NAVAL OPERATIONS
FROM JANUARY 1800 TO MAY 1800
QUASI-WAR WITH FRANCE
UNITED STATES SCHOONER EXPERIMENT ATTACKED BY PICAROONS OFF GONAIVE ISLAND. JANUARY 1, 1800.
NAVAL DOCUMENTS
RELATED TO THE
QUASI-WAR BETWEEN
THE UNITED STATES AND FRANCE

NAVAL OPERATIONS
FROM JANUARY 1800 TO MAY 1800

PUBLISHED UNDER DIRECTION OF
The Honorable Claude A. Swanson
Secretary of the Navy

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

By Authority of Acts of Congress
Approved March 15, 1934, and June 3, 1935

UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1937
PREFACE

This volume is the fifth of a projected series of early documentary material dealing with American naval history. It covers naval operations from January 1, 1800, to May 31, 1800, inclusive, during the quasi-war with France (1798-1801), and contains much hitherto unpublished material concerning naval activity, together with related political and commercial matters.

Among the principal events dealt with herein are the following: The engagement between the Frigates Constellation and La Vengeance; the action between the Boston and nine armed barges; the capture of the Privateer Sandwich by a cutting out expedition from the Constitution; captures of French Privateers by the Philadelphia, Augusta, John Adams, Enterprise, Baltimore, Constellation, Insurgente, Experiment, Adams, General Greene, Boston, Richmond, Amphitheatre, and a number of engagements between American armed merchant vessels and French Privateers.

The same chronological arrangement of documents is followed as in the previous volumes of the series. Throughout the work it has been the endeavor to make the text of the printed document identical with the original source. Spelling, punctuation, abbreviations, etc., are reproduced as they are found in the originals or in the copies on file. It should be noted, however, that the spelling of proper names is sometimes inconsistent and that capitalization and punctuation as found in the copies may not always be identical with the originals.

Sincere thanks are due to the following individuals and activities, not mentioned in the preceding volumes, who have kindly cooperated in this work: Virginia State Library, Richmond, Va.; T. Truxtun Hare; Ministry of Marine, Paris, France; Charles Henry Burnham, Jr.; Mrs. Truxtun Beale; Augustin Normand, Le Havre, France; Henry E. Huntington Library and Art Gallery, San Marino, Calif.; John H. Kemble, Claremont, Calif.; Wadsworth Athenaeum, Hartford, Conn.; Regional Director, Survey of Federal Archives, New York, N. Y.

Following is a brief description of the four preceding volumes:

The first volume includes the period from February 1797 to October 1798. In addition to documents concerning the diplomatic and commercial prelude to hostilities, the volume contains much source material related to the establishment of the Navy Department and the procurement and mobilization of the Navy for prosecuting this war.

The second volume carries the chronology forward from November 1798 to March 1799. A special feature of the second volume is a section devoted to the American armed merchant vessels which participated in this naval war during the year 1798. Such information as the names of masters and other officers, number of crew, tonnage, guns carried, registry ports, etc., is given when available, together with interesting details of encounters between armed merchant vessels and French privateers.
The third volume covers the period from April to July 1799, inclusive. It contains additional documentary material related to the early organization of our naval forces, the establishing of bases in the Caribbean Area, operations of our Navy incident to the protection of American commerce, and the activities of our armed merchant vessels.

The fourth volume covers the period from August 1799 to December 1799. It carries forward the operations of the Navy and related events, together with accounts of the captures of several French privateers, and many recaptures from the French of American and British vessels.

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

The publication of these Documents was made possible by the Acts of Congress approved March 15, 1934, and June 3, 1936, quoted below:

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

"Printing Historical and Naval Documents.—For continuing the printing of historical and naval documents, including composition, clerical copying in the Navy Department, and other preparatory work, in accordance with the provisions of the appropriation made for the commencement of this work as contained in the Naval Appropriation Act for the fiscal year 1935, $25,000, together with the unexpended balance for this purpose for the fiscal year 1936: Provided, That nothing in such Act shall preclude the Public Printer from furnishing one hundred and fifty copies of each volume published to the Library of Congress."

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

U. S. Schooner *Experiment* becalmed and under attack by picaroon barges north of Gonaive Island, January 1, 1800.

Frontispiece

From original sketch (circa 1874) by Captain William Bainbridge Hoff, U. S. Navy, in the collection of the Navy Department.

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Silver urn presented to Captain Thomas Truxtun, U. S. Navy, bearing the following inscription: "Presented by the Underwriters and Merchants, at Lloyd's Coffee House in London, to Captain Thomas Truxtun, of the American Frigate *Constellation*, as a mark of their sense of his services, and admiration of his gallant conduct, in taking the *Insurgente* French frigate of 44 guns in the West Indies in Feby 1799."

Reproduced through the courtesy of the present owner, Mrs. Truxtun Beale. Made by John Robins, plateworker, of 13, Clerkenwell Green, London, in 1800.

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[1 January 1800]

To Captain Silas Talbot, U. S. Navy from Edward Stevens, U. S. Consul General,
St. Domingo, concerning engagement between the U. S. Schooner Experiment

[U. S. Schooner Experiment]
LEOGANE, Jan. 2. 1800.

Sir, I have this moment landed here, after an unpleasant passage
of six days. Nothing extraordinary happened during our voyage until
the 1st instant, when at 7 o'clock in the morning, being becalmed in
the middle of the channel between the island of Gonaib and Trou
Corvet (a small inlet between Montrous and the Point of St. Marc)
we were attacked by 10 barges, manned with negroes and mulattoes,
and armed with muskets, sabres and boarding pikes. Several of these
barges carried cannon of 4 pounds and swivels in the bow; and from
the most accurate calculation I could make, the whole number of
people on board of them amounted to about 4 or 500 — the large
ones carrying 60 or 70, and the small ones 40 or 50 each. They
rowed towards us with great eagerness from Trou Corvet until they came
within long gun-shot of the convoy, when they divided into several
small squadrons, with intention to board each of the vessels. Capt.
Maley had made the best possible arrangement for receiving them:
The guns of the Experiment being concealed and her ports kept shut,
they could not distinguish her from the merchantmen under her con-
voy, but approached her with the same degree of boldness that they
did the rest. When they came within musket shot of the convoy
they commenced a very heavy fire from their great guns and musketry,
which was instantly returned by the Experiment, the brig Daniel and
Mary, and the schooner Sea Flower. Our grape shot and small arms
made dreadful havoc among them, and obliged them to retire out of
the reach of our guns. In this situation they lay on their oars for
the space of half an hour examining us, and consulting what measures
they should adopt.

They then rowed towards the island of Gonaib, fired a gun, and
were joined by some other barges from the shore, which took out the
dead and wounded from those that had been in the engagement, and
brought off a reinforcement of men. After they had continued thus
recruiting their force for an hour and a half, they hoisted their masts
and sails, and divided into three squadrons of four barges each: The
center division, consisting of the largest barges, displayed red pendants
from the mast heads, while the van and the rear kept the tri-coloured
flag still flying. In this order they rowed towards our bow with great boldness and velocity; and from their manoeuvres we could plainly perceive that this attack was meant for the Experiment, and her alone, and that they were determined by one vigorous effort to board and carry her. During their approach capt. Maley made a very judicious arrangement of his force: He placed a very strong body of musketry on the forecastle, and another on the quarter-deck: The oars on both sides were manned to bring her starboard and larboard broadside to bear as occasion might require; the boarding nettings hoisted, and the great guns all loaded and ready for action. As soon as they came within half musket shot of the Experiment, the van and centre of this little fleet, ranged themselves on each side of us, whilst its rear attacked us on our bow. They then commenced a brisk and well directed fire on all sides, accompanied with dreadful shrieks and menaces. The guns of the Experiment, however, being well served, and the fire of the marines continued with great steadiness and activity, we at length succeeded in driving them off, after a smart action of near three hours.

In this second attempt two of their barges were sunk, and a great number in the others killed or wounded: I am sorry, however, to add, that during the heat of the engagement, and while they attempted to board us on all sides, two of the barges left the fleet, and sheltering themselves from our guns behind the schooner Mary, captain Chipman and the brig Daniel and Mary, captain Farley attempted to take them. The first barge accomplished its object, boarded the Mary, and inhumanely murdered captain Chipman, being the only person found on deck, as the rest of the crew had either secreted themselves in the hold, or jumped into the sea. The other was sunk in the act of boarding the Daniel and Mary, by a well directed shot from the Experiment, which passed between the masts of the brig. As soon as it was perceived that the Mary was taken, a few rounds of grape shot were thrown on board of her, which quickly dislodged the pirates, and obliged them to abandon her, before they had time to do more than plunder the cabin. After the second attack, the barges rowed towards Gonaib, again landed their killed and wounded, and took in another reinforcement. They continued in this position for some time, laying on their oars, and carefully watching our motions. As the calm continued it was impossible for the Experiment to pursue them, or for the vessels under her convoy to escape. About 4 o'clock in the afternoon observing that the current had carried the brig Daniel and Mary, and the schr. Washington, nearly out of the reach of our guns, they rowed off a third time, with a determination to cut off these two vessels. This being perceived by caps. Farley and Taylor, commanders of the brig and schooner, they came to a resolution to abandon their vessels. They were induced so to do in consequence of their crews refusing to defend themselves, and from being too distant to be protected by the Experiment; they therefore came on board of the armed schooner with their crews and passengers. They had scarcely left their boats when the barges boarded their respective vessels, and towed them off in triumph. Every effort was made by capt. Maley to save them, but without effect, by means of his oars; however, he got near enough to reach the barges with his round shot, which did them considerable damage.
Observing this, they detached two of their number to some distance from the brig and schooner, either to prevent us from following them, or to capture the two remaining vessels that were still under convoy of the Experiment, should she continue the pursuit. Capt. Maley judged it, therefore, most prudent to remain by them; the calm still continuing it was very uncertain, whether he could have reached the two vessels that were already taken while on the other hand, had he continued the pursuit, he must have subjected the other two to certain capture—During the 1st and 2d actions, with the barges the Experiment suffered in her spars, rigging, and sail; fortunately no person was killed on board of her, and only two slightly wounded. Lieut. Porter received a slight contusion from a musket ball in his arm, and a French passenger was struck in the breast with a spent ball. — I cannot too much applaud the intrepidity, good conduct and activity of capt. Maley, his officers, and men during the several actions in which the Experiment was engaged. — By their persevering exertions the sch. Sea-Flower, and Mary was saved; and even the Experiment herself preserved from capture. Surrounded as these vessels were by superior numbers, in a perfect calm and attacked on all sides, without being able to bring the guns of the Experiment to bear on the greatest part of the enemy — it is really surprising that any of them escaped. — The murder of the unfortunate capt. Chipman, and the loss of two of the convoy, are circumstances much to be regretted; but were notwithstanding inevitable — the barges were so numerous that it was next to impossible to prevent them from boarding some of these vessels. Had capt. Farley and capt. Taylor remained on board the schooner and brig, it is highly probable that both they and their crews would have been put to death, and it is but doubtful whether after all their vessels could have been preserved; it was therefore prudent in them to retire. The Experiment expended nearly all her grape shot in the engagement, and as it would be hazardous for her, to cruise against the barges again, without this essential article, I have prevailed on General Touissant to spare her 2 or 300 canisters, until she can receive a fresh supply — he has also been good enough to lend her a long six pounder to serve as a stern chase, the want of one during the late action, was a very serious inconvenience, and subjected her to much hazard. Capt. Maley has thought it advisable to go to Port-au-Prince and take in these articles, and get a supply of fresh water; he expects however, to be ready in two or three days to resume his station, and protect the commerce of the Bight.

I have received accurate information, that the number of barges which now actually infest the coast from l’Archaye to St. Marc’s is not less than 37, and the number of pirates they carry exceeds 1500. If you should think it proper to send any more cruisers on this station, permit me to suggest to you the necessity of furnishing them with a large supply of musket ball and grape shot.

I have the honor to remain, with respect and esteem, Sir,

Your most obedient servant,

EDWARD STEVENS.

SILAS TALBOT, Esq.
&c. &c. &c.}

[LC, “Claypoole’s American Daily Advertiser”, (Phila.), 21 February 1800.]
At 6 Am. discovered Eleven Barges making for me, it falling a
dead calm, I got into the center of the Fleet by my Sweeps immedi-
ately and made every preparation to receive them; @ 3/4 past 7 AM
the Barges were within Gun shot, and commenced a heavy fire on me
with Cannon and small Arms, which were answered by the Experiment
immediately; I had then in company the Brig Daniel & Mary of 3
Guns and 8 Men & the Schooner Sea Flower of 3 Guns & 8 Men;
during the attack, the Barges made several attempts to board the
Brig & schooner, by fortunate shots from the Guns of the Experiment
they (aided by the good conduct of the Crew of the Brig & Schooner)
were obliged to desist, and were repulsed with the loss of two Barges
and many Killed & wounded, they then withdrew, and prepared for a
second attack; they very soon came up again in three divisions, and
made immediately for the Experiment, when near enough, I gave
them a full Broadside, which had its due effect; finding themselves
much disabled by this Broadside, they relinquished there attempt,
and notwithstanding my utmost exertions (it remaining still calm)
they boarded the Schooner Mary of Boston (Cap't Chipman) and
inhum[an]ly murdered the Cap't being the only person on deck, the
mate and crew had secured themselves in the hold, or had Jumped
over board; I immediately directed a very heavy fire on the Mary
which soon obliged the Pirates to leave her;—at 11 AM the Barges
returned towards the shore, being still calm it was impossible for me
to come up with them, at 1/2 past 11 the Barges made for the Ex-
periment the third time; previous to their coming up, Cap't Farley
of the Daniel & Mary finding that he had expended all his Amu-
nition, with Cap't Taylor and their Mates, passengers & Crews,
came on board the Experiment, expecting if they should be taken
meet the fate of Cap't Chipman, the Barges soon commenced
their third attack and took possession of the Daniel & Mary Schooner Washington Cap't Taylor; to my great regret, it however
remaining calm it was impossible for me to prevent their taking
possession of those vessels: In the course of the Action the Experiment
suffered in her rigging & sails, tho' not considerably, but had the
pleasure to find that I had not lost one Man either Killed or wounded
(except Mr [David] Porter my first Lieu't who received a slight con-
tusion on his Arm,) The Pirates under cover of the calm made off
with the Vessels. —

I must here remark, that if the second attack by the Barges had
continued with spirit, I should have been very awkwardly situated,
as to my Marines, by their not having a proper supply of Musket
Cartridges; and this deficiency was owing to the inattention of Mr
Sheridan, my Lieu't of Marines. —

[NDA. NO, Vol. 1.]
Protest of Robert Bart, Mate, John Holland (or Hollins) and Solomon Done (or Doane), Seamen, of the American Schooner Mary, in engagement with barges in Bight of Leogane, while in company with U. S. Schooner Experiment

By this public instrument of protest, be it made known and manifest that on this 3rd day of January, in the year of our Lord 1800, personally appeared before me, Robert Ritchie, consul of the United States of America, resident in this city, [Port Republicain] Robert Hart, mate, Jno. Hollins and Solomon Done, seamen of and belonging to the schooner Mary, of Boston, of the burthen of 76 tons or thereabouts, who being duly sworn, on their solemn oath deposes and say that they sailed from the port of Boston on board the said sch’r the 29th day of November last, bound on a voyage to Cape Francois, their vessel being tight, staunch, and strong, provided with all things needful and fitting for the merchants’ service. That on the 3 and 4 of Dec’r following they encountered heavy gales of wind from the westward, which caused their vessel to leak considerably; that without experiencing anything remarkable, worthy of noting, or appertaining to the subject-matter, they arrived at Cape Francois, on this island of St. Domingo, the 21st of the said month December, where, finding the market very unfavorable for the vending of the cargo, the capt. decided upon departing for this port, and on the 26th left the cape in company with the brig Daniel and Mary, Capt. Farley, and sch’r Sea Flower, Capt. Treadwell, both belonging to Boston, under the convoy of the United States armed sch’r Experiment, commanded by Lieutenant Maley, and in the prosecution of the passage, on the 1st of January, in the year of our Lord 1800, being then in the Bight of Leogane, commonly so called, the point of St. Mark’s bearing E. NE., distant about four leagues, about half-past 6 o’clock a. m., discovered a number of armed barges with their sweeps out, rowing towards them, and at or about 7 o’clock a heavy firing commenced from the commodore and the merchants’ vessels that were armed, as also on the part of the barges, which continued till about half-past ten, when the barges rowed off, but being perfectly calm could not be pursued. At or about 11 o’clock they returned and renewed the combat, when, perceiving that three of the barges directed their attack upon the deponent’s vessel, who, being possessed of no means of resistance, they must effect the boarding of her, and seeing then Capt. Wm. Chipman fall upon the deck from a wound he received from a musket-ball, the deponents, with the rest of the crew, flew in every direction to conceal themselves, which they happily effected, for as soon as the crews of the barges got on board their vessel they inhumanely murdered the said Wm. Chipman, who was the only object they met with to vent their diabolical fury on. The commodore, finding their vessel was in the possession of the enemy, effected the directing of his fire upon their sch’r, which proving too warm for the enemy, they deserted her, when the deponents again took possession and committed the body of their capt. to the ocean, it having been mangled in a dreadful manner. The crews of the barges while on board broke open the capt. chest and plundered his cloaths and took away a small trunk, which Robert
Hart, one of the deponents, declares must have had money in it, as he heard the gingling.
They further say that the next morning they anchored at Leogane, and the day following proceeded to this place, where they safely arrived the same day, and have appeared before me, the said consul, to receive this their declaration to serve when and where needfull and necessary, protesting as well in their own names as in the names of all and every one concerned, that whatever damage has arisen or may arise has been occasioned by the circumstances as stated in the premises.

Robert Hart.
John Holland.
Solomon Doane

Sworn as above before me.

ROBERT RITCHIE.

I, Robert Ritchie, consul of the United States of America at Port Republicain, do certify the foregoing to be a true copy of the original protest deposited in my office.

In testimony whereof I have hereunto subscribed my name and affixed my seal of office, at the city of Port Republicain, this 3rd day of January, 1800, and of the Independence of the United States the 24th.

ROB'T RITCHIE.

[Extracts from letter to Secretary of State, from Turell Tufts, U. S. Consul, Paramaribo]

Sir, It is a long time since any thing has occurred within my observation of Sufficient importance to be communicated to you. Unfortunately I have now a Subject,

From the indiscreet conduct of One of the Midshipmen of the Portsmouth & the rashness of General Magan to punish the folly, much altercation & irritation was produced between the General and Captain M\\u00e8Neill. Some Letters passed between them on the subject, copies of which, together with the examination that was made on board the Portsmouth in my presence, I have no doubt, Captain M\\u00e8Neill will transmit to The Honorable Secretary of the Navy. — I saw the Captain's Letters before they were sent, and I have no hesitation in saying — they were such as in my opinion the nature of the Circumstances dictated; and, if no alterations or additions were made — they contained nothing, either Servile or insulting. But, it is the unhappy privilege of Folly, after having provoked censure and retort, — not to be able to brook a manly answer, always imagining every expression as insulting or indecorous. — From the threats of the General, & from his representation of the case to The Commander in Chief at Martinique, I am induced to believe it may come before you as a complaint from the British Minister. I have therefore written a Letter to His Excell? the Governor principally on that sub-
ject, and herewith transmit a Copy. Such business is so entirely new to me, that I shall be more than pleased if you are satisfied with my conduct therein. — I consider it nevertheless, as a most trifling affair, particularly, as it was without damage, injury, or harm, & the intention of Captain McNeill. I cannot refrain remarking that, in the detail of the business, the captiousness & vanity of the General is discovered — more than his understanding or good-will; and that it cannot be mentioned to you for no other purpose than as a counterpoise for any complaint you may have of a more heinous nature. It also exhibits in the strongest light the inclination of the Commander to catch at every circumstance & unfortunate occurrence to throw odium on the character of our rising Navy. Indeed, You Sir, can scarcely imagine the degree of jealousy that is daily manifested at that branch of our Power. We see it perhaps still more in the transactions of Commerce: And as you have instructed me to inform you of the terms of our intercourse with this Colony I now proceed to that subject.

* * * * *

Citayen Ninet, (who was sent by Burnel as Agent to this Government, taken by Capt McNeill, & put on board an American Vessell bound to Boston, which Vessell was taken by the Invincible — (& condemned at Barbados) & the Agent set at liberty here — ) being about to return to Cayenne in a Cartel, I sent him information, that he must consider himself a prisoner of the U States; that, should Capt McNeill fall in with the Flag — or Capt Rodgers, — he would be taken out — (as the British Commanders had no right over him) — unless he took a passport from me, which I was ready to give, on his stating to me in writing his rank or titles and the circumstances of his capture. This he complied with, and I gave him a Letter accordingly. — A Copy of his acknowledgement I transmit herewith. — I transmit also two printed proclamations brought here from Cayenne by the Cartel. You will see that Burnel on account of his villainies was shipped for France. The Gov't is now considered to be in good hands. Franconie's character is excellent, having always been opposed to the plundering system. He is old, has a family; and a son is educating at N York — under the protection of Messrs Forbes, Merchants. Of this you will be informed by his Letters, if the Packets I forwarded by Captain Downs have been sent on by the Admiralty Court at Barbados.

Only Six Vessells of the U States have cleared from this port, with return Cargoes, during the last month. Since the capitulation a large number have tried the market — and found it necessary to seek another. 12 or 14 are now here. — Captain Mc'Neill left the station unexpectedly to me, & without giving me any time to prepare a Letter. —

I have the honor to be,
Most respectfully,
Your humble Servant.

T. Tufts, Consul
U States & Paramaribo, Jan' 1, 1800.

[SDA. Paramaribo, Vol. 1, CL, 1799-1834.]
To John Culnan, U. S. Consul, Teneriffe, from Secretary of State

DEPARTMENT OF STATE

Philad. Jany 1st 1800

JOHN CULMAN Esq.

Sir, Yesterday I received your letter of Septemr 6th with duplicates of your letters of May 12th and Augt 30th.

I know not how it should have happened that your communications should have been overlooked, and that you have received no dispatches from my office; for it has been a constant rule to transmit to all the Consuls the Acts of Congress, from Session to Session. Those Acts would have informed you of the provision made to reimburse Consuls for their expenditures in relieving American seamen sick and destitute. Since the Act allowing 12 cents only per day, further provision has been made; and if a quarter of a dollar a day be necessary, I shall have no difficulty in allowing it. — For what is past you will be pleased to send me a regular account, and draw a bill upon me for the amount. I presume you have taken receipts for all the expenditures, which you have expected to have reimbursed by the United States: but it will be best for you to retain your original vouchers until the war is over, or a very safe opportunity of transmitting them shall present.

Besides relieving sick and destitute seamen, you will be pleased to do what shall be needful to get them back to the United States, agreeing to allow a reasonable sum for their passage, in cases where you cannot procure their return for wages or their work, advising me of such agreement as my guide in paying. —

A few days since I received your letter of the 25th of October last, and agreeably to your wish, will immediately endeavour, thro' Col° Humphreys, our Minister at Madrid, to obtain your exequatur as Consul for the Canary Islands. I am only surprized to find that you have held the office so many years without one.

A copy of such acts of Congress as shall appear not to have been already forwarded shall be sent you.

I am Sir &c &c.

TIMOTHY PICKERING

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

[1 January 1800]

Bill of Lading of Spanish Mill Dollars, on board U. S. Frigate Congress, to Batavia, by Hector Cochran

Shipped in good order and well conditioned, by Mr Hector Cochran, in and upon the good Frigate called the Congress whereof James Sever is Master for this present voyage, and now riding at anchor in the harbour of Newport and bound for Batavia — To say —

H. C { Four kegs Containing together Twenty four Thousand N° 1 at 4 — } hard Spanish Mill Dollars —

being marked and numbered as in the margin; to be delivered in like good order, and well conditioned, at the aforesaid port of Batavia — (the danger of the seas only excepted) unto as per endorse-
ment — or to his assigns, he or they paying freight for the said goods Two, per Cent — with primage and average accustomed. In witness whereof the Master or Purser of the said frigate hath affirmed to four. Bills of Lading, all of this tenor and date; one of which being accomplished, the other three to stand void.

Dated Newport the first day of January 1800 —

JAMES SEVER

Contents Unknown

The Contents of the within to be Lodged by Captain Sever in the hands of the Dutch East India Company at Batavia, in case the Congress Frigate shou’d arrive there before the [Merchant] Brig Delaware & in which Case to be held at the disposal of M’t Hector Cochran Supercargo or Captain James Dumphy either or both — Newport 1st January 1800.

Hector Cochran

N. B. In case of the Delaware’s not arriving at Batavia, the above money to be held at the disposal of the owner Henry Philips Esq’ Merchant of Philadelphia

Hector Cochran

[LC, J. Sever Papers, NDA photostat.]

To Robert Gilmore Chairman of Committee for Ships building by Baltimore, Md.

from Secretary of the Navy

[PHILADELPHIA]

Navy Department January 1st 1800

ROBERT GILMOR Esquire

Baltimore —

Sir I am honored with your letter of the 28th Ult° — Interest will be allowed to the subscribers to the fund for building the ships [Sloops of War] Maryland and Patapsco, from the dates of their respective payments to a fixed period, which shall be subsequent to all the payments, at which time the Certificates will be dated, the Interest thus previously arising will be paid in Specie or added to the principal as may be determined on the final settlement of the Accounts —

When you exhibit your account for settlement, it will be proper that the original Tradesmens bills should be produced — The money you require shall be furnished say 12,000 Dollars or 15,000 — You may therefore draw on me, or I will remit it as you may please to advise —

Be pleased to inform me on board of which vessel the Guns received from M’t Yelloot were put, that the proper charge may be made

I have the honor to be

Sir

Your obed Servt

[GLB, Vol. 3, 1799-1800.]
Articles of Agreement between Isaac Minis & Company, Merchants of the County of Chatham, and Ebenezer Jackson, Agent for the Navy Department in the State of Georgia, for purchase of Rations

Articles of Agreement made on the first day of January Eighteen hundred between Ebenezer Jackson Esquire Agent for the Navy Department of the United States in the State of Georgia, of the one part; & Messrs Isaac Minis & Co Merchants of the County of Chatam of the other part.

THIS INDENTURE witnesseth that the said Ebenezer Jackson for & in behalf of the United States, & the said Isaac Minis & Co for themselves their Heirs Executors & administrators have mutually agreed, & by these presents do mutually agree with each other as follows, First that the said party of the second part shall supply & issue as many rations to consist of the articles hereinafter specified, as shall be required of him for the Service of the Galleys & Gun boats employed by the President in the State of Georgia for & during the term of one [m]onth or not exceeding Twelve Months or any part of that time as may be arranged by the Secretary of the Navy at & after the rate of twenty nine Cents p£ ration for each & every Ration so supplied & issued — Secondly — The rations shall consist of the Following articles Sunday one pound Bread, one pound & a half of Beef & half pint of Rice MONDAY one pound bread one pound of poark half a pint pease or beans & four ounces of Cheese TUESDAY one pound bread one pound & a half of Beef one pound potatoes or Turnips & pudding — WEDNESDAY one pound bread two Ounces Butter or in lew six Ounces Molasses, four ounces Cheese & half pint pease THURSDAY one pound Bread one pound pork & half pint pease or beans FRIDAY one pound Bread one pound Salt fish two ounces Butter one Gill of oil & one pound of potatoes SATURDAY one pound bread, one pound pork, half a pint pease or beans & five ounces Cheese or in lew such articles as the Country affords, & with which the officers & Crew shall be satisfied & with each Ration one half pint of distilled Sperits p£ day or in lew one quart beer —

THIRDLY that the price of entire rations being twenty nine Cents p£ Ration the Comporsent part shall be

- Bread five Cents p£ pound
- Pork Eight Cents p£ pound
- Beef six Cents p£ pound
- Distilled Spirits six Cents

and the small Rations Four Cents

FOURTHLY That the party of the Second part shall render his accounts to the party of the first part at the end of every quarter the sum which may then appear to be due on the adjustments, shall be paid but in the meantime & in consideration of the remotness of the seat of Government, the said Ebenezer Jackson Esq promises & engages to make advances of Money to the said Isaac Minis & Co at the end of every quarter, the said advances to be in proportion to the supplies furnished which shall be made to appear by regular & satisfactory certificates agreeable to a form hereunt[o] annexed signed by the Officers Commanding each Gally
FIFFTLY That all losses sustained by the Capture of the Enemy or by means of the Crew of the Gallys or Gun boats depredations, shall be paid for at the Component prices of the articles, on the deposition of two or more creditable Characters & the Certificates of a commanding Officer, ascertaining the Circumstances of the loss & the amount of the articles, for which compensation is claimed —

SIXTLY That the accounts of the party of the second part shall be rendered agreeable to the form hereunto annexed or such other as the accountant of the Navy or Secretary of the Navy may hereafter be established & made known to him —

IN WITNESS the said Ebenezer Jackson Esq on the behalf of the United States hath hereunto subscribed his hand & affixed his seal & the said Isaac Minis & Co hath hereunto subscribed his hand & affixed their seal the day & year before written —

Signed
Signed Sealed &
delivered in presence of
Signed R. Hollaway

E Jackson —
Isaac Minis
for self & Partner

Copy

[NDA, Contracts Vol. I, pp 75-77.]

Extract from log-book of the French Ship Le Berceau, Master Commandant (Capitaine de frégate) Louis André Sones commanding, 1 to 2 January 1800

[Translation]

11th to 12th Nivose Year 8

Wind from the NE, at 3 o'clock I had the [in shore?] anchor weighed and swung on the sea-anchor, at 5.30 we [got under way?] The wind from the NE Moderate gale and shaped our course for [protection?] close in to the north coast, at 1.30 we anchored below [mutilated] Pigeon in 11 fathoms paid out 35 fathoms of the [chain?] Calm decided me to anchor at Pigeon at 11.30 we [were?] East and West of [?] Dehaye [Deshayes]

[Boston Athenaeum, NDA photostat.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate Constellation, Wednesday, 1 January 1800

Pleasant Breezes and disagreeable weather the first and middle — The latter clear and pleasant — Exercised Great Guns and Small arms. People employed on various Necessary Jobs.

Convoy as Yesterday in Sight. — the wet Cloaths of the crew all ordered to be got up to dry and the order to be attended to, in the most particular manner.

Longitude Account 65°.27' W.
Latitude Observed 30°.40' N.

[HS of Pa. NDA photostat.]
Extract from journal of the U. S. Frigate Constitution, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 1 January 1800

Light airs and variable, employ'd receiving provisions @ 2 a breeze sprung up from N N E, @ 4 shortnd sail and brought too Boston in company, cast off the schooner and order'd her alongside of the Boston, bore up and ran in for the Cape, @ 7 hauld to the wind to the Eastward Cape Francois S W two leagues. Wore and tuckd as nessasary during the night.
@ daylight saw a strange sail bearing N E made sail and Gave chace, @ 9 shortn'd sail and boarded the chace an american Schooner from Virginia bound to Cape Francois @ 10 bore up and boarded an american Schooner from the Cape bound to Baltimore, Carpenters employd making a fish for the Mainmast. @ 12 Cape Francois S S W 4 leagues. the United States Ship Boston S S E four miles

[NYHS, NHS.]


these 24 Hours begin with Fresh Breezes and Cloudy Weather under the Fore & Mizen Top Sail in Company with a Schooner bound to the Savannah with us at 3 P M set the Main Top Sail and fore Top Mast Stay Sail and Jibb unbent the Stream and Sheet Cables at 5 P M Cape Cod Light bore West N West Dist 4 Leagues set the Main Top Mast Stay Sail at 7 P M hauld down the Jibb and Main Top Mast Stay Sail Made a Signal Light for our Convoy Middle part Fresh Breezes and Cloudy Made Sail and took it in at Different times in the Course of the Last 12 Hours Latter part Fresh Breezes and flying Clouds at 12 Merridian under the Double Reefd Fore Top Sail Solus and our Convoy Driving under all Sail Th[e]y Can Carry Lat‡ of Dep 42° : 10' North Long‡ of Depart 69 : 24 W by Hamilton moor

Latitude Observed 40° 32' N.
Longitude Account 68° 10' W.

[HS of Old Newbury, Mass., NDA photostat.]
<table>
<thead>
<tr>
<th>No.</th>
<th>Entry</th>
<th>Appearance on Board</th>
<th>Where</th>
<th>Names</th>
<th>Stations</th>
<th>D. D. R. or F.</th>
<th>Time last settled and paid to</th>
<th>When</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1798</td>
<td>Deer 1</td>
<td></td>
<td>James Sever</td>
<td>Captain</td>
<td>D</td>
<td>Feb 24</td>
<td>24 Feb 1799 to New establishment pay —</td>
</tr>
<tr>
<td>2</td>
<td>1799</td>
<td>September 1</td>
<td>1, Novr 1799</td>
<td>Portsmouth</td>
<td>John B Cordis</td>
<td>Lieutenant</td>
<td>D</td>
<td>1 May 1800 to the Chesapeake Frigate —</td>
</tr>
<tr>
<td>3</td>
<td>&quot;</td>
<td>&quot; March 15</td>
<td>&quot;</td>
<td>George Blair</td>
<td>Yeoman</td>
<td>D</td>
<td>9 April 1801 by resignation</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>&quot;</td>
<td>&quot; June 1</td>
<td>&quot;</td>
<td>Joseph Saunders</td>
<td>Master</td>
<td>D</td>
<td>1 May 1801 to the Chesapeake —</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>&quot;</td>
<td>&quot; July 1</td>
<td>&quot;</td>
<td>Samuel Little</td>
<td>Master</td>
<td>D</td>
<td>20 June 1800 by order</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>&quot;</td>
<td>&quot; August 1</td>
<td>&quot;</td>
<td>Larkin Thompson</td>
<td>Surgeon</td>
<td>D</td>
<td>26 May 1800 By cutting his throat. —</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>&quot;</td>
<td>&quot; August 10</td>
<td>&quot;</td>
<td>Charles Morris</td>
<td>Purser</td>
<td>D</td>
<td>4 July 1801 to the Chesapeake.</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>&quot;</td>
<td>&quot; August 17</td>
<td>&quot;</td>
<td>John Earle</td>
<td>Chaplain</td>
<td>D</td>
<td>1 May 1800 to the Chesapeake.</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>&quot;</td>
<td>&quot; August 19</td>
<td>1 Novr &quot;</td>
<td>Portsmouth</td>
<td>Edward Field</td>
<td>Surgeon</td>
<td>D</td>
<td>11 June 1800 by order</td>
</tr>
<tr>
<td>10</td>
<td>&quot;</td>
<td>&quot; July 10</td>
<td>&quot;</td>
<td>Samuel Marshall</td>
<td>Gunner</td>
<td>D</td>
<td>11 June 1801 by order.</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>&quot;</td>
<td>&quot; July 7</td>
<td>&quot;</td>
<td>John Mushaway</td>
<td>Boatman</td>
<td>D</td>
<td>3 July 1800 for sickness.</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>&quot;</td>
<td>&quot; Sept 1</td>
<td>10 Deer</td>
<td>Boston</td>
<td>States Rutledge</td>
<td>Midshipman</td>
<td>D</td>
<td>1 June 1801 to the Constellation, Frigate</td>
</tr>
<tr>
<td>13</td>
<td>&quot;</td>
<td>&quot; April 6</td>
<td>1 Novr &quot;</td>
<td>Portsmouth</td>
<td>Edmund T Dana</td>
<td>Master</td>
<td>D</td>
<td>29 March 1801 by resignation</td>
</tr>
<tr>
<td>14</td>
<td>&quot;</td>
<td>&quot; Oct 10</td>
<td>10 Deer</td>
<td>Boston</td>
<td>John Dubose</td>
<td>Master</td>
<td>D</td>
<td>22 April 1801 to the Constellation</td>
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<tr>
<td>15</td>
<td>&quot;</td>
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<td>&quot;</td>
<td>Levin, W. Winder</td>
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<td>15 April 1801 By resignation</td>
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<td>16</td>
<td>&quot;</td>
<td>&quot; June 28</td>
<td>&quot;</td>
<td>Joseph P. Prince</td>
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<td>14 May 1801 to the Constellation</td>
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<tr>
<td>17</td>
<td>&quot;</td>
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<td>John O M Bates</td>
<td>Midshipman</td>
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<td>23 June 1801 On furlough</td>
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<td>18</td>
<td>&quot;</td>
<td>&quot; August 27</td>
<td>&quot;</td>
<td>George Barrell</td>
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<td>13 May 1801 by resignation</td>
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<td>19</td>
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<td>&quot; Sept 10</td>
<td>&quot;</td>
<td>Thomas Hannahs</td>
<td>Midshipman</td>
<td>D</td>
<td>1 Novr 1801 to Prize Enterprise</td>
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<tr>
<td>20</td>
<td>&quot;</td>
<td>&quot; Sept 13</td>
<td>&quot;</td>
<td>Samuel Folsom</td>
<td>Midshipman</td>
<td>D</td>
<td>26 April 1800 killed by John Dubose</td>
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<tr>
<td>21</td>
<td>&quot;</td>
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<td>&quot;</td>
<td>Samuel W. Cushing</td>
<td>Midshipman</td>
<td>DD</td>
<td>24 April 1801 By resignation</td>
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<tr>
<td>22</td>
<td>&quot;</td>
<td>&quot; Sept 6</td>
<td>1 Deer</td>
<td>&quot;</td>
<td>Joseph W Woodward</td>
<td>Midshipman</td>
<td>DD</td>
<td>18 May 1801</td>
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<td>&quot;</td>
<td>&quot; Sept 17</td>
<td>&quot;</td>
<td>Henry Wadsworth</td>
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<td>11 June 1801</td>
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<td>&quot; Sept 17</td>
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<td>25</td>
<td>&quot;</td>
<td>&quot; July 17</td>
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<td>Charles Mortimer</td>
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<td>11 June 1801</td>
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<td>26</td>
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<td>&quot; July 17</td>
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<td>Charles Mortimer</td>
<td>Midshipman</td>
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<td>11 June 1801</td>
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<td>27</td>
<td>&quot;</td>
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<td>John O M Bates</td>
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<td>11 June 1801</td>
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The table above lists the entries for the Muster Roll of the U.S. Frigate Congress, Captain James Sever, U.S. Navy, commanding, from January 1800 to 15 June 1801.
Extracts from Muster Roll of U.S. Frigate Congress, Captain James Sever, U.S. Navy, commanding, 1 January 1800 to 15 June 1801—Continued

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<th>No</th>
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<th>Month. Day.</th>
<th>Appearance on Board</th>
<th>Where</th>
<th>Names</th>
<th>Stations</th>
<th>D. DD. RR. or P</th>
<th>Time last Settled and paid to</th>
<th>When</th>
<th>Whither or for what reason</th>
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**Notes:**
- Time of Service expired:
- To the Chesapeake
- To the Enterprise
- To the Hospital, Norfolk
- To the Enterprise
- To the Hospital, Norfolk
Extracts from *Muster Roll of U.S. Frigate Congress, Captain James Sower, U.S. Navy, commanding, 1 January 1800 to 15 June 1801—Continued*

<table>
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<th>No.</th>
<th>Entry</th>
<th>Appearance on Board</th>
<th>Where</th>
<th>Names</th>
<th>Stations</th>
<th>D. DD. R. or P</th>
<th>Time last Settled and paid to</th>
<th>When Day</th>
<th>Month</th>
<th>Year</th>
<th>Whither or for what reason</th>
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<td>9 Nov.</td>
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<td>Seaman</td>
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<tr>
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<td>Joseph Hawkins</td>
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**Notes:**
- The table lists individuals who served on the ship, with their ranks and dates of service.
- Many individuals are listed with the note "ditto," indicating that their information is the same as that of a previous entry.
- The table includes a list of dates and names associated with various positions on the ship.
### MARINE CORPS

<table>
<thead>
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<th>Entry No.</th>
<th>Year</th>
<th>Month</th>
<th>Day</th>
<th>Appearance on Board</th>
<th>Where</th>
<th>Names</th>
<th>Stations</th>
<th>D. DD. R. or F</th>
<th>T.</th>
<th>Time last paid to</th>
<th>When</th>
<th>Whither or for what reason</th>
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<td>George Wayland...</td>
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<td>6 June 1801</td>
<td>6 June 1801</td>
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### NAVE OPERATIONS; JANUARY 1800-MAY 1801

- **U. S. Navy, commanding:**
  - Captain James Sever
  - Entry from Muster Boll of January 20, 1801 to 15 June 1801—Continued

<table>
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<th>Where</th>
<th>Names</th>
<th>Stations</th>
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<th>T.</th>
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<td>William Norris...</td>
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<td>11 June 1801</td>
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<td>11 June 1801</td>
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- extracts provided by: Muster Boll of January 20, 1801 to 15 June 1801—Continued.
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<td>24 May</td>
<td>Died (Drowned)</td>
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<tr>
<td>29 August</td>
<td>On Board</td>
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<tr>
<td>16 June</td>
<td>To Camp</td>
<td></td>
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</tr>
<tr>
<td>14 June</td>
<td>To Camp</td>
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</tr>
<tr>
<td>1901</td>
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<td>1800</td>
<td>With Lieut. Strother</td>
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**Dates:**
- May 24
- August 29
- June 16
- June 14
- 1901
- May 14
- June 14

**Locations:**
- Portsmouth
- Boston
- Norfolk

**Names:**
- John McClaws
- Josiah Brown
- Owen Gorman
- Joseph Miley
- James Tucker
- William Mullen
- Edward Steinback
- Morris Quinnin
- Michael Egerty
- Andrew Larkin
- David Hamilton
- Shanny Johnson
- Terence Hynes
- Cornelius Delavan
- Matthew M'Claughtin
- Duncan Mansfield
- Thomas O'Conner
- John Johnson
- Abel Penn
- Paul Letherbury
- John Bealridge
- Peter Decamp
- John Odisseen
- John Finno
- James M'Cland
- William Smith
- Datus Day
- John Somers
- James Wittington
- Charles Field
- Joseph Tuttle
- Thomas Niles
- Noah Clarke
- Peter Lamour
- James Kelly
- John Muller
- John Wedge
- James Armstrong
- Robert Bully
- William Montgomery
- Colburn Parker
- William Sykes
### Extracts from Muster Roll of U.S. Frigate Congress, Captain James Sever, U.S. Navy, commanding, 1 January 1800 to 15 June 1801—Continued

#### SUPERNUMERARIES for Victuals Only.

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<tr>
<th>No.</th>
<th>Entry</th>
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<th>Where</th>
<th>Names</th>
<th>Stations</th>
<th>D. DD, R or P</th>
<th>Time last Settled and paid to</th>
<th>When Day Month Year</th>
<th>Whether or for what reason</th>
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<td>John Thomas</td>
<td>&quot;</td>
<td>D</td>
<td>25 June 1800</td>
<td>1800</td>
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<tr>
<td>30</td>
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<td>&quot;</td>
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<td>&quot;</td>
<td>D</td>
<td>25 June 1800</td>
<td>1800</td>
</tr>
<tr>
<td>31</td>
<td>&quot;</td>
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<td>&quot;</td>
<td>&quot;</td>
<td>William Smith</td>
<td>&quot;</td>
<td>D</td>
<td>25 June 1800</td>
<td>1800</td>
</tr>
<tr>
<td>32</td>
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<td>&quot;</td>
<td>&quot;</td>
<td>John Thomas</td>
<td>&quot;</td>
<td>D</td>
<td>25 June 1800</td>
<td>1800</td>
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<tr>
<td>33</td>
<td>&quot;</td>
<td>&quot;</td>
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<td>&quot;</td>
<td>Thomas Bear</td>
<td>&quot;</td>
<td>D</td>
<td>25 June 1800</td>
<td>1800</td>
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<tr>
<td>34</td>
<td>&quot;</td>
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<td>&quot;</td>
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<td>Christopher Lagrange</td>
<td>&quot;</td>
<td>D</td>
<td>25 June 1800</td>
<td>1800</td>
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<tr>
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<td>&quot;</td>
<td>Weis Mitchell</td>
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<td>D</td>
<td>25 June 1800</td>
<td>1800</td>
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<td>36</td>
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<td>Joseph Murray</td>
<td>&quot;</td>
<td>D</td>
<td>25 June 1800</td>
<td>1800</td>
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<td>37</td>
<td>&quot;</td>
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<td>&quot;</td>
<td>Morris Andrade</td>
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<td>D</td>
<td>25 June 1800</td>
<td>1800</td>
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<td>38</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>Antonio Abbe</td>
<td>&quot;</td>
<td>D</td>
<td>25 June 1800</td>
<td>1800</td>
</tr>
</tbody>
</table>

**Notes:**
- The table continues with entries for subsequent months, including the names of additional crew members and their roles, along with the dates of their enlistment and the reasons for their enlistment.
- The table shows entries from April 1800 to September 1800, with various crew members listed for each entry.
- The table concludes as of September 1800, indicating the end of the muster roll period for the given year.
<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 May</td>
<td>Piloted the ship to Sea</td>
</tr>
<tr>
<td>26 May</td>
<td>Piloted the ship to Marys</td>
</tr>
<tr>
<td>4 June</td>
<td>Piloted the Ship to Eastern Branch</td>
</tr>
</tbody>
</table>

(Note: D = Detached or discharged; DD = Discharged Dead; R = Ran or deserted; P = Promoted (also "Paid off"); DSQ = Detached to sick quarters.)

Frigate Congress  June 15, 1801

[ND&A, NA, MR.]
To Vice Admiral of the Blue Hugh Seymour, R. N., from Captain Alexander Murray, U. S. Navy

U: S. Frigate Insurgente
St Christopher's 24th Jan 1800

My Lord I am under the necessity of intruding upon your Lordship, to state to you the unfortunate Situation of my Ship.

I have the Honor of Commanding the above named Frigate, on this station, & have discover'd my fore mast to be in so rotten a state that upon a survey on it, it has been determined that it cannot possibly be repaired, or placed in any kind of security, as it is only supported by the rigging. under these circumstances, I have sent a Prize Brig of ours under the command of My second Lieut, Mt Watson, to beg the favor of your Lordship to grant me a Mast at his Majesty's Naval Arsenal at English Harbour, which favor will be highly estimated by my Government, & accounted for in any manner your Lordship may deem expedient —

Viewing our situation in a political light, contending as we now are in the same just cause, & against the same adversary, I flatter myself my request will not be deem'd impertinent, or prove unsuccessful, I therefore determine to beat my Ship up to English Harbour (if my mast will hold out) to wait the result of my Application

With the greatest respect

I am

Your Lordships
Most Obed!
Hum! Serv!

The Right Honble
Lord Hugh Seymour
Vice Admiral of the Blue
&c &c &c —

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

To the Commissioners of the City of Washington from Secretary of the Navy

[Philadelphia]

Navy Department 2nd January 1800

Commissioners of the City
of Washington —

Gentlemen I am honored with your letter of the 30th Ult & will direct payment to be made to you for the squares —

In a conversation with the President this morning, he mentioned to me, that he should not adopt Mt Whites advice, to take for his residence one of General Washingtons houses or Mt Carrols, but was determined to occupy the house intended for him

He requested me to ask you to furnish him through me, as quickly as possible with a plan of the House describing the state of the different rooms, and an estimate of the sum necessary, and the time it will require to furnish each Room — His intention is to direct the completion of such rooms as he shall judge necessary for his accomoda-
tion, if the whole cannot be finished in time — His Year in his present house will end in June, and his wish is to remove his furniture at that time to his house in the City —

I have the honor to be

Gentlemen

Yr obed Servt


To David Lenox, U. S. Agent in Great Britain for the relief and protection of American Seamen, from Secretary of State

DEPARTMENT OF STATE


DAVID LENOX Esqr

Sir, I have represented to the President of the United States the extent as well as necessity and utility of your services, as manifested by your statements, and confirmed by Mr King’s information. And in consideration thereof and of the expense of a London residence, the President approves of an addition of five hundred dollars a year to your salary, to be computed from the commencement of your services as the Agent of the United States in Great Britain, for the relief and protection of American seamen. Of this I shall advise Mr King, that he may cause this increase of salary to be paid to you whenever you shall think proper to call for it.

I am very respectfully &c &c

TIMOTHY PICKERING

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

Extract from Captain Thomas Truxtun’s journal, U. S. Frigate Constellation, Thursday, 2 January 1800

The first part moderate and Clear. Spoke a Sloop called the Lucky, from Saint Sebastian in Spain, bound to New York — Masters Name Frankling, out 48 days, No News — except an India Man being captured (by a French Privateer) called the Woodropsims, belonging to Philadelphia. —

Got a Lunar Observation at 2 P M; to the Result of which — I have applied the Run since up to noon — which gives the Longitude at Noon as per column. —

The Store Brig in company — The Schooner not being able to keep up under the small sail I have carried I have concluded to proceed on — as it would be too great a sacrifice of time for to make, for one small Vessel. —

Longitude Observed, ° West of 64°.57’ W.
Latitude Observed 29°.15’ N.

[HS of Pa. NDA photostat.]
Extract from log-book of the French Ship *Le Beroeu* Master Commandant (Capitaine de frégate) Louis André Senes commanding, 2 to 3 January 1800

(Translation)

12th to 13th Nivose Year 8.

Fair weather, a light squall caused us to break the two fore-mast trestle-trees and the fore-topmast was split down to the cap, this damage which was of the greatest consequence forced me to return to Dehaye [Deshayes] and try to put things right in order to be able to proceed to Basse Terre without inconvenience, at 2.30 we anchored at Dehaye [Deshayes] where I had woolding and frapping done to support the topmast [mutilated] At the said Port I sent an officer ashore to find out whether the materials needed to repair the damage could be obtained, On his return the officer said that nothing was obtainable at the Port and that there was not even a forge, which decided me to proceed to Basse Terre.

Moored in fathoms
Bearing of the [shore ?]
of Dehaye
Ship headed to the SSE [mutilated]
The Northern Point to the North [mutilated]
the Southern Point to the South [mutilated]
All per compass

We set sail and headed for Basse Terre [mutilated] in the morning we anchored at Basse Terre [mutilated] moored with two anchors ahead SE and NE, immediately had the [mutilated] unrigged and put the trestle-trees ashore in order to have new ones made [in place of?] those [which were ?] broken. I also had the main topmast stripped where I had the broken topmast cross-trees [removed ?], I had the spare ones installed [at once ?].

[Boston Athenæum, NDA photostat.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, 2 January 1800

Fresh breezes & rain, in Top Gallant Sail and back’d the Mizen Top Sail for the *Harry* —
Cloudy with light Rain. —
Pleasant weather. —
Moderate & pleasant. —

[NA.]


these 24 Hours begin with Fresh Gales and Cloudy our Convoy Still in Company
at 3 P.M. Set the Main Top Mast Stay Sail — at 4 Set the Main Top Sail and Four Sail — at 5 Hauld up the Fore Sail — at 6 Set the Mizen Top Sail
Middle part Moderate Gales & Cloudy at 9 A M Set the Jibb and Middle Stay Sail Let the Reefs out of the Top Sails and Set the Main Sail.

Backed the Main and Mizen Top Sails Different times for our Convoy.


Latitude Observed 38° 39' N.
Longitude Account 67° 08' W.

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

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

St Christopher's 3rd Jan 1800
U: S. Frigate Insurgente.

Benj Stoddert Esq.

Sir: My last respects to you of the 10th Ult. inform'd you of the short range, I had taken since then, I shall proceed with what further Occurrences hath transpired.

From St Piers I intended to have run first for Prince Rupert's Bay, but hearing of some Privateers being lately seen near Dominico, I determined to seek them, but saw nothing except one British Brig a Privateer of 14 guns which we brought too. I then ran close off the Harbour of Basseterre, to take a look at the Shipping, and soon after fell in with the Baltimore, having been some time on the Station without seeing any thing, the next day, fell in with the Pickering as a flag of Truce, with prisoners for exchange. I lay off, & on, with him till that business was effected, of which you are no doubt inform'd, we then saw a Privateer which we chased, & had nearly gotten within gun shot of her, when it fell calm, & she at the same instant took a light breeze, & got under the Fort, on the 17th D we ran for Prince Rupert's bay, & after filling up our stock of water, we took in about 30 tons of ballast, & a quantity of wood, & on the 19th set sail, & ran over for Point Peter, to take a look at the French fifty gun Ship & corvette, that had arrived there. we saw them very snug under the Fortifications, & ply'd two days under the lee of Marygalante, & from Grandeterre to Dominico, but in passing rather too near one of their Batteries, they gave me a salute, which did us no injury we saw a number of Privateers in the road, of Marygalante: As those French Ships have drawn several British Frigates & 74 gun ship to watch them, we moved our Station, & beat to windward of Martinico, running north, & south, in a range from the Latitude of Berbuda, to Dominico, but saw nothing till the 22d when we fell in with the U: S. Ship Connecticut which had met with no success, nor seen any thing on the Station. we tried her sailing & found that she beat us most shamefully, & I think will beat any Vessel belonging to the Navy, she is a very fine ship. and well calculated for a Cruiser. Our Frigates are not so good for this business, as smaller Vessels, for almost the whole host of Privateers, are very Small, & hide themselves from us, tho' they will frequently give chase to them & are easily decoy'd.

After we seperated, I stretch'd away to the N: E of Antigua and brought too an American brig, bound to Baltimore by whom I wrote
you a few lines, I determined to stand on with her, a while but soon after saw a very large sail, bearing down before the wind. & in order to diminish the object, we took in all our sail, & lay by to get her as near to us as possible, before she could see what we were. the Scheme took in part, & she came down boldly, till we could see that she was a Ship of some force. but she at once haul’d her wind from us, when we gave chase with every thing we could crowd, & had at dusk got so near, as to see the Men on her deck. & every hope of keeping sight of her with our night glass, but unfortunately we lost her; presuming she might then stand on the same course we first saw her on, we made sail for Deserada & ran down S W 90 Miles that night, hoping to be, beforehand with her, to cut her off. at day light, we saw Deserada, & a large Ship under our lee, but as day open’d, we saw to our mortification, that it was the Connecticut, we spoke, & then stood on different tacks. that night, being the 28th — we at 10 P. M. saw a Ship close on board of us, we fired a Shot at her, & brought her too. She was the Ship Commerce of New Bedford, from Liverpool, bound to New York, with a Valuable cargo on board, had been blown off the Coast, & was running down for Antigua. but was that day taken by a small Privateer. & would have been in Port Liberty in a few hours, so that we had the good luck to rescue a Valuable property out of their hands, & sent her down to this place, where she now is, preparing to sail with the Convoy. After I parted with her, and just before Sun set, saw a large Frigate off the N: W. End of Guadaloupe, & neither of us understanding the Signals we display’d. Mutually had doubts. She stood for me, & I for her. being prepared for the worst emergency, we manœuvred some time before we hail’d it being then dark, & both prepared for action, we then found her to be his Britannic Majesty’s Frigate the Unity of 44 guns, we kept together that night, & part of the next day, lying off Basseterre, where we saw (as I have been inform’d since, I arrived here) the Ship I had chased a few days previous she was a Corvette of 28 guns, & gave a circumstantial account of the narrow escape she had.

After ranging along the West Side of Guadaloupe, I cruised a few days off Englishman’s head, when we discover’d that our fore mast, had unfortunately given way in many places, & was very much decay’d. this determined me on running down here, to see what could be done with it, & herewith send you the result of a survey over it. it has likewise undergone the inspection of Capt Tryon, who is here, with his Ship, which you will be advised of. & as it is past repairing, shall send to the Admiral to beg the favor of him to permit me to get a Mast at Antigua, & in the mean time shall endeavour to beat up there with my topgallant mast down, to relieve it. if I succeed, I shall go on with my Cruise again, as long as possible or till I have further orders from you, having not yet been favour’d with a letter from America since I left it.

I cannot conclude this letter, long as it is, without beging you candidly to review the Various routes I have taken, & my perseverance with a crazy ship, & worst of Materials (tho’ I must observe that she is capable of being made a fine Frigate with a great expence) yet confident that I have not answer’d the expectations of the Public, having been so highly favor’d with unlimited instructions from you, while at the same time Vessels of less note have been very fortunate. Yet one thing I flatter myself with, that I shall stand acquitted with
the Executive. & have your approbation, being well satisfied that I have done every thing in my Power for the good of the community. & I find that none of the British Frigates have atchieved any thing on this station for a long time. you will perceive that in your review, we have never avoided the prospect of danger, but on the contrary, strove to place ourselves where we thought we could do honor to the Navy of the U: S. — & upon all occasions my officers have shewn an equal degree of emulation with myself, but so it is, we have not yet had it in our power to convince the Public of our energy, you may remember an old adage of Julius Cesar in his ideas of an officer (tell me whether he is fortunate & I will determine whether he will suit my purposes) I confess I should not have been a favourite of his. but flatter myself I have a generous & less scrupulous head to serve: tho' a good Criterion to judge by.

I have now undertaken a plan perhaps deviating from my direct authority. but I have drawn my inference from circumstances, & what you could not have been aware of. The case is this, I have no alternative but to try my influence with the Lord Hugh Seymour to obtain a Mast from the Naval Arsenal at Antigua. I have gotten letters of recommendation & a Statement of my present distress from his Honor Rob' Thompson Commander in Chief of this Island, & the fortunate Capture of the French Brig Privateer [Conquest of Italy] by the Connecticut has induced me to think that I shall stand justified by manning her for the interval, with a Part of the Insurgents Crew. to Cruise while we are beating up to Antigua in our crippled state, & while we shall be employ'd in getting the Mast in, provided we obtain the grant from his Lordship, which I have requested him to bestow on us upon any terms he may think proper.

I have put my Second Lieut' M't Watson, as commander on board of her, with several of my best Midshipmen, & 30 Men. he is first to proceed with my letters to his Lordship, at Port Royal, in Martinico; & then to meet me off English harbour at Antigua. if I succeed in my application, I shall then put a few more Men on board of him, & send him out upon a short Cruise off Deserada. after I have made my repairs, I shall then make a short Cruise with the Brig, & finally proceed to America with her, in behalf of the concern'd, having stipulated that she is to act for the U: S. & our united Ships companies, Vizt the Insurgente, & Connecticut. I shall dispatch her this day as she seems not to be in want of any thing of moment & will not be of much expence to the Public.

I have drawn a Set of exchange on you for $1965,14 in favor of Jam't Crawford for sundry Supplies had in Martinico which the purser will account for hereafter.

I also inclose to you a Copy of my letter [dated 2 January 1800] to Lord Hugh Seymour.

As my letter is of such a length I beg you will excuse any inaccuracies, as I have not time to go over it. for we are on the eve of departure. & if I have err'd in any part of my conduct, I hope you will rather attribute it to the head, than the heart, for believe me I have acted to the best of my abilities.

With great respect

I am

Your most Obed't

[NDA. A. Murray's LB 1799–1805.]
To Midshipman William Whitesides, U. S. Navy, from Captain Alexander Murray, U. S. Navy

U: S. Frigate Insurgent
St. Christopher’s 3rd Jan’y 1800

Mr. Whitesides

Sir I now appoint you as Prize Master on board the Ship Commerce, & you may repair on board of her as soon as you please, & proceed to New York with her, under the direction of Cap’t Whippey, when you arrive there, you must send on the inclosed letter to Mr’l Miller, & to the Secretary of the Navy, & you are to lay our claim for the 1/3 Salvage of Vessel, & cargo in behalf of the Insurgents crew.

When your attention is no longer required at New York, you must repair to the Secretary of the Navy for his orders, either to join me again, when I arrive, or to go on board any other Vessel, I can only observe that I should be glad to have you with me again, & wish you every success, should you arrive at Philadelphia before me, I beg you will wait on Mr’l Murray, as she will be glad to see any officer of the Ship, as to money matters, you must procure a sufficiency at New York on your own account, or the Publick’s

I am

Your Most Obedt

[NDA. A. Murray’s LB, 1799-1805.]

To Lieutenant James P. Watson, U. S. Navy, from Captain Alexander Murray, U. S. Navy

U: S. Frigate Insurgent
St. Christopher’s 3rd Jan’y 1800

Lieut’ Watson

Sir The unfortunate state of our foremast, hath induced me to give you the command of the Prize Brig Conquest of Italy, & you are to proceed without delay to Port Royal, with the letters to the Admiral, (Lord Hugh Seymour) which contain a request that his Lordship will grant an order for a Mast for us, at English Harbour, (Antigua), should I be so fortunate as to obtain the permission, you will without delay join me there, or whether or not, after your arrival, we will determine on something further to keep our Crew employ’d.

You must not run out of your way to chase any thing unless you accidentally meet with any captured vessel in your track, & observe the same regulations that we do on board the Insurgent, should it so happen that you should meet with a recapture, you are to send her here, or keep her with you till you arrive at English Harbour.

Confiding in your Valor, skill, & Industry, I shall add no further than to assure you of my Wishes for your Success

& am

your most Obedt

[NDA. A. Murray’s LB, 1799-1805.]
List of petty officers, seamen, ordinary seamen & boys enlisted at Boston for
the United States frigate Essex, Captain Edward Preble, U. S. Navy, commanding,
by Lieutenant George G Lee, U. S. Navy

<table>
<thead>
<tr>
<th>Time of entry</th>
<th>Names</th>
<th>Stations</th>
<th>Wages pr month</th>
<th>Wages advanced</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nov 25</td>
<td>Richard Greene</td>
<td>Ord Seaman</td>
<td>Fourteen doll $</td>
<td>Twenty eight doll $</td>
</tr>
<tr>
<td>&quot;</td>
<td>John Lessell</td>
<td>Able ditto</td>
<td>Seventeen $</td>
<td>Thirty four $</td>
</tr>
<tr>
<td>&quot;</td>
<td>Thomas Farnell</td>
<td>Ord ditto</td>
<td>Fourteen $</td>
<td>Twenty eight $</td>
</tr>
<tr>
<td>&quot;</td>
<td>Anthony C.</td>
<td>Able ditto</td>
<td>Seventeen $</td>
<td>Thirty four $</td>
</tr>
<tr>
<td>&quot;</td>
<td>James Bates</td>
<td>Ord ditto</td>
<td>Twelve $</td>
<td>Forty $</td>
</tr>
<tr>
<td>&quot;</td>
<td>John Butler</td>
<td>Able ditto</td>
<td>Seventeen $</td>
<td>Thirty six $</td>
</tr>
<tr>
<td>&quot;</td>
<td>Ezra Plummer</td>
<td>Ord ditto</td>
<td>Fourteen $</td>
<td>Twenty eight $</td>
</tr>
<tr>
<td>Dec 2</td>
<td>John C. Miel</td>
<td>Boy</td>
<td>Eleven $</td>
<td>Twenty two $</td>
</tr>
<tr>
<td>&quot;</td>
<td>Richard Kelly</td>
<td>Ditto ditto</td>
<td>Seventeen $</td>
<td>Thirty six $</td>
</tr>
<tr>
<td>&quot;</td>
<td>Sam Y. Nowell</td>
<td>Carpenter</td>
<td>Forty $</td>
<td></td>
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<tr>
<td>&quot;</td>
<td>Jacob Bowen</td>
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<td>Thirty six $</td>
</tr>
<tr>
<td>&quot;</td>
<td>John Fahrner</td>
<td>Ord ditto</td>
<td>Fourteen $</td>
<td>Twenty eight $</td>
</tr>
<tr>
<td>&quot;</td>
<td>Samuel Thomas</td>
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<td>Seventeen $</td>
<td>Thirty four $</td>
</tr>
<tr>
<td>&quot;</td>
<td>Mats Flemming</td>
<td>Ditto ditto</td>
<td>Seventeen $</td>
<td>Thirty four $</td>
</tr>
<tr>
<td>&quot;</td>
<td>Charles Schmidt</td>
<td>Ditto ditto</td>
<td>Seventeen $</td>
<td>Thirty four $</td>
</tr>
<tr>
<td>&quot;</td>
<td>James Smith</td>
<td>Ditto ditto</td>
<td>Seventeen $</td>
<td>Twenty four $</td>
</tr>
<tr>
<td>&quot;</td>
<td>Joseph Sheed</td>
<td>Able ditto</td>
<td>Seventeen $</td>
<td>Thirty four $</td>
</tr>
<tr>
<td>&quot;</td>
<td>Benjamin Butler</td>
<td>Ditto ditto</td>
<td>Seventeen $</td>
<td>Twenty four $</td>
</tr>
<tr>
<td>&quot;</td>
<td>Isaac Lewis</td>
<td>Ord ditto</td>
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<td>Twenty eight $</td>
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<td>Joseph P. Boyles</td>
<td>Ord ditto</td>
<td>Twelve $</td>
<td>Twenty four $</td>
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<td>James Lathrop</td>
<td>Ord ditto</td>
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<td>Twenty eight $</td>
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<td>John Rennener</td>
<td>Boy</td>
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<td>Abner Richard</td>
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<td>James Nail</td>
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<td>Thirty four $</td>
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<tr>
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<td>Twenty four $</td>
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<td>Ebenzer Howard</td>
<td>Ditto ditto</td>
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<td>Thirty $</td>
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<tr>
<td>&quot;</td>
<td>William Howard</td>
<td>Ditto ditto</td>
<td>Seventeen $</td>
<td>Twenty eight $</td>
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<tr>
<td>&quot;</td>
<td>John Brown</td>
<td>Boy</td>
<td>Eleven $</td>
<td>Twenty two $</td>
</tr>
<tr>
<td>&quot;</td>
<td>Mal Howard</td>
<td>Ord Seaman</td>
<td>Fourteen $</td>
<td>Thirty $</td>
</tr>
<tr>
<td>&quot;</td>
<td>Thomas O'Brien</td>
<td>Ditto ditto</td>
<td>Fourteen $</td>
<td>Twenty eight $</td>
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<tr>
<td>&quot;</td>
<td>Ekanah Bartlett</td>
<td>Ditto ditto</td>
<td>Fourteen $</td>
<td>Thirty $</td>
</tr>
<tr>
<td>&quot;</td>
<td>John Douglass</td>
<td>Ditto ditto</td>
<td>Fourteen $</td>
<td>Thirty six $</td>
</tr>
<tr>
<td>&quot;</td>
<td>Jeduthan Hammond</td>
<td>Able Seaman</td>
<td>Seventeen $</td>
<td>Thirty four $</td>
</tr>
<tr>
<td>&quot;</td>
<td>John F Clarke</td>
<td>Ord ditto</td>
<td>Fourteen $</td>
<td>Twenty eight $</td>
</tr>
<tr>
<td>&quot;</td>
<td>John Hadley</td>
<td>Ord ditto</td>
<td>Fourteen $</td>
<td>Twenty eight $</td>
</tr>
<tr>
<td>&quot;</td>
<td>James Conyers</td>
<td>Ord ditto</td>
<td>Fourteen $</td>
<td>Twenty eight $</td>
</tr>
<tr>
<td>&quot;</td>
<td>Charles Rens</td>
<td>Ditto ditto</td>
<td>Seventeen $</td>
<td>Twenty eight $</td>
</tr>
<tr>
<td>Nov 12</td>
<td>Nicolas Mortimore</td>
<td>Ditto ditto</td>
<td>Fourteen $</td>
<td>Twenty eight $</td>
</tr>
<tr>
<td>Dec 3</td>
<td>Thomas April</td>
<td>Ditto ditto</td>
<td>Fourteen $</td>
<td>Twenty eight $</td>
</tr>
<tr>
<td>&quot;</td>
<td>Cedric Felton</td>
<td>Boy</td>
<td>Thirteen $</td>
<td>Twenty six $</td>
</tr>
<tr>
<td>&quot;</td>
<td>Samuel Benjamin</td>
<td>Ditto</td>
<td>Twelve $</td>
<td>Twenty four $</td>
</tr>
<tr>
<td>&quot;</td>
<td>Patriarch M* Manns</td>
<td>Ord Seaman</td>
<td>Fourteen $</td>
<td>Thirty $</td>
</tr>
<tr>
<td>1800</td>
<td>Daniel Mumford</td>
<td>Ditto ditto</td>
<td>Thirteen $</td>
<td>Twenty six $</td>
</tr>
<tr>
<td>Jan 3</td>
<td>George Dunbar</td>
<td>Boy</td>
<td>Ten $</td>
<td>Twenty $</td>
</tr>
<tr>
<td>&quot;</td>
<td>Edward Jackson</td>
<td>Able Seaman</td>
<td>Seventeen $</td>
<td>Thirty four $</td>
</tr>
<tr>
<td>&quot;</td>
<td>John Dunham</td>
<td>Ditto ditto</td>
<td>Seventeen $</td>
<td>Thirty four $</td>
</tr>
<tr>
<td>1799</td>
<td>Leven Wright</td>
<td>Ord ditto</td>
<td>Fourteen $</td>
<td>Thirty $</td>
</tr>
</tbody>
</table>

Boston 15th Dec 1799
Geo G Lee Lieut

[See also List of 12 November to 17 December 1799.]
[LC, EPP, 1799-1800, Vol. 2.]
Return No. 1 of Commissioned and Warrant Officers, on board the United States Frigate Congress, commanded by James Sever Esq'r in the service of the United States: made at Newport this 3rd day of January 1800 —

<table>
<thead>
<tr>
<th>No.</th>
<th>Names</th>
<th>Rank</th>
<th>Entered the service</th>
<th>Remarks and alterations since last return</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>James Sever Esquire</td>
<td>Commander</td>
<td>1st Sept 1799</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>John B. Cordis</td>
<td>1st Lieut.</td>
<td>13th March 1797</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>George Blair</td>
<td>2nd Lieut.</td>
<td>14th July</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Joseph Sanders</td>
<td>2nd Lieut.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Nathl Bosworth</td>
<td>4th Lieut.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Benj. Strother</td>
<td>1st Lieut. Marines</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Saml Llewellin</td>
<td>2nd Lieut.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Samuel Little</td>
<td>Sailing Master</td>
<td>14th Augt</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Larkin Thorndike</td>
<td>Surgeon</td>
<td>16th July</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Charles Morris</td>
<td>Purser</td>
<td>4th August</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Edwd Field</td>
<td>Surgeon Mate</td>
<td>16th Augt</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Willw Balch</td>
<td>Chaplain</td>
<td>30th Octr</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>John Mushaway</td>
<td>Boatswain</td>
<td>7th Novemb</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Saml Marshall</td>
<td>Gunner</td>
<td>15th July</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>John Davis</td>
<td>Carpenter</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>States Rutledge</td>
<td>Midshipman</td>
<td>14th Sept 1799</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Edmd Troubridge Dana</td>
<td>ditto</td>
<td>6th April</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>John Dubose</td>
<td>ditto</td>
<td>21st Octr</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Levan Winder</td>
<td>ditto</td>
<td>13th Sept</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Joseph Prince</td>
<td>ditto</td>
<td>23rd June</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Moses M. Bates</td>
<td>ditto</td>
<td>17th Augt</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>George Barrell</td>
<td>ditto</td>
<td>27th Augt</td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Thomas Romans</td>
<td>ditto</td>
<td>10th Sept</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Saml Folsom</td>
<td>ditto</td>
<td>12th ditto</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>Saml W. Cushing</td>
<td>ditto</td>
<td>6th ditto</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>Joseph Woodward</td>
<td>ditto</td>
<td></td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>Henry Wadsworth</td>
<td>ditto</td>
<td></td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>James Height</td>
<td>ditto</td>
<td>2nd Novr</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>Charles Morris</td>
<td>Actg ditto</td>
<td>14th July</td>
<td></td>
</tr>
</tbody>
</table>

[Original mutilated in this column.]

Extract from Captain Thomas Truxtun's Journal, U. S. Frigate Constellation, Friday, 3 January 1800

Squally disagreeable weather the first of these twenty four hours, the middle and latter a hard gale and high Sea. Sent Down Top Gallant Yards & Launched the top Gallant Masts, at 7 A M. The Store Ship being far astern hove the Ship too. at Noon still Laying too under a Double Reefed Foresail & Mizzen Stay Sail. The Store Vessel at Noon, about 3' on the weather quarter — Laying too, under her Reefed foresail & main Stay Sail. Longitude Account 64°.00' W. Latitude Observed 29°.32' N.

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship Ganges, 3 January 1800

Moderate and pleasant. Saw a Sail off the Lee Bow & fired a Gun as a signal for the Harry to tack — Spoke a Schooner from Savannah bound to Martinico. — Fresh Gales & Cloudy. lost sight of the Harry

[NA.]

the first part of these 24 Hours Moderate Breezes and Hazy Weather under the Top Sails F Sail and Stay Sails Bent the Spanker Still in Co. with Capt Silsby took in Jibb and Top Mast Stay Sails At 7 P.M Double Reef'd the F and M Top Sails and Single Reef'd the Mizen Top Sail

at 9 Close Reef'd Each Top Sail & Housed Guns at 11 Handed Mizen Top Sail & Call'd all Hands took in Fore Top Sail and bore away after our Convoy his Light being in Sight Judged him to Keep away S W Shew false Fires to inform the Schooner the Course we Steared and kept a Light in the Top

At 12 Mignight handed the Fore Top Sail Reef'd the Fore Sail and Housed Top Gallat Mast got the Roling Tackles on the Yard

Middle part Heavy Gales and Rain with a Cross Sea

at 1 A.M Lost Sight of the Schooner and Hauled up the Fore Sail

at 8 Set the Fore Sail and Mizen Stay Sail At 10 Hauled down the F Stay Sail and Lay by under the Fore Sail and Mizen Stay Sail

at 12 Meridian Wore Ship to the Southwd and Eastward

Latter part Fresh Gales and heavy Squalls of Rain under the Fore Sail and Mizen Stay Sail

Latitude Observed 37° 19' N.
Longitude Account 68° 08' W.

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

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

[PHILADELPHIA]

*Navy Department 4th January 1800*

Major W. W Burrows

Sir In a letter I have just received from Captain Law of the Richmond now at N York he represents that of Marines there are only one Seargeant, one Corporal & Eight privates on board and no music — The Detachment allowed him must consist of 14 including Officers — You will be pleased to take measures for supplying this deficiency — I have & &

B[ENJAMIN] S[TODDERT.]

[NDA. GLB, Vol. 3, 1799–1800.]

To William Burt, Halifax, N. C., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 4th January 1800*

William Burt Esquire

Halifax, North Carolina

Sir I am honored with your letter of the 10th December — The heads of the Pork must not be packed for the Navy, but with the feet be disposed of for the best price you can obtain —
A remittance of 4000 Dollars is this day ordered, — When you ascertain what the pork will cost, you may draw on me for the Balance, or I will remit it as you may prefer

I am Sir

Yr obed Servt

[4 or 5 January 1800]

Protest of James Deale, Master of the Ship Lewis (Louis), captured by French Privateer La Clarisse

EXTRACT FROM THE REGISTER OF THE OFFICE OF THE COMMERCIAL TRIBUNAL OF LAND AND SEA OF THE ISLE OF FRANCE.

This day Eighth Pluvios, eighth Year of the French Republic one and indivisible, in the afternoon.

In the office of the Commercial Tribunal of Land and Sea, of the Island of France, Before me Stephen Francis Prieur, Sworn Clerk Register, underwritten.

Appeared James Deal, Commander of the American Vessel Lewis, assisted of Citizen Bonnefoy, sworn Interpreter of the English Language, residing in this city, for the N. W. Harbour.

Which through the Organ of said Interpreter has said and declared, that he sailed from the Port of Baltimore on the first of January one Thousand Seven hundred & Ninety Nine, bound for London, there to Sell the Cargo which he had taken at the place of his departure; that he arrived there on February following, that on his passage he met with a French Privateer from Bourdeaux, who boarded him and afterwards permitted him to proceed on his voyage; That he sailed from London on the eighth of June of said Year, with a new Cargo bound for Calcutta and arrived there on the Twenty sixth day of October following. Sailed from thence on the Thirty first of December, with a part of his Cargo on board, on his Return to Baltimore, and to touch at Madrass where his Cargo was to be Completed. That on the fifth day of January one Thousand eight hundred, at the break of day, being in Latitude 19° North, and Longitude 90° E. he was in Company with an other American Vessel [the Criterion], and with which he sailed from Calcutta, when he fell in with the French Privateer, the Clarissa, commanded by Captain Surcouf, which they discovered at about three leagues distance; The vessel of the appearer was sailing before the Wind, and found himself about half gun shot distant from his Companion, when the Privateer steered right after this appearer, and when within a musquet shot from him fired a Gun; that the Privateer had nothing but a red colour flying at the Top of her main mast, then this appearer answered by a discharge of one of his guns, having his Colour hoisted. That after these two Shots, a whole discharge ensued from the French privateer, when this appearer also made a similar discharge, and afterwards was boarded by the said Privateer who took possession of this Vessel, That the other Vessel who had witnessed, as well as seconded the appearer in the Action to escape the privateer, made sail when he saw that this appearer was in the power of the Privateer. That he had during the Action three men
QUASI-WAR—UNITED STATES AND FRANCE

Killed, and eight Wounded, and entered on board of said Privateer to go to the Isle of France where he arrived Yesterday. Said Captain James Deal through the means of said Interpreter, do declare that he protests against the capture of said American vessel Lewis, for the preservation of the Rights of the owners and interested of said Vessel, against whom of Right it shall or may appertain. of which declaration and protestation said Captain has requested an Act through the organ of the said Interpreter; then made and signed being first read by the said Interpreter who has also signed with me Notary the day and Year first above Written — Signed —

JAMES DEAL — BONNEFOY — & PRIEUR.
Examined
PRIEUR.
Ck. Regt

We Joseph Stephen Courtois, President of the Commercial Tribunal of Land & Sea of the Isle of France, Do Certif to all whom it may concern that Prieur who signed the above and delivered these presents, is Sworn Clerk Register of said Tribunal, and that faith & Credit is and ought to be Given to his signature, both in Judgment and thereout. Certify also that stamped paper is not used in this Colony. —

In Witness whereof we have signed these presents, and affixed the Seal of the Tribunal.

Given at Port North West in the Isle of France, the fifth Ventose, eighth Year of the french Republique —

Jos: St. COURTOIS

A True Translation from the Original protest made at the Isle of France and duly attested, to me produced, and the said Translation Carefully examined and found Correct. Which I attest at Philadelphia this 7. May 1800.

CLEMENT BIDDLE
N. P.

[Pt. of Cl., French Spol. Case No. 1467.]

[4 or 5 January 1800]

Protest of John W. Bronaugh, Supercargo of the Ship Louis, captured by French Privateer La Clarisse

By this Publick Instrument of Protest be it known and made manifest unto all persons whom it doth shall or may Concern, That on Wednesday the Sixteenth day of January in the Year one thousand eight hundred, Before me George Chalmer Notary Public dwelling and practising at Fort Saint George on the Coast of coromandel in the East Indies by lawful authority duly admitted and Sworn personally came and appeared Mr John W. Bronaugh late Supercargo of the American Ship Louis belonging to the Port of Baltimore in Maryland and declared as follows That a cargo was provided by him the appearer and taken on board the said Ship or Vessel at Calcutta in the Kingdom of Bengal consisting of Three hundred and six Bales of piece Goods Eight hundred and fifty four Bags of Sugar, one hundred and twenty two Bundles of Twine, Long line and Marline
and one Trunk of fine Muslins, for and on Account of Messrs. Smith and Buchanan and Mr. J. Hollins Merchants of the said Port of Baltimore, That the said Ship with the said Cargo on board and commanded by Mr. James Deal left Calcutta on or about the Twenty Seventh day of December last past, bound to Madras in prosecution of their Voyage to the said Port of Baltimore expecting to meet the Indiamen there and to proceed as far as their respective Voyages would permit. And the appearer further declared that at the time of leaving Calcutta the American Ship Criterion Captain Weeks was in company and it was agreed upon that the Louis and her should stay by and co-operate with each other in resisting the attacks of Privateers — And the appearer further declared that while proceeding down the Bay of Bengal in Company with the said Ship Criterion they on the morning of the fourth Instant at day light were in Sight of a French Privateer who immediately made towards them and seeing no prospect of escaping Captain Deal prepared for action as did also the Criterion, and as soon as the Privateer came within a short distance they began to cannonade her from the Louis with considerable effect But the Privateer instead of pursuing this mode put up the helm and being a very fast Sailor she soon run down upon the Louis and Boarded her and the said Privateer having a very numerous crew they were under the necessity of Surrendering in the Louis after a severe conflict in which three men were Killed. And the appearer further declared that during the action they received no assistance whatever from the Criterion who struck her colours when the Privateer had boarded the Louis, But the said Privateer having carried away her Bowsprit and Fore Top Mast the Criterion again hoisted her colours and fired a Broad side and made all the sail she could to escape and which she effected the Privateer being unable to follow her The Vessel proved to be the Clarissa French Privateer and commanded by Captain Surcoufe, — And in proof of the cargo laden on the said ship Louis The appearer did Exhibit to me Notary an Invoice Marked A Shewing the Marks and Numbers of the Bales with the respective Costs or prices thereof making an aggregate Value of Sicca Rupees one hundred and twenty eight thousand five hundred and Sixty Nine, Two Annas and three Pice — And the appearer further declared that the Costs of the fine Muslins herein before mentioned amounted to Sicca Rupees one thousand Nine hundred and twenty five, and fifteen annas and altho’ it was not included in the general Invoice yet it was actually on board at the time of the Capture and the reason of its not being inserted in the General Invoice was from Mistake Owing to and occasioned by the hurry which prevailed in consequence of the Exertions made to join the Indiamen at Saugur; And the appearer further declared that four setts of the said General Invoice with a Bill of Lading on each, were granted for the said cargo, one of which was sent on the said Ship Criterion and the other left to be forwarded by the Ship India Captain Ashmead now at Calcutta, That the other two Setts were on board the Louis at the time of her capture, But the Trunks being all opened by the crew of the Privateer only one could be found which was retained by Captain Surcouf who permitted the appearer to take a copy of it, having refused to deliver the Original, considering it necessary to Effect the condemnation of
the *Louis* and her cargo at the Mauritius. And I the said Notary by direction of the appearer have hereunto Subjoined the said copy Marked with the Letter A as also a List or Invoice of the Muslin contained in the Trunk Marked with the letter B in proof of the interest which the said S. Smith and Buchanan and Mr. John Hollins had on board the said Ship *Louis* at the time of her capture and to Serve and avail in case the other original Invoices and Bills of Lading should not arrive in safety. That besides the Goods aforementioned there was also on board the said ship Six hundred Dollars in Specie making Sicca Rupees on thousand two hundred and forty three, and fourteen annas the Whole interest of the Owners In cargo and Specie being one hundred and thirty one thousand Seven hundred and thirty eight Sicca Rupees fifteen annas and three Pice as is Shewn by the Statement C hereunto annexed — And the appearer further Declared that the said Privateer having afterwards captured a Pariah vessel he and Part of the crew were sent on board of her and allowed to proceed to Madras where [or when] they arrived on the fifteenth Instant — And the appearer further declared that the Utmost Exertions were made by the said Captain Deal and the officers and crew of the *Louis* to defend her from the said Privateer, and that the loss and capture was occasioned by the means aforementioned and not to any default of them. And therefore the said John W. Bronaugh on behalf of the said Messrs. S. Smith and Buchanan and Mr. John Hollins and all and every other person or persons who are or may be interested in the said Ship *Louis* or her cargo, desired me Notary to Protest in order to serve and avail as occasion may require —

Wherefore I the said Notary at the request aforesaid have Protested and by these presents do Solemnly Protest against the captors of the said Ship *Louis* and her cargo and against all Causes and things in any Manner Contributing thereto —

To the end therefore that all losses and damages together with the Costs incurred by Protesting or Otherwise may be all had and recovered and that they may be submitted to, borne, paid and sustained by the Insurer Underwriters or Respondentia Lenders or whomsoever else it doth shall or may concern and not by the appearer or the commander, the officer or crew of the said Ship *Louis* they having all used their best Exertions for her safety and preservation —

In Faith and Testimony whereof I the said Notary have hereunto set my hand and affixed my seal of office in Fort St. George aforesaid the day and year first above written — as I have also done to a Duplicate hereof

In Testimonium Veritatis

G CHALMER
Not Pub.

John W. Bronaugh late Supercargo of the American Ship *Louis* maketh Oath and Saith that the aforegoing Declaration and Protest is true in Substance and Matter of fact.

JOHN W. BRONAUGH.

Fort St George this 21st day of January 1800 Sworn to before me

RICHARD CHASE
Mayor

[Ct. of Cl., French Spol., Case No. 2191.]
Statement of John W. Bronaugh, Supercargo of the Ship Louis, captured by French Privateer La Clarisse. After his release, while returning to Baltimore, in the Rebecca, was attacked by French Privateer Malaric, but escaped.

In the month of June in the Year 1799 I sailed from London in the Ship Louis of Baltimore commanded by James Deale bound to Calcutta and Madras, I was the principal Super Cargo of the said Ship, and my Brother Jeremiah W. Bronaugh my assistant — I had under my charge in Spanish Milled Dollars for and on account of the owners, S. Smith and Buchanan and John Hollins all Merchants of Baltimore One Hundred Thousand, and letters of Credit on Madras for any further Sums I might require to lade the Louis fully with her return Cargo — I had also under my charge seven Thousand Spanish Milled Dollars at their current price in London, shipped on account of James Deale who was commander of the Louis — We arrived safe in the Port of Calcutta in the month of October 1799, where I commenced the purchase and shipping the Goods stated in my account marked No 1, and also in the account No 3, on account of James Deale. We sailed from Calcutta in the month of December 1799: bound to Madras, where I had ordered a considerable amount to be gotten ready in Handkerchiefs and other Madras goods to be there shipped on board the Louis in addition to the Goods purchased and shipped at Calcutta. In the prosecution of this passage we had agreed to keep company with Ship Criterion of Philadelphia commanded by Benjamin Weeks as far as the Lattitude of Madras — On the morning of the 4th of January 1800 we were attacked off Ganjam in the Bay of Bengal by the French Privateer ship La Clarisse commanded by Robert Surcouf, after a short but severe conflict we were taken possession of by Surcouf with the loss of three Men Killed, and every other person wounded except James Deale the Commander, Jeremiah W Bronaugh assistant Super Cargo and myself. In a day or two after we were captured, Surcouf took a country Brig, commanded and sailed entirely by natives of India, on Board this Brig, Surcouf put my Brother all the wounded Men, officers and myself, belonging to the Louis, except James Deale Commander, his Brother John Deale and William Bantam Steward of the Louis — On parting with Captain Deale who remained on Board the Privateer, then Bound to the Mauritius, I handed to him my written instructions to defend the Louis and cargo at the Isle of France or Mauritius, and on the event of her being condemned, to have proper protests made & to forward them to the owners in Baltimore together with a copy of the condemnation. After I arrived at Madras in the country Brig, I intended to have put the goods I had there on board of some vessel bound to the United States together with my Brother our wounded crew and myself, finding this impossible, there being no ship there bound to the United States, nor was one to be purchased, I then determined to proceed back to Calcutta with my disabled Crew, this was not only a laborious and expensive undertaking but occasioned to me nineteen months loss of the Prime of my life before I could make such arrangements in purchasing equipping and maning a ship to come Home in — It may here be proper to state that I purchased at Calcutta a large new Fine ship called the Rebecca burthen about.
one Thousand Tons, I put on her 16 double fortified nine pounders, small arms pikes cutlasses & every other kind of weapons of defence I could get, after this was done, I shipped a crew of 85 Men, made Richard Pitt, who was the first Mate of the Louis my Sailing Master, holding the command in my own hands thus equipt I set sail in the Rebecca about the commencement I think of October 1800 for Baltimore and in a few days after discharging my Pilot I was again attacked nearly about the same point, in the Bay of Bengal where we had lost the Louis, by the Malartic Brig a Privateer from the Isle of France commanded by Monsieur Dutert, this Brig we fought 2 Hours and 45 Minutes, and at length on my ordering that we should cease firing, finding that our Shot was nearly exhausted, to let the Privateer approach nearer if she chose to do so, and give us an opportunity with our remaining shot to sink her at close quarters. Immediately on our ceasing to Fire the Privateer was maned with 16 sweeps on a side there being little or no Wind and ran off — The next day after, this Brig was taken in the Bay of Bengal by one of the India Companys ships, in distress having been cut almost to pieces, by us in the engagement with the Rebecca, and carried into the Port of Calcutta from which we had sailed. On my arrival at the Cape of Good Hope, where I was compelled to touch to refit, having sustