Command the *Constitution*.

I shall to-morrow, send Talbot orders to proceed to Boston, for that purpose. —

I am &c

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

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To Captain Christopher R. Perry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Dep<sup>t</sup> 27<sup>th</sup> May 1799

Cap<sup>t</sup> CHRIST<sup>r</sup> R. PERRY

Sir, I cannot suppose it possible that this Letter will find you in port. Should I be mistaken, you will consider it as a peremptory order, to proceed on the day you receive it, to Sea, & to the Havanna in pursuance of Instruction heretofore received. I meant that you should have sailed the 15<sup>th</sup> instant, as I think you should have done.

I am &c

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

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

[PHILADELPHIA]

Navy Department 27<sup>th</sup> May 1799

M<sup>r</sup> LEWIS DEBLOIS,

Purser of Frigate *Constitution* Boston

SIR I am much surprized on receiving a Letter from M<sup>r</sup> Higginson, of the 21<sup>st</sup> Instant, saying you refused to pay off any of the men of the *Constitution*, because you had not rec<sup>d</sup> from me, answers to enquiries you had made, as to apprentices and some other points. —

If the *Constitution* should be detained one day or one hour, through any neglect of yours, you may rely, the Laws shall be rigidly enforced against you. — Neglect of duty in a Naval Officer, shall never be looked over by me, if I know it. — As to your enquiries, M<sup>r</sup> Winder has answered those that could be answered. — Whether the Masters or Apprentices are to receive the Pay of Apprentices, you ought to have known must depend on the agreement made at the time of enlistment. —

I am &c

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

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

[PHILADELPHIA]

Navy Dep<sup>t</sup> 27<sup>th</sup> May 1799

THO<sup>s</sup> TRUXTUN Esq<sup>r</sup>

D<sup>r</sup> SIR: You will be pleased to instruct such of your Officers as may appear best calculated, to open rendezvous at suitable places,

for the purpose of recruiting a Crew for the *Constellation* to consist of able Seamen, ordinary Seamen & Boys.

As you know well the policy of creating Seamen, I leave the proportion of each description of men to be determined by y<sup>r</sup> judgment. Able Seamen are allowed 17 dollars p. month. Ordinary Seamen & Boys — from 5 to 14 according to Merit — Marines will be supplied by the Major of the Marine Corps — The Seamen &c to be entered to serve one year from the Ship's first weighing Anchor on a Cruise.

Be pleased to instruct your Recruiting Officers to enter none, but sound and healthy persons — and to use no indirect or forcible means to induce them to enter into the Service — They will exclude all suspicious characters.

The recruiting officers if they allow the two months advance, must be very careful to [obtain] sufficient security to resort to in the Event of desertion.

They will keep a regular account of the name & Station of each Recruit — together with a description of his person, and his usual place of Residence, so that he may be identified at any future period —

I enclose some blank forms of a Shipping paper — also of the Bond to be signed by the Sureties for the Seamen &c which you know too well the use of, to make an explanation necessary —

Monies will be remitted M<sup>r</sup> Pennock, who will pay over to your Purser, and your purser will advance to your recruiting officers — They will be allowed besides their pay & rations, two dollars in full for each recruit &c See page 41 — instructions to Nicholson. [\*]

I enclose a Blank power of Attorney, and Directions respecting the half Monthly pay, to be allowed to the families of such of the Crew, as may chuse to avail themselves of this accomodation.

I have the honor to be with the greatest respect, &c

[\*Letter dated May 18, 1799.]

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

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To Secretary of War from Secretary of the Navy

[PHILADELPHIA]

Navy Dep<sup>t</sup> 27 May 1799

SECRETARY AT WAR

SIR, The Frigate *United States*, will I presume be ready for sea in 14 days — She can take a company of artillery to Charleston — but the men must embark from the Delaware.

Y<sup>rs</sup>

[NDA. Sec. War, LB, 1798-1824.]

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

[PHILADELPHIA]

Navy Dep<sup>t</sup> 27 May 1799

Cap<sup>t</sup> GILL.

SIR, Please to send down to the *Herald* this day, twenty tons of Kentledge — The Ship waits for nothing else — As soon as you take measures for sending off this Ballast please to call at the office.

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

To Elias Hasket Derby of Salem, Mass., from Ebenezer Shillaber

MALAGA May 27<sup>th</sup> 1799M<sup>r</sup> ELIAS H. DERBY

SIR i have enclos<sup>d</sup> you bills on the Havannah for Thirty Thousand Dollars payable in Cash or in Sugars at the Market price. I fear this new order from the Court of Spain will be against you as respect the bills but i had agreed previous to this orders coming to take those bills and their is no such thing as getting off from my bargain Mess<sup>rs</sup> Grevegne & C<sup>o</sup> have agreed to take up the bills at Cadiz which you gave your son leave to draw if they should come to hand. My Giveing them leave to draw on your Friends Lane & Fraser for that Am<sup>t</sup> when the bills Shall appear. I have wrote to London Respecting this Business. I am now Ready for sea and hope to sail in 3 or 4 days in Company with Cap<sup>t</sup> W<sup>m</sup> Meiks of the Ship *America* which has 20 Guns 6 & 9 pounders and 50 Men Cap<sup>t</sup> Pribble in the *Caroline* of 10 Guns & Cap<sup>t</sup> Bradford in the Ship *Mary* of 12 Guns and think we have Nothing to fear while we keep Company which will be untill we get out Clear of the Land my Cargo now on-board Amounts to about 32 Thousand Dollars the Balance I shall take in bills on Newbury Port which I shall likewise enclose i have been at a great expence here in Cleaning My Vessel & putting her in good order so that I shall be able to Cope with the most of y<sup>e</sup> Privateers that infest Those seas I have purchast one 6 Pounder & 2 brass Swivvells & a Plenty of Muskets & Ammunition and dont intend to give her up if i can help it i shall have 5 hands More at low wages so we shall Muster a good crew I rec<sup>d</sup> a Letter dat<sup>d</sup> the 14<sup>th</sup> from Cap<sup>t</sup> J Prince J<sup>r</sup> then at Barcelona he says his ship is Loaded & 9 Leagues to the westward of that port and he was there settleing his Business & should Sail in 5 days in C<sup>o</sup> with the *Herald* & *Minerva* that he should touch at Gibraltar i think the chance is we shall fall in [with] them if so i hope he will keep with me the most of the passage Cap<sup>t</sup> P. is a great deal Disappointed on acc<sup>t</sup> of this new order forbidding any Neutral going to any Spanish Colony he intended to have taken a Different Rout i was forward in my business & shall meet with No Difficulty only being detaind here longer than I wished Expect by tomorrow post to have every thing arranged to my mind I should write you more particular if i Dareed to & am

Your Humb<sup>l</sup> Serv<sup>t</sup>EBEN<sup>r</sup> SHILLABER

If you should find it for your Intrest to send on, or dispose of the Inclosed Bills the Letters which that are Inclosed must go with y<sup>e</sup> Bills. I hope to be with you as soon as you Receive those Bills if no Accident prevents.

[Essex Institute, Derby Mss., Vol. XVI.]

[27 May 1799]

Account of the capture and recapture of the Ship *Harmony* on her passage from London to Philadelphia

*A circumstantial account of the capture and re-capture of the Ship Harmony, on her passage from London to Philadelphia.*

“The Ship *Harmony*, parted from the convoy on the 22d May; she met with nothing material until the 27th, when she fell in with and

was captured in lat 41, 42, by a French corvette called *LeSurges*, of 36 guns, who took part of her cargo, capt. SNELL and five seamen, three boys and one female passenger.

The commander of the corvette sent on board the *Harmony*, a second lieutenant, 2 other officers, and 7 men — of the crew, Mr. JOHN NELSON chief mate, cook and steward, were permitted to remain on board, with two Ladies. Passengers Mr. ARDLEY and Mr. CLAYTON, of *London*. One of the ladies fortunately requested permission to retain the steward, whom she passed for her waiter, and which was very politely granted, another circumstance still more fortunate, was her strenuously pressing that Mr. CLAYTON might be permitted to stay, which was, after several messages to the commander of the corvette refused, and he was ordered on board; but she wrote to a Lady on board the corvette, who spoke English, (wife to the late Captain of the *Insurgente*) begging she would use her influence with the Captain to permit him to return, which, together with his own intreaties prevailed, and he returned with his baggage, which contained a blunderbuss and pistols with ammunition.

The French officers look on this as the cause of their disaster. The French ship and the *Harmony*, both shaping their course for *France*, kept company part of two days, but as soon as the corvette was out of sight, they consulted on the means of retaking the prize, which was effected by surprise, in the following manner:

The prize-master and his mate being in the cabin alone at 12 o'clock, immediately after taking an observation, Mr. NELSON and Mr. CLAYTON being provided with a blunderbuss and pistol, which the French had neglected to take from Mr. CLAYTON's trunk, and the steward and cook armed with an axe and poker, Mr. C. attacked the prize master by presenting a pistol, and commanding him to surrender; he immediately endeavored to wrest the pistol from Mr. CLAYTON. Mr. C. then snapped the pistol but it did not go off; the prize master then strove to gain the deck, to inform his people of the mutiny; but seeing the steward at the head of the stairs with an axe, and Mr. C. dragging him back, and giving him several very severe blows with the pistol, which knocked him down, broke the pistol, and cut his head in so severe a manner, that it was conjectured his skull was fractured. Mr. N. with the blunderbuss, was engaged with the mate, a youth of about 17 years of age; he overpowered, threw him down, and secured him, without any blows. In the mean time, the cook and steward engaged the French sailors on deck, two or three of them being asleep, and the others, though provided with weapons, had none at hand; they however made a strong resistance with knives, &c.

The prize master seeing no probability of overcoming Mr. C. and being severely wounded, demanded quarter, and relinquished the prize. The behaviour of the ladies after the recapture of the ship, deserves the greatest praise; they not only dressed the wounded, but kept watch, never sleeping both at once, until the pilot came on board. The gentlemen passengers, rendered every assistance to Mr. N. The French sailors were assured by him, that they should be rewarded and well treated if they would assist in navigating the vessel, otherwise they should be confined on bread and water; they thought proper to accept his terms, and were treated with the greatest humanity by all on board; and to do the French officers justice, it was but a return for the polite behavior which the passengers and crew of the *Harmony* received from them.

The prize master took the utmost precaution to prevent being surprised; he armed his people with axes, and made them keep watch during the night, which operated much in favor of the people of the *Harmony*, as the French were rendered less powerful by day.

[LC, "Massachusetts Mercury", July 9, 1799.]

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Extract from log book of J. Ingraham, U. S. E. C. Brig *Pickering*,  
Monday, 27 May 1799

Light breezes accompanied with pleasant weather  $\frac{1}{2}$  past 2 P M. the *Mary* Capt<sup>r</sup> Swain Shew his colours at the same time we discovered a Strange Sail in the S E<sup>r</sup> Q<sup>r</sup> Wore Ship & made Sail close hauled by the wind (in Chase) Hoisted private signals N<sup>o</sup> 2 & 3 which where Ans<sup>d</sup> by the commodore — discovered the Chase to be a Square Rigg<sup>d</sup> Vessel Standing towards us under all Sail 4 pm. The Fleet bore N B W<sup>t</sup>  $3\frac{1}{2}$  Leagues  $\frac{1}{2}$  past 5 having the Chase under our Lee Bow, bore away & set steering Sails — 6 P M came up with & spoke the Chase — it proved to be the Brig *Polly* of Portsmouth Capt Furnell — She was one of those which could not get out of the port at the time of our departure Capt Furnell informed us 10 Sail of Americans remained still in the Port of S<sup>t</sup> Thomas — The Fleet out of sight from the Deck — ordered the Brig<sup>e</sup> to make Sail & Join the fleet, we followed under easy sail — 8 pm. dark gloomy weather accompanied with light showers of Rain — double Reef<sup>d</sup> the main Sail & haul'd the Courses up  $\frac{1}{2}$  past 11 pm. saw the commodores light bearing N<sup>o</sup> B W made and shortened sail as circumstances Req<sup>d</sup> — Midnight, moderate breeze & Cloudy — The commodore & all the Fleet ahead plain in Sight 4 AM. Light breeze & pleasant Weather, the commodore N B W.  $1\frac{1}{2}$  Miles  $\frac{1}{2}$  past 6 Am. spoke the commodore & informed him the particulars relative to the Chase last evening — 9 Am. a Brig<sup>e</sup> left the Fleet Steering to the W<sup>t</sup> N.W<sup>t</sup> — Seamen variously employed as per Logg The Fleet about a *mile ahead* 2 Schooners left the Fleet steering to the Westw<sup>d</sup> Noon light breeze & Cloudy

Expended 60 G<sup>s</sup> Water

[LC, EPP, 1799.]

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To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Department 28 May 1799

JOHN ADAMS Esquire

SIR As I have not been honored with an Answer to my Letter of 15<sup>th</sup> instant, enclosing one for Nicholson, I have presumed that you did not disapprove of Talbot, for the Command of the *Constitution* — and have this day sent orders to him to proceed to Boston. Nicholson has no reason to complain — He will be employed on shore to as much advantage to himself — and he certainly ought to be grateful, that the affair of the *Niger* — and his own long and improper delay at Hampton last Fall, have been so easily passed over — indeed, if he was not a poor man, with a large & respectable family, I should very much doubt, whether some parts of his conduct, with respect to the *Niger*, ought to be passed over.



M<sup>r</sup>Neill, I have reason to believe, will be at Boston, by this day. I have written him that he must sail again on the 10 of June — and if he has the Energy I think he possesses, He will by that day be ready. The *Gen<sup>l</sup> Greene*, Perry, did not sail from Newport on the 15<sup>th</sup> as ordered — nor have I advice that she has yet sailed. — there has been shameful inattention with respect to that ship, but to whom to attribute it, I can not at present judge. I fear however some fault in the Captain — Men of real merit, always know how to get over Difficulties

I am uncertain whether Truxtun has arrived at Hampton. I hope he has not, tho' the News papers say he has:

I have the honor &c

[NDA. LB, 1799-1807.]

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

[PHILADELPHIA]

Navy Department 28. May 1799. —

Cap<sup>t</sup> SILAS TALBOT

SIR As soon after the receipt of this, as you can possibly make it convenient, you will please to proceed to Boston, and take upon yourself the command of the Frigate *Constitution*. — I send enclosed copies of all the Letters I have written to Cap<sup>t</sup> Nicholson, since his arrival, Such parts of which as are applicable, you will please to consider as addressed to yourself — particularly that on the subject of recruiting a new Crew — a business, which I hope you will find on your arrival at Boston considerably advanced. — To a Gentleman of your understanding and energy, it will be sufficient to point out the objects to be obtained — leaving it with yourself to pursue your own measures for accomplishing the end in the speediest manner. — It is presumed the Officers now belonging to the *Constitution*, will continue in the Service — this is a point that it will be proper to ascertain as soon after your arrival at Boston, as possible — in order that vacancies may be at once supplied — if vacancies should happen among the Lieutenants — the most meritorious of the Midshipmen, if any are qualified, should be preferred — if none are qualified, you should take measures with M<sup>r</sup> Higginson, the Navy Agent, and John C. Jones Esquire — and other Gentlemen on whom you can depend, to select proper Characters, to be Lieutenants — and send me on their names, — that they may at once be commissioned — and so as to other Officers. — Should any respectable Young Gentlemen offer for Midshipmen you will judge of the expediency of appointing them. — The recruiting service should be prosecuted with the utmost vigor — and all repairs of the Ship should be going on at the same time. —

M<sup>r</sup> Higginson will have provided in Season every article of Stores, for a Cruise of Six months. —

It is of the utmost importance that the Ship should get to Sea if possible by the 15. June — it is intended that she proceed to the West Indies — and that you have the command of all our force in that quarter, and to be sent thither for some time. — Cap<sup>t</sup> Truxtun will not I believe be employed in those Seas untill your return — Immediately on your arrival at Boston, be pleased to inform me the

exact state of the Ship — & prospects — that nothing on my part may be omitted to expedite her departure. — Supposing that it may be convenient, on your leaving home, perhaps for many months, I have directed an advance of 500 Dollars to be remitted to you. —

I am Sir with respect &c

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

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

[PHILADELPHIA]

Navy Department May 28. 1799 —

Captain SAM<sup>l</sup> NICHOLSON

SIR This Letter will be presented to you by Cap<sup>t</sup> Silas Talbot, who proceeds to Boston to assume the command of the Frigate *Constitution*, your services being required as you have been before advised to superintend one of the 74 Gun Ships authorized to be built, by Congress at their last session, which will immediately be put into operation. — You will be pleased to give Cap<sup>t</sup> Talbot all the information in your power with respect to the Ship, her Officers and Crew, and every aid in accelerating her departure. —

I am &c

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

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

[PHILADELPHIA]

Navy Department May 28. 1799 —

Cap<sup>t</sup> DANIEL MCNIELL  
of the *Portsmouth*, — Boston.

SIR I am this day honored with your letter of the 25 instant — You say the ship must have 30 Tons Iron ballast — must be hove down and recaulked before she can proceed to Sea. —

I calculate that you are in Boston this day — It is only necessary to say to a Gentleman of your activity and enterprize that the Public Service requires your utmost exertions to secure them. On the 10<sup>th</sup> day of June you *must* sail from Boston on service of importance, and you must therefore attempt nothing which you cannot by that day effect, — so as to be ready on that day to proceed to sea — I have this day sent off Iron Ballast for you — in the mean time perhaps M<sup>r</sup> Higginson can lend, to be replaced by what I send. — He will supply all the stores you can want — make instant returns to him, of all you do want. — Our Navy Captains with less experience than yourself find a thousand difficulties, which retard their sailing — You know how to set an example worthy their imitation, and I rely with confidence that you will now give it. —

I am &c.

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

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

[PHILADELPHIA]

*Navy Department 28 May 1799.*

Cap<sup>t</sup> THOMAS WILLIAMS

SIR I am honored with your letter, resigning your commission, in the Navy Service of the United States — the reasons therein stated, for your resignation, are such as I cannot but approve, — and with the consent of the President, your Commission is accepted. —

Wishing you happiness and prosperity in private life. —

I have the honor to be &c

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

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

[PHILADELPHIA]

*Navy Dep<sup>t</sup> 28 May 1799.*

Cap<sup>t</sup> TRYON

*Middleton*

SIR You will make such arrangements to commence recruiting a Crew for The *Connecticut*, now under y<sup>r</sup> Command, as to have her Complement completed by the time she is ready for a Cruise.

You are allowed (besides Off<sup>rs</sup> of Marines & 25 Privates, which will be supplied you by the Major of the Marine Corps, & y<sup>r</sup> Comm<sup>d</sup> & Petty officers, the latter of which you will appoint,) not exceeding One hundred & Twenty men & Boys. —

The proportion of able Seamen not to exceed Sixty —

It is policy to create Seamen &c — See page 40 — Instructions to Nicholson [\*]

Monies to be remitted M<sup>r</sup> Hubbard & advanced by him to the recruiting officers & they to account to him.

The Form of a Blank power of Att<sup>y</sup> & Directions respecting the half Monthly Pay sent.

[\*Letter dated May 18, 1799.]

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

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

[PHILADELPHIA]

*Navy Department 28 May 1799. —*

Cap<sup>t</sup> THOMAS TINGEY

SIR If you have not already done it, you will on receipt of this, open all the Letters you find directed from this Office to Captains Barry & Truxtun — and execute so far as may be in your power, the orders therein contained, which you will consider as addressed to yourself. It is the Presidents intention to keep up a force in the West Indies, sufficient to check, the French Privateers — detain on this service then all the Public Vessels still remaining in the West Indies, to act under you command until further orders. More Vessles will quickly be sent to join you — the place of rendezvous must for the present be S<sup>t</sup> Kitts. — M<sup>r</sup> Clarkson Merch<sup>t</sup> Bassatterre has some public Provisions on hand — more will be sent speedily — mean

time if any of the Vessels want, he will supply them by purchase, if he has not enough in hand — but as the prices will be very high, they must take supplies for the present very sparingly. —

I hope this Letter may arrive time enough to keep in the West Indies

The *Ganges* — Cap<sup>t</sup> Tingey  
 The *George Washington* Fletcher  
 The *Baltimore* — Barron  
 The *Merrimack* — Brown  
 The *Eagle* — Campbell  
 The *Norfolk* — Bainbridge  
 The *Richmond* — Speake

I hope this force will be ample to restrain the depredations from Gaudaloupe, at least. —

The *Montezuma* Captain Malowny, by whom this goes, is ordered to proceed to Jamaica, provided a Vessel has not already been sent, when Captain Malowny arrives at St Kitts, in that case he is to put himself under the command of Captain Tingey — or whatever Officer in the West Indies may be the Senior Captain — I make this observation least Captain Tingey, not opening the Letters to Barry and Truxton and not knowing therefore what course to pursue, may have left the Islands — if he remains, he is to have the Command, being the Senior Officer. —

I have the honor &c

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

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To Lieutenant John Mulowny, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 28<sup>th</sup> May 1799 —.

Cap<sup>t</sup> JOHN MULOWNY  
 of the *Montezuma*.

SIR You will please to proceed immediately down to New Castle, and take upon yourself the command of the *Montezuma* Ship of War. — I hope you will find her ready for Sea. — The Doctor and some of the Officers, have not received commissions, — You may assure them, that they shall not suffer on this account, their names being on record — and when the Ship returns from the present cruise, they shall have Commissions, which I cannot now send, the President being absent but they cannot in any event suffer, for if they should be taken, the Commander and Lieutenants being Commissioned, will be sufficient to protect them from the charge of Piracy. — You will proceed with the Ship with all possible expedition to Bassatterre in the Island of St Kitts — from whence, after executing the instructions herewith, under date of the 27<sup>th</sup> May, you will inform yourself whether the Ship *Baltimore* or any other American Ship has been lately sent from St Kitts to Jamaica — and if no Ship has been sent, you will in that case, proceed with as much expedition as possible, to Kingston, in Jamaica, where you will give notice of your rediness to take charge of any money to be sent to Philadelphia; with which after remaining not longer than one week to receive it, you will return immediately to the River *Delaware*. — If there should be American Vessels at Kingston, ready to return to the United States, you will take them

under convoy, but do not wait for any not ready, it being of great importance to the Commercial part of the Community, that the money with which you will be charged, and which it is expected will be considerable, should soon arrive. — If you should hear on your return on the coast, that the Fever prevails in Philadelphia, you will in that case proceed to Baltimore, if that place should be healthy; otherwise to New York — or Rhode Island — in the event of going to either of the three latter places, you will deposite the money you bring in the Bank at such place. — But if a Vessel has already been sent on this service, in that case you will put yourself under the command of Captain Tingey, or the Senior Captain in the West Indies to cruise about Gaudaloupe, and the neighbouring Islands, to restrain the depredations of the French Privateers, until towards the latter end of August — when you must return on account of the men whose times [sic] of service will be out in September and October. — It will be proper in this case, to return to Baltimore, where the men inlisted, and where they ought to be discharged — Endeavour to arrive at Baltimore by the 10<sup>th</sup> or 12<sup>th</sup> of September — You will receive here-with your authority to capture French armed Vessels, and to recapture American Vessels — and orders by the President of the 29<sup>th</sup> Decem<sup>r</sup>—16<sup>th</sup> January & 12<sup>th</sup> March — all of which you will observe. — Knowing your Character for Bravery and enterprize, I need not add any thing to stimulate you to exertion — being well assured the honor or your country, will never suffer in your hands. — Wishing you great success and honor,

I have the honor to be &c

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

To Captain John Adams, commanding U. S. R. C. *Scammel*, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 28<sup>th</sup> May 1799 —

Capt. JOHN ADAMS  
OF THE *Scammel*

SIR You should get out your Shingle Ballast and take in fresh — wash your Iron ballast, and empty and clean your water casks, — doing this, you will be permitted to proceed to Philadelphia after performing quarantine 10 Days. —

If you have an opportunity of sending down the *Herald's* Men, this day — do so — it will be too late tomorrow.

Let me hear from you, what repairs and what stores the *Scammel* will want for a cruise. —

I am Sir &c

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

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

[PHILADELPHIA]

Navy Department 28 May 1799 —

STEPHEN HIGGINSON Esquire

SIR Enclosed is a letter for M<sup>r</sup>Neill who was off Sandy Hook the 25<sup>th</sup> and would quickly after be in Boston. — He says his Ship must be hove down — and must be recaulked, and that she must

have 30 Tons of ballast — The heaving down, I should suppose unnecessary if her Copper is good. — caulking the upper works cannot delay him — Indeed he must not be delayed. — I send orders this day to Talbot to proceed to Boston to take command of the *Constitution*. — I care not for the clamours that Nicholsons friends may make. — he ought to be pleased — As Talbot will have the command in the West Indies, and will have a great chance for prizes, he ought soon to get a Crew. — I have directed a remittance to be made to you of 10000 Dollars. —

I am &c

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

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

ARANJUEZ May 28<sup>th</sup> 1799

(Duplicate)

(N<sup>o</sup> 202)

SIR The damage received by the Spanish fleet commanded by Admiral Mazerrado on the 16<sup>th</sup> & 17<sup>th</sup> instant was indeed very great, as you will perceive by the enclosed Note. It is difficult to conceive that so many Ships should have been dismantled by a Storm at this Season, if they had not been in bad condition & badly managed.

From M<sup>r</sup> Murphy our Consul at Malaga I have received a letter dated the 22<sup>d</sup> which contains the following article concerning the condemnation of the Brig *Apollo* by the French Consul at that place.

"My last gave you an account of the Brig *Apollo* from New-York having been captured by a French Privateer & brought into this Port, and, I now send you herewith a Copy of the condemnation by the French Consul as a good prize to the Privateer that took her. Capt<sup>n</sup> Waddel her Commander having but little dependance on appeals to the French Tribunals, has preferred treating with the Owners of the French Privateer about ransoming the Ship & Cargo. And Mess<sup>rs</sup> Grèvernèe & Co his Merchants, I am told, have done it for him yesterday for \$14000 by way of composition & free of Appeal. This is a new method the French have fallen upon now for robbing the Neutrals" I shall send a copy of the Condemnation as soon as it can be made out.

I am advised from Algeciras, that the Ship *Hope* of Philadelphia, Geo. Hastie Commander, after an action with two french Privateers has been captured & carried into that Port, & that the Ship *Ardent* of Baltimore Alex<sup>r</sup> Smith Master has shared the same fate, after having fought five French Privateers. Capt<sup>n</sup> Smith & five of his Crew having been badly wounded before he surrendered. I have nothing to add to the public News enclosed & no comment to make on the choice of the Abbe Sieyes [?] as a Member of the French Executive Directory in the place of Rewbell [?].

With Sentiments of the highest consideration & Esteem

I have the honor to be

Sir,

Y<sup>r</sup> M<sup>o</sup> ob: & Mo. h<sup>ble</sup> Serv<sup>t</sup>

D. HUMPHREYS.

The SECRETARY OF STATE  
&° &° &°

P. S. A report prevails that five Ships of the Line & two Frigates, constituting the van of Lord Bridports fleet, entered the Mediterranean a few days ago.

P. S. May 31<sup>st</sup> I transmit herewith the Sentence of Condemnation of the Brig *Apollo* by the French Consul at Malaga. Perhaps the publication of a translation of this curious Piece in the News-Papers might be useful for the purpose of proving to the people of the U. S. upon what principals & with what reasonings the vessels & Cargoes of our Citizens are still condemned by French Agents.

I have this day rec<sup>d</sup> a letter from our Consular Agent at Sanlucar, giving an account of the condemnation of the Schooner *Martin* of Gloucester with her Cargo, for having orders to dispose of a part of the Cargo, viz, the Beef &°, to the British fleet if he could do it with advantage, for having a Commission to Capture all French armed vessels on the high Seas & for want of a Role d'Equipage.

D. HUMPHREYS.

[SDA. Disp. Spain Bk. 4, 1797-1799.]

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Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Tuesday, 28 May 1799

Light Breeze & pleasant weather 9 Sail shew their Colours & left the Fleet 3 of them where English 2 bound to Newfound Land & one to Bermudas The Remaining six where Americans bound to the W<sup>td</sup> To the Havannah, Turks Island, Georgia, &°. 5 pm. The Commodore hoisted a W<sup>t</sup> Flag at the Main (repeated by us) a Signal for the Fleet to close 7 pm. Spoke the Commodore who informed Capt<sup>n</sup> Preble it was his intention (in the morning) to take the Ship *Nancy* of Bedford in tow ½ past 7 Wore Ship Run under the Lee of the Fleet, Tack' & bro't up the Rear handed T G Sails, double Reef'd the topsails & Main Sail — 11 PM. saw 4 flashes which where taken (agreeable to the Signals) to announce some strange Sail being in the Fleet, call'd all hands set Tp. G<sup>t</sup> Sails & Courses & haul'd up N<sup>o</sup>E B N<sup>o</sup> towards the Quater from whence the flashes where seen, at Midnight fired the Starb<sup>d</sup> bow Gun, saw the Commodore & several of the Fleet bearing N NW<sup>t</sup> distance 3 Miles — ½ past 12 Handed T. G Sails & hauled Courses up, the Commodores light bearing N B W<sup>t</sup> 1½ miles ½ past 5 AM. made sail & spoke the *Nancy* of New Bedford sent the end of a Hawser on board her and took her in Tow 6 AM. repeated the Commodores Signal a Dutch Flag at the Main — Made all sail in order to tow the *Nancy* alongside the Commodore ½ past 7 Am. sent the end of the hawser on board the Comm<sup>o</sup> by which we where towing the Ship before mentioned, cast her off Shortened Sail and drop'd in Rear of the Fleet — Light breeze & Cloudy Weather

Noon light breeze & Cloudy, accompanied with Rain Expended 60 G<sup>s</sup> Water, Remains 2297 G<sup>s</sup>

[LC, EPP, 1799.]

To President John Adams from Secretary of State

DEPARTMENT OF STATE

Philad<sup>a</sup> May 29<sup>th</sup> 1799

The PRESIDENT OF THE UNITED STATES.

SIR The inclosed letter from Doctor Edward Stevens, dated May 3<sup>d</sup>, the decree of the Agency of S<sup>t</sup> Domingo dated April 25<sup>th</sup> and the documents numbered from 1 to 8, were received here on the 25<sup>th</sup> in my absence from town; together with his interesting private letter of May 6<sup>th</sup> —

By a vessel arrived here on Sunday (the 26<sup>th</sup>) I received a duplicate of the Doctor's letter of May 3<sup>d</sup> and verbal information, that she sailed from Cape Francois the 11<sup>th</sup> instant and the next day met General Maitland, in the British ship *Camilla* steering in for the Cape: — It is remarkable, that General Toussaint should desire the ports of Cape Francois and Port au Prince, alone to be opened to our commerce in the first instance, and that our vessels should there receive passports to go to the other ports, within Toussaint's jurisdiction. — This is precisely the arrangement formed here with Gen<sup>l</sup> Maitland; and Doctor Stevens' remark in the last page of his letter of May 3<sup>d</sup> shows the expediency & necessity of that part of the arrangement which makes *equal provision* for, the British and the *American* commerce. — Without this provision, our commerce with S<sup>t</sup> Domingo would be exposed to endless vexations, and perhaps must have been finally abandoned; or have been the means of involving us in hostilities with Great Britain. —

I trust General Maitland will remove the scruples of the Agent Rouse and of Toussaint relative to the admission of *British* merchant vessels: for Toussaint having by his convention of last autumn, with Gen<sup>l</sup> Maitland, agreed to a *suspension of hostilities between S<sup>t</sup> Domingo and Jamaica*, and for a supply of *provisions* from the latter Island, the admission of British vessels generally would be only an extension of a pacific principle already adopted.

I think we may hear from Gen<sup>l</sup> Maitland and Doctor Stevens in ten days —

I am with great respect &c

TIMOTHY PICKERING

[SDA. Dom. L. Vol. 11, 1798–1799.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

N. D. 29 May 1799

JOHN ADAMS Esq<sup>r</sup>

SIR, I have the honor to enclose the copy of a Letter [19 May 1799] just received from Cap<sup>t</sup> Truxtun who has arrived at Hampton, with the *Constellation* and the *Insurgente*.

There are now in the W. I. the *Ganges*, Tingey — the *Baltimore*, Barron, the *George Washington*, Fletcher, the *Pickering*, Preble, the *Norfolk* Bainbridge, the *Richm<sup>d</sup>* Speake, & the *Eagle*, 14 guns, Campbell — but I am afraid the *George Washington*, Fletcher, and the *Pickering*, Preble, may return, before they receive orders to remain.



Orders were sent by Tingey of the 15 March, but he did not leave Hampton until the 29 March — and by the *Norfolk*, Bainbridge, the 15 April, for all the Vessels except the Frigates to remain in the W. I. until further orders. — but these Orders were directed to Barry & Truxtun — by their not waiting long enough in the Islands for the arrival of either of these Vessels, the plan of operations for the W. I. will be somewhat deranged, and I wish our Commerce may not feel the Effect. I had calculated with confidence on Truxtun's remaining until the return of the *Norfolk*, as he sent hence and wrote me by her, he should wait for her return, which he ought to have done — however, he has conducted himself so well in general — that I will not complain — I have sent off the *Montezuma* under the Command of Maloney to St Kitts — & I hope the *Merrimack* Brown, has sailed from Boston — These Vessels with those which they will find in the Islands, will be abundantly sufficient to keep the Cruisers of Guadaloupe in check, until the arrival of other Vessels — but I shall not feel easy until Talbot in the *Constitution*, is on his way to the Islands. I can see no reason why that should not be by the 15<sup>th</sup> of June. McNeill who has evergy, I hope may be off by the 10<sup>th</sup> of June — I have written him to this Effect, & expect every thing from his activity of character. I beleive it will be best, that he should proceed to Surinam — The trade in that quarter, being too much exposed.

It does not appear from what I have seen of the Dispatches from Stevens, that there is much probability that intercourse can be opened with St Domingo — I do not imagine that we ought to regard private Assurances, in direct opposition to public Acts — It may soon be necessary to pay as much attention to the Cruisers from S. Domingo, as to those from Guadaloupe.

I have the honor &c

I have not yet received advice of the *General Greene*, Perry, having sailed from Newport — the two Vessels from Charleston which are to act under his Command, must be at or near the Havanna by this time —

[NDA. LB., 1799-1807.]

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

[PHILADELPHIA]

*Navy Department 29<sup>th</sup> May 1799. —*

Cap<sup>t</sup> SILAS TALBOT

SIR I am honored with your letter of the 27<sup>th</sup> — I have not just now time even to read it with attention — it shall be laid before the President and fairly — who thinks too highly of you to do you wrong. — Truxtun will not be sent on any service to meet with you, so as to occasion the smallest interference until your return to America — if he goes out to the West Indies, it shall be on a different station. — Don't then let this affair occupy any part of your thoughts, until your return to the United States. — I am glad to hear that Nicholson is pleased with the employment found for him. —

I am &c

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

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

[PHILADELPHIA]

Navy Department 29<sup>th</sup> May 1799.

Cap<sup>t</sup> SILAS TALBOT

SIR Enclosed is the copy of a Letter from the Midshipmen of the *Constitution*, and my answer. — The Lieutenants of that Ship, at least some of them, I fear, are not very worthy of their appointments. I wish it were possible for you discriminate & by some means get clear of those who are not fit to be Officers, before you sail, and get good men in their places — this perhaps, will not be in your power, until you have been in service with them — But as there always has been great uneasiness, among the Officers of the *Constitution* — as there may be resignations — and as it will be necessary in such a case, that new appointments should be immediately made — I have sent on to the President some Commissions and warrants, which he will take the trouble to have filled with the names of any new Lieutenants — and new Midshipmen, you may find it necessary to get. Should this necessity arise, you will please to wait on the President, with the names you want appointed. —

If there should be vacancies of Lieutenants, I should be glad if some of the Midshipmen deserved and met with promotion. — Nicholson in a letter to Barry, recommended Knox, — but seemed to rely more on the merits of the Father, than the young Gentleman. — The most worthy of the midshipmen should be selected, without regard to dates of their Warrants. — I have the honor to be &c —

I think such a ship as the *Constitution* ought to have at least 12 Midshipmen — perhaps more — these should be composed of young men of good education — parts & connexions — we have never objected to such young men, altho they had never been at Sea — the more Midshipmen of this description, the better chance of good Officers some years hence — those who leave the Merchant's Service to enter into the Navy, especially from the Eastward, often wish to return to their first employment, and at times the most inconvenient. The President will readily appoint as many Midshipmen as you will recommend to him — and to prevent delay he will do it, without any reference to me. — A M<sup>r</sup> Van Schaick of Albany, is directed to repair to Boston, and enter on board the *Constitution* as a Midshipman. —

I am &c

[NOTE.—Letter from Midshipmen herein mentioned has not been found.]

[NDA. OSW, Vol. 2, 1799]

[Enclosure]

To Henry Knox, Nathaniel Bosworth & Others, Midshipmen U. S. Navy, on board the U. S. Frigate *Constitution*, from Secretary of the Navy

[PHILADELPHIA]

Navy Department. 29<sup>th</sup> May 1799.

Mess<sup>rs</sup> HENRY KNOX,

NATH<sup>l</sup> BOSWORTH AND OTHERS

Midshipmen on Board the *Constitution*. }

GENTLEMEN, I am honored with your Letter of the 21. instant, a copy of which I have sent to Cap<sup>t</sup> Talbot, who is to take the command

of the *Constitution*, and who I have no doubt will with pleasure redress all real [wrongs] — to him I must refer you — If there be any Officer on board the *Constitution* capable of behaving in a manner unworthy the character of Officers, and Gentlemen, it is the duty of all the other Officers to rid the service of them who disgrace it. — the rules and regulations of the Navy, point out the means. —

Nothing will afford me more pleasure than frequent opportunities of recommending to the President for promotion meritorious Midshipmen — to such men must we look for the future Commanders of our Navy. — But permit me to recommend to you Gentlemen to be satisfied with your present situation until your time of promotion arrives, under the assurance that it is the Presidents determination to encourage and reward merit, as soon as he discovers it — and also that you cultivate a spirit of harmony among yourselves and with the other Officers of the Ship. —

I have the honor &c &c

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

To Captain George Cross, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 29<sup>th</sup> May 1799. —

Cap<sup>t</sup> GEORGE CROSS

Charleston.

SIR, A Crew for the *John Adams*, must be prepared by the time she is ready for a Cruise; and you will be pleased to make your arrangements accordingly.

You are allowed (besides Officers of Marines and 25 Privates, which will be supplied you by the Major of Marines, and your Commissioned and Petty Officers, the latter of which you will appoint), not exceeding One Hundred & fifty two Men & Boy &c, See page 40 Instructions to Cap<sup>t</sup> Nicholson. [\*]—

The monies necessary will be remitted to M<sup>r</sup> Crafts who will advance to your recruiting Officers — they will be allowed besides their pay & Rations two Dollars for each Recruit &c See page 40. — I do not suppose you will have occasion to send recruiting Officers to a distant Port — If you find you cannot obtain your complement of Men at Charleston, without great delay, it will be best as soon as you can get enough to navigate the Ship, to proceed with her to New York, and get your men there — which you will do accordingly — Your Officers must settle their recruiting Accounts with M<sup>r</sup> Crafts, — who will be written to on that subject. —

I enclose Circular instructions relative to the half monthly pay, to be allowed upon any powers of Attorney which the Seamen &c may wish to give to their families — also the form, in which those powers must be executed. —

I am &c &c &c

[\*Letter dated May 18, 1799.]

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

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

NEW CASTLE 29<sup>th</sup> May 1799

BENJ<sup>n</sup> SOTDDERT Esq<sup>r</sup>

D<sup>r</sup> SIR I hasten to reply to your esteem'd favor of the<sup>th</sup> 28 and as Cap<sup>t</sup> Molony has just got down I am deeply engaged with him in arranging all matters for the ship's immediate departure, and be assured I shall do every thing in my power to assist him as well as the service we are engaged in.

If all the necessary stores are on the way they have nothing to detain the ship a moment but my Officers are unavoidably obliged to ask me for advancements of money some for their Families & some for Apparel & sea stores, as well as the Crew, which I hope you will not deem unreasonable having been so long out and they have all a good deal due to them, if I do not make a draught on you for the purpose, I shall request Cap<sup>t</sup> Molony to do it.

I shall be very busy to day in fixing all our arrangements and tomorrow very early shall start for Maryland, & shall no doubt be in Philadelphia by the 8<sup>th</sup> of June if possible, or even sooner if I can effect it, but if you deem it necessary for me to be up sooner if you will forward a letter to Centerville I will at a moment obey your call.

With regard to your plans for the West Indies I am glad you have determined on sending the *Montezuma* there, as she is not fit to Cruise elsewhere, the station you have appointed, is a very proper one for her, taking a sweep from S<sup>t</sup> Martin's to Guadalupe, occasionally a very proper range for other vessels, would be to windward from Barbuda to Martinico so as just to keep that range of Islands just in sight or to run in nearer occasionally — The Southward range is generally well guarded by the British Cruizers.

Our trade is very extensive to the Main from Surinam to Curacoa & quite unprotected as but few British Cruizers are stationed there, another very proper station I think would be about the Virgin Islands from the Virgin Garde to S<sup>t</sup> Thomas & S<sup>t</sup> Cruise, or to the east end of Portorico, all these places are very convenient for daily information of what is going on, and supplies of water soon procured, & lastly the Havannah is the great Object of Trade from this Country & at present quite unguarded; pardon my freedom of advice as I have no doubt but you are fully acquainted with the necessary appropriations of our fleets or Squadrons, hoping to see you soon & to confer personally on this Subject

I am &c &c

[NDA. A. Murray's LB, 1799-1805.]

To Samuel Bradford, U. S. Marshal, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 29<sup>th</sup> May 1799 —

SAM<sup>l</sup> BRADFORD Esquire

Marshal-Boston.

SIR I have been honored with your Letters of the 4<sup>th</sup> April and 23<sup>d</sup> May, and ought to have replied sooner to the former — I beg the favor of you to deliver over to Stephen Higginson Esquire, all the Prisoners in your possession, as well as those which may here-

after arrive — He will pay the expense already incurred. — It is intended these Prisoners should be confined at the Castle — Luc Fauvel will be furnished by order of M<sup>r</sup> Higginson, with the same ration allowed the other Prisoners. —

I am &c

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

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

[PHILADELPHIA]

*Navy Department May 29. 1799. —*

To CAP<sup>t</sup> THO<sup>s</sup> TINGEY

*or the Commanding Officer in the West Indies. —*

SIR I observe by Cap<sup>t</sup> Truxtun's instructions that the French Prisoners to the American Vessels, if not exchanged with Gen<sup>l</sup> Defourneaux before the first of July, are then to be let loose. — This must not be — If Gen<sup>l</sup> Defourneaux will not exchange the Prisoners for Americans in his possession, they must be sent to the United States, as well as all others which may be hereafter taken by our Vessels. — They may be sent by any of our Vessels returning from time to time — Opportunities may occasionally occur of sending them by Merchant Vessels on moderate terms, but none must be sent South of Norfolk. —

I am &c &c

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

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

[PHILADELPHIA]

*Navy Department May 29. 1799. —*

M<sup>r</sup> DAVID M. CLARKSON.

*S<sup>t</sup> Christophers.*

SIR I observe by Captain Truxtun's instructions to you on leaving S<sup>t</sup> Christophers, of which he has sent me a copy, that the French Prisoners to the American Vessels, if not exchanged with Gen<sup>l</sup> Desfourneaux before the first of July, are then to be let loose. — This must not be — if Gen<sup>l</sup> Desfourneaux will not exchange the Prisoners for Americans in his possession, they must be sent to the United States, as well as all others which may be hereafter taken by our Vessels. They may be sent by any of our Vessels returning from time to time — Opportunities may occasionally occur of sending them by Merchant Vessels on moderate terms, but none must be sent south of Norfolk. — I write to this effect to the Officer commanding the American Ships of War, in the West Indies by this conveyance, whose directions you will please to follow. —

I am Sir &c &c

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

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

[PHILADELPHIA]

*Navy Department May 29. 1799*

STEPHEN HIGGINSON Esq<sup>r</sup>

*Boston*

SIR Enclosed is the Copy of a letter I wrote you the 13 Oct<sup>r</sup> — The Law says the Prisoners shall be delivered to the Marshal or some civil or military Officer who shall take charge for their safe keeping at the expence of the United States —

It will be better that you should take charge of all which arrive (no matter whether captured by Public or private Ships) in the ports of Massachusetts or New Hampshire — Please to direct the whole to be collected at the Castle — The Secretary at War will give orders as to the Guard — Supply them if you please by Contract and pay the reasonable Expences already incurred — I have written to M<sup>r</sup> Bradford the Marshal to apply to you on the subject of those in his charge — It will be well for you to write to the diff<sup>t</sup> ports to Send the Prisoners to you —

I am &c

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

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

[PHILADELPHIA]

*Navy Department May 29. 1799*

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

SIR The french Prisoners at this place are to be sent off in the Brig *Betsy* Capt<sup>n</sup> W<sup>m</sup> Biddle Thomson bound to Gaudaloupe — You will please to have them escorted by a Guard tomorrow morning from the Prison to the Navy Store, where you will parade them so as to separate those who are provided with Cloathing from those who are deficient — You will avoid their receiving any previous intimation of the motives of their being taken to that place, but let Cap<sup>n</sup> Gill see them, and he will provide them with articles of indispensible necessity, after which they are to be marched down to the Vessel lying at [space] Wharf and put on board —

The Officer will furnish a List of their names —

I have the honor to be

Yours &c

B[ENJAMIN] S[TODDERT.]

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

To Secretary of State from Secretary of the Navy

[PHILADELPHIA]

*Navy Department May 29, 1799*

THE SECRETARY OF STATE

SIR The Brig<sup>s</sup> *Betsy* commanded by Capt<sup>n</sup> Will<sup>m</sup> Biddle Thomson of about Seventy Tons Burthen, has been engaged by me to carry the French Prisoners now at this place to Guadaloupe — She is navigated by the Captain Mate and five Seamen, and will have on board 98 Prisoners — She will require a Passport from Mr. Liston which I request you will be so obliging as to procure. —

I have the honor to be

[NDA. Sec. State. LB, 1798-1824.]

[29 May 1799]

Request for passport for Brigantine *Betsey*, sent to Robert Liston, British Minister, etc., to United States, by Secretary of State

Col<sup>o</sup> Pickering presents his respects to M<sup>r</sup> Liston, and prays him to give his passport for the brigantine *Betsey*, William Biddle Thompson master, of about 70 tons burthen, navigated by the master, mate, and five seamen, to sail to Guadaloupe, charged with ninety eight French citizens, prisoners of war to the United States, which it has been agreed should be exchanged. — The *Betsey* may sail to morrow.

DEPARTMENT OF STATE

May 29<sup>th</sup> 1799

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

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

[PHILADELPHIA]

Navy Department May 29. 1799

Cap<sup>tn</sup> ROB<sup>t</sup> GILL

SIR Tomorrow morning the French Prisoners now here will be embarked for Guadaloupe, but previous thereto, they will be paraded before the Navy Store by an Officer of the Corps of Marines in order that you may see which of them are destitute of Cloathing, and you are to supply these, with articles of indispensable necessity, merely sufficient to cover their nakedness & prevent their being a disgrace to our Government —

I am Sir

Y<sup>rs</sup> &<sup>ce</sup>

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

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*.  
Wednesday, 29 May 1799

Light breeze accompanied with Rain seamen variously employed  
7 pm. double Reef'd both Top Sails  
7 AM. took a Schooner in tow belonging to Portland made all  
Sail —

Loos'd light Sails to dry — Light airs inclining to Calm —

Noon light breeze & pleasant weather

Broach'd a Cask water Expended 60 Gallons Remains 2237 D<sup>o</sup>

[LC, EPP, 1799.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Department 30 May 1799

JOHN ADAMS Esq<sup>re</sup>

SIR I am honored with your letter of the 25<sup>th</sup> Ins<sup>t</sup> — The *Herald* sailed on Tuesday last from New Castle, to cruize on the Coast until the 10<sup>th</sup> July when she is to return to Boston — M<sup>r</sup> Beall can then be changed from the *Herald* to the *Boston*. —

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

B[ENJAMIN] S[TODDERT.]

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

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Department 30<sup>th</sup> May 1799. —

JOHN ADAMS ESQUIRE

President of the U. S.

SIR It is very possible there may be Lieutenants, Midshipmen, a Master, and some other Officers wanted for the *Constitution* before she sails — which I hope will be by or soon after the 15<sup>th</sup> June. —

As you Sir can better judge than I can of proper persons to fill vacancies — and as appointing immediately any Officers wanted, will contribute to the dispatch of the Ship; I have taken the liberty to enclose three Commissions for Lieutenants, six warrants for Midshipmen — and as many for other Warrant Officers — filled up as far as they can be filled without the names of the persons who are to receive them. — I have desired Cap<sup>t</sup> Talbot to wait upon you with a list of the Officers wanted, and with the best information he can obtain of persons qualified to fill the vacancies — and I have also desired him to send me the names of those you may think proper to appoint, with the dates of their appointment — that the record may be made in this Office — I hope some of the Midshipmen deserve to be Lieutenants — it is certainly good policy to promote the Midshipmen as fast as they merit promotion. — Some of those in the *Constitution*, had experience before they entered into the service. — Such a Ship ought to have at least 12 Midshipmen, and I believe she has but eight. — In other parts of the United States young Gentlemen who have never been at sea, have been appointed Midshipmen —

I have the honor &c

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

To Captain Moses Brown, U. S. Navy, from President John Adams

QUINCY May 30<sup>th</sup> 1799

SIR As you are under sailing orders for the West Indies & as I have received a petition from several merchants that you may be permitted to take under your convoy certain merchant vessels bound to the West Indies, & there is not time to wait for further orders from the Sec<sup>y</sup> of the Navy; you are hereby permitted to take under your convoy any merchant vessel that may be ready to sail when you shall put to sea.

I am Sir with great esteem

Your humble servant

MOSES BROWN Esq<sup>r</sup>

Commander of the *Merrimack*.

[NDA photostat.]

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

[PHILADELPHIA]

Navy Department 30<sup>th</sup> May 1799

Captain DANIEL MCNEILL, Boston. —

SIR Having already written you to Boston, I have only now to reurge you to have your Ship in readiness to proceed from Boston the





CAPTAIN MOSES BROWN, U. S. NAVY



10<sup>th</sup> of June — the time appears short — but every thing is possible to a man of your activity of mind and body — Your destination will be Surinam — where I shall endeavour to send other Vessels to join you. — I shall send on your Instructions so as to reach Boston on the 8<sup>th</sup> or 9<sup>th</sup> of June — and I should be mortified and disappointed, if any circumstance should delay you longer than the 10<sup>th</sup> — but this must not be. —

I have the honor &c &c

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

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

[PHILADELPHIA]

*Navy Department May 30, 1799.*

Capt<sup>n</sup> JOHN W. LEONARD

SIR James Marshall a Landsman and William Boyle a Seaman belonging to the *Governor Jay*, having arrived at Balto in the Prize *Marsouin* have been permitted by the Prize Master to come on here and now wish to join the *Gov<sup>t</sup> Jay* at New York. — M<sup>r</sup> Burrows advanced each of them three french Crowns at Balt<sup>o</sup> & I have also advanced them Six Doll<sup>s</sup> each to defray their Expences, for which they must account with you, as the Money is carried to your debit —

Y<sup>rs</sup>

B[ENJAMIN] S[TODDERT].

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

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To Captain William Biddle Thompson of the Brigantine *Betsey*, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 30<sup>th</sup> May 1799. —*

Cap<sup>t</sup> WILLIAM BIDDLE THOMPSON  
of Brig<sup>de</sup> *Betsey*. —

SIR After delivering the French Prisoners at Guadaloupe, you may receive from Gen<sup>l</sup> Desfourneaux any Americans he may have in confinement in that Island, and bring them to the United States. — As to those Americans who are suffered to go at large at Guadaloupe, it is most probable they have been captured with their own consent and ought not to expect a passage at the public expense. —

I am &c

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

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To Captain Edward Preble, U. S. Navy, from Joseph Ingraham of U. S. Revenue Cutter *Pickering*

Brig<sup>de</sup> *Pickering* at Sea  
30 May 1799

EDWARD PREBLE Esq<sup>r</sup>

SIR You having desir'd me previous to our Sailing from Martinique to give you a Copy of my Letter to Cap<sup>n</sup> Fletcher, I enclose you one tho' not an exact Copy is to the same purport, I tho't it my duty and

was originally my intention to have presented you a letter to this purpose immediately on my Arrivall — but the Inconveniency of writing on board the Schooner must plead my excuse

I am Very Respectfully

Sir

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

JOS INGRAHAM

[LC, EPP, Vol. 1, 1680-1799.]

To the Keeper of the Prison, Philadelphia, Pa., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department May 30. 1799. —*

TO THE KEEPER OF THE PRISON

*Philadelphia. —*

You will please to deliver the French Prisoners under your care, in charge to L<sup>t</sup> Wharton of the Corps of Marines. —

I am &<sup>c</sup>

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

To Regis Le Blanc, Envoy of General Desfourneaux, and Special Agent of Executive Directory at Guadeloupe, from Secretary of State

DEPARTMENT OF STATE

*Philad<sup>a</sup> May 30<sup>th</sup> 1799*

M<sup>t</sup> REGIS LEBLANC

SIR I have received your letter dated the 22<sup>d</sup> of this month, and the one dated this day. In the former you inclosed the project of a decree which if adopted by General Desfourneaux you imagine might be a sufficient ground on which the President might open the commercial intercourse between the United States and Guadeloupe. — The preamble to your project is extremely exceptionable. I have demonstrated in my report of the 18<sup>th</sup> of January last, that the decree of the Directory of the 31<sup>st</sup> July 1798 had not given, could not give, nor was intended to give, any protection or relief to the American commerce, vexed, pillaged and destroyed by French cruisers. Yet you present this decree as an evidence of the desire of the French Government to live in peace with the United States. — After the example of the Directory too, you affect to consider the aggressions of which the people of the United States complain, as having been committed by *foreigners or pirates*. You do indeed allow that even French privateers have given to the government of the United States just causes of complaint. — But the fact is, that the piracies, plunderings and captures of which we complain, have been made by armed vessels *commissioned by the French Government*: and if foreigners, or pirates in the appropriate sense of the word, have, under cover of the French flag, vexed our commerce, their acts and piracies have been *approved and sanctioned by the French Government*, whose tribunals have acquitted and released no American vessels on the ground, of their having been captured by pirates. — The first article of your project, to repeal General Desfourneaux's arret of the 14<sup>th</sup> of March, is of no consequence; as that arret only contained a *formal declaration of doing what French cruisers had done for two*

years preceeding. — Your second article proposes that the arret of the Executive Directory of the 31<sup>st</sup> July 1798, should be executed in all its parts, towards American vessels. That is, all the laws of the French Republic, and all the arrets of the Directory, authorizing the capture of American vessels, are to be fully executed: while those laws and arrets are the sources of the injuries complained of. — It is not necessary to notice any other articles; as these, which constitute the basis of your project, are utterly inadmissable. — Nothing short of an absolute exemption from capture will give that security to the American commerce, which will authorize the opening of the trade between the United States and any part of the French dominions. When that shall be fixed, the other regulations necessary to the safety, of our trade with the French Islands or any of them will be considered. — If the French Colonies discern their true interest, they will wholly break up privateering: for without the unjust captures and confiscations of neutral property, more especially the property of citizens of the United States, their prizes will not indemnify the owners for the expense of equipping privateers. So long therefore as the French Government and its agents allow of privateering, particularly in the West Indies, so long we must presume, whatever professions are made, that they mean to make a prey of neutral commerce.

I am Sir &c &c

TIMOTHY PICKERING

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

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To Major Commandant W. W. Burrows, U. S. Marine Corps, from Lieutenant Charles C. Russell, U. S. Navy

U. S. SHIP *Herald* OFF CAPE HENLOPEN

May 30<sup>th</sup> 1799

SIR, I received your favor of the 27<sup>th</sup> by Adj<sup>t</sup> Lewis, with a Sergeant and four Marines with some Cloathing. They are very much in want of outside Jackets, which, if you please, I will get for them, the first opportunity — with other Articles they are pretty well supplied. The great Coats I must get for them and charge to the Ship as they were expended for Ship's use. At present, they are not in want of them. Sergeant Mix, I have sent on to you — should have sent Dimler, had I have had a Marine Tailor. I mention'd this circumstance to M<sup>r</sup> Lewis. Enclosed you have a list of the Men deserted from the U. S. Schooner *Scammel* having been turned over to her from the *Herald* in the West Indies, by Commodore Barrey's Orders. Brown and Ellis deserted on or about the 20th Inst. They took the *Scammel's* Boat and rowed over to the Jersey shore, and there left her — perhaps I may meet with them on my return to Boston — should wish to be advis'd respecting them, as I have had no desertions from the ship, Seamen or Marines, except Hiram Andrews, who attempted it, at the risk of his life, by getting out of one of the Ports on the Night of the 26th Inst. and swimming two or three miles for the Shore, he was found the next Morning about four miles from the ship naked & to all appearance insane, which must have been the

case at the time he got over board. He appears to have a disordered mind; I think him very unfit for Service.

I have the honor to be

Sir

Your Most Hum<sup>l</sup> Ser<sup>t</sup>

CHARLES C. RUSSELL

Major BURROUGHS

*Commandant of the Marine Corps*

*Philadelphia*

[MCA. LR, 1799.]

To Secretary of the Treasury from Jeremiah Olney, Collector of Customs, District of Providence, R. I.

CUSTOM HOUSE

*District of Providence 30<sup>th</sup> May 1799.*

SIR The law authorising Granting Commissions to private Armed Vessels requires that all the Owners should sign the Bond taken for the Commission — but a Case has of late occurred at this Port where a Commission was Granted to a private Ship bound to Canton — Owned by Nine Persons — Seven of whom residing in this State were Present & Signed the Bond on Clearance — the other Two Owners Residing in Boston (which Rendered it impracticable to comply with the plain letter of the law at the time of Clearance) — and they have requested to be excused from the inconvenience of attending, here, to Sign said Bond — I therefore respectfully ask Sir your opinion on this Point — which will prove Serviceable in future — as a Case (which the Law has not contemplated) may happen — a private Vessel Owned by Several Persons some of whom (at the time of Clearance) may be in a Foreign Country or in Remote Districts in the United States — in such case all the Owners cannot certainly give Bond (before the Commission is Granted) as the law Contemplates.

I am very respectfully

Sir

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

JERE<sup>b</sup> OLNEY *Coll<sup>t</sup>*

OLIVER WOLCOTT Esq<sup>t</sup>

[RIHS.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Thursday, 30 May 1799

Light breeze & pleasant weather, 1 pm. Cast off the Schooner we had in tow 2 pm. lowered the Jolly boat down & Capt<sup>n</sup> Preble went on board the *Geo Washington*, 4 pm. our Capt<sup>n</sup> returned, the Commodore hoisted an American Ensign at the Miz. T. G M. Head, a Signal for the Fleet to Tack 4 pm. Tack'd as did all the Fleet — An English Brig<sup>e</sup> hoisted her Ensign, at her F T. G M. Head, hailed the Commodore thanked him for his kindness & informed him his intention was to leave the Fleet ½ past 5 pm. Tack'd Ship to the North<sup>e</sup> 8 pm. the Commodore bore N W B W<sup>t</sup> 2 Miles Distance  
Midnight Calm

6 AM. Light breeze & Cloudy, lowered the Jolly Boat & scrub<sup>d</sup> the bottom Light breeze & Cloudy accompanied with Rain set T. G. Sails & square main sails

10 Thunder Lightening & Rain

11 Handed Top Gallant sails and hauled the Courses up —

Noon Light breeze & Cloudy, with heavy Rain

Expended 60 G<sup>s</sup> Water

Remains 2277 G<sup>s</sup>

[LC, EPP, 1799.]

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To Secretary of the Navy from President John Adams

QUINCY May 31<sup>st</sup> 1799.

SIR I have received your other letter of the 25<sup>th</sup> and think with you that there are too many of our ships in our ports and that every exertion ought to be made to get them to sea as soon as possible. The *Merrimack* will sail on Sunday. I have ventured to permit him, in consequence of very respectable petitions to me to take under his convoy such merchant vessels as may be ready to sail on Sunday. M<sup>r</sup>Neil and Brown dined with me yesterday. The former waits your orders.

I am Sir very respectfully  
your humble Servant

SECRETARY OF THE NAVY.

[NDA photostat.]

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

[PHILADELPHIA]

Navy Department 31. May 1799. —

Captain THOMAS TRUXTUN

SIR The enclosed copies are merely sent to Shew what was intended — and what has been sent to the West Indies — they are of no consequence now, but I thought might give you some satisfaction — you will see by the Papers that Nicholson is to superintend a 74 — an expedient merely to get him out of harm's way for the present — I do not believe he will be in your way again. — I cannot help thinking it would have been better if you had gone to New York — the Sails are preparing here for the *Constellation*, engaged to be finished by the 1<sup>st</sup> June — tomorrow — Shall they be sent to Norfolk? this question involves another — Can you man at Norfolk, both the *Constellation* and *Insurgente*? — If you judge you cannot, and can get over the Bar at New York, will it not be best for you to go there still? — This you must determine yourself and act accordingly — If you go, you must make all the necessary arrangements first for whatever repairs &c the *Insurgente* will require — Rogers must continue in her until other arrangements are made, — but his commanding her will excite too much uneasiness with other good men — else I should be well satisfied with him. — He will have one of the Baltimore Ships. — Have you any Midshipmen who ought to be Lieutenants in those Ships. — The *Insurgente* must be condemned as

I before wrote. — If she is deemed of superior force the Captors have the whole — otherwise half — what do you think she is worth?

As to Guns I am getting 18 pounders made as fast as possible for the Portsmouth and Norfolk Frigates — but we have not yet enough done for one Ship — If the *Constellation* goes to New York, a Sett may be ready by the time she is, and perhaps we may be able to send a Sett in time to Hampton. — But probably it will be best to prepare them by the return of the Vessel from the next cruise — I shall however, have them done as quickly as possible — Pennock has the size of the Guns, and can prepare Carriages if you say they must be sent to Norfolk before the Ship leaves that place. —

I am &c &c.

P. S. Should you go to New York it will be adviseable to take on board at Norfolk the full quantity of Bread for the whole crew, as the Bread at N.York is of bad quality.

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

[About 31 May 1799]

To Lieutenants John Archer and Samuel Brooks, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

Lieutenants Archer, and Brooks will repair to Norfolk, and open a Rendezvous for entering Seamen, Ordinary Seamen, and Boys, as also Pettie Officers of various Descriptions, as per List below.

They will however observe, that as many of each Grade, as are reserved on Board must be deducted, and two Months' Advance will be allowed each Person entering for twelve Months on his taking the Oath, and giving good Security for repairing on Board &c:

Names	Quality	Wages per Month
Mr Nye.....	Master's Mate	20 Dollars
Mr Anderson.....	D <sup>e</sup>	20 D <sup>e</sup>
	D <sup>e</sup>	20 D <sup>e</sup>
John Davis.....	Boatswain's Mate	19 D <sup>e</sup>
William Jemmison.....	D <sup>e</sup>	19 D <sup>e</sup>
James Nash.....	Cockswain	18 D <sup>e</sup>
Jonathon Bell.....	S. M: Mate	19 D <sup>e</sup>
John Highland.....	Gunners D <sup>e</sup>	19 D <sup>e</sup>
	D <sup>e</sup>	19 D <sup>e</sup>
Thomas Moore.....	Gunner's Yeoman	18 D <sup>e</sup>
Joseph Dill.....	Carpent <sup>r</sup> Mate	19 D <sup>e</sup>
	D <sup>e</sup>	19 D <sup>e</sup>
	Armourer	18 D <sup>e</sup>
Thomas Wood.....	Steward.....	18 D <sup>e</sup>
John Smith.....	Cooper	18 D <sup>e</sup>
Hugh Baka.....	Master at Arms	18 D <sup>e</sup> of Marshall 19 <sup>s</sup>
Rob <sup>t</sup> Walden.....	Q <sup>r</sup> Gunner	18 D <sup>e</sup>
John Hatfield.....	D <sup>e</sup>	18 D <sup>e</sup>
Robert Blakeley.....	D <sup>e</sup>	18 D <sup>e</sup>
	D <sup>e</sup>	18 D <sup>e</sup>
	D <sup>e</sup>	18 D <sup>e</sup>
	D <sup>e</sup>	18 D <sup>e</sup>
	D <sup>e</sup>	18 D <sup>e</sup>
	D <sup>e</sup>	18 D <sup>e</sup>
	D <sup>e</sup>	18 D <sup>e</sup>
	D <sup>e</sup>	18 D <sup>e</sup>
	Q <sup>r</sup> Masters	18 D <sup>e</sup> (12 in Number)
James Saunders.....	Carpent <sup>r</sup> Yeoman	17 D <sup>e</sup>



[About 31 May 1799]

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

An Account of French Prisoners remaining on Board the U. S. Ship,  
*Constellation*, Commodore Truxtun, to Viz<sup>t</sup>

Joseph Calvena [or Calverra]	Spaniard	}	From <i>L'Insurgente</i>
Joseph Bunett,	D <sup>o</sup>		
Antonio Joseph	D <sup>o</sup>		
Antonio Brown	D <sup>o</sup>		
Banard	Frenchman	}	From Prize <i>L'Diligente</i>
Piere Louis	D <sup>o</sup>		
Jean Silhouette	D <sup>o</sup>		
John Legarde	D <sup>o</sup>		

D<sup>r</sup> SIR, Be pleased to direct the Marshall to send, and take into his Custody, and secure in Safety the above Prisoners, untill further Orders are received. It is highly necessary, that these Prisoners be well secured, as they may be wanted before the Court of Admiralty to be examined previous to the Condemnation of the above Vessels; at any Rate it is proper they should be held in Readiness if called for.

I am D<sup>r</sup> Sir

Your Obed<sup>t</sup> Servant

WILLIAM PENNOCK Esq<sup>r</sup>

*Naval Agent* —

[HS of Pa. ND.1 photostat. Truxtun's LB, 1798-9.]

[31 May 1799]

To Lieutenant Andrew Sterett, U. S. Navy, from Captain Thomas Truxtun, U. S.  
Navy

SIR, M<sup>r</sup> Samuel Sterett having applied to me to let you go to Baltimore for a few Days, you may leave this for that place on Wednesday next, and take with you M<sup>r</sup> Morgan the Gunner, but on no Acc<sup>t</sup> must you be absent more than *fourteen Days from the Ship*. You and M<sup>r</sup> Morgan must enter and bring with you, two Gunner's Mates, and nine Quarter Gunners. Observe I say you must be on Board in 14 Days from Wednesday next, and procure the above Men, as also a Gunners Yeoman —

You may draw on M<sup>r</sup> Garretson the Purser for the Advance at Sight.

Gunner's Mates have 19 Dollars Per Month

Quarter Gunner's — 18 D<sup>o</sup> D<sup>o</sup>

Gunners Yeoman — 18 D<sup>o</sup> D<sup>o</sup>

and each Man must have two Months' Advance on finding good Security. I am

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

U.S. Ship *Constellation*

H. [ampton] Roads 31 May 1799 — }

Lieut: ANDREW STERETT

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

To Samuel Coats, and other Managers of Pennsylvania Hospital, from Secretary of the Navy.

[PHILADELPHIA]

Navy Department 31. May. 1799. —

M<sup>r</sup> SAM<sup>l</sup> COATS  
and other Managers of }  
Pennsy<sup>a</sup> Hospital.

SIR Five of the French Prisoners who have been confined in the Goal, are ill, and it will be proper that they should have medical aid. — If you will be pleased to give an order for their admittance at the Hospital, I will be accountable for the expense attending their cure.

I am &c &c &c

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

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Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Friday, 31 May 1799

Light breeze & Constant heavy Rain — 3 PM. set Top Gallant Sails and square Mainsails, saw a Sail in the SE. Quarter which we took to be the Brig<sup>e</sup> that left the Fleet last evening — 4 PM. the Commodore bore N.W.B N<sup>o</sup> 3 Miles distant

½ past 5 pm. handed T. G. Sails & haul'd up Courses

½ “ 6 Tack'd Ship Counted the Convoy & Made 54 Sail including the Commodore & ourselves — 8 pm. the Commodore bore NBE<sup>t</sup> 3 Miles distance

10 pm. Tack'd Ship Light airs approaching to a Calm —

5 AM. Tack'd Ship the Commodore NBE<sup>t</sup> 4 Miles distance

The Fleet much scattered bearing from West to ENE<sup>t</sup> set Top G<sup>t</sup> Sails, Flying Jib, Middle & Top Gall<sup>t</sup> Stay Sails — Loos'd T. G. Studdent Sails to dry — 7 AM. The Commodore hoisted a Red & White Flag — Signal for the headmost Ships to heave too & let the Sternmost come up

11 Am. Tack'd to the NE<sup>t</sup> Seamen Variously employed

Noon moderate breeze & Cloudy counted the Convoy, Made 53 Sail — Broach'd a Box of Fish Expended 60 G<sup>s</sup> Water

[LC, EPP, 1799.]

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To Secretary of State, from William Eaton, U. S. Consul, Tunis

TUNIS 1. June 1799 —

SIR, On the fourth ultimo the United States' brig, *Sophia*, departed this port with dispatches for the department of State, the substance of which was, The treaty with alterations — The consent of the Bey for six months forbearance in expectation of the regalia of maritime and military stores — this demand for a present in jewels — and his request for a cruiser — also a copy of my journal during the negotiations — Nothing of immediate moment has transpired since her departure —

I am collecting information with a view of answering the enquiries of the additional instructions of Dec. 24. which will be communicated in the report of next month — Should this arrive before the *Sophia*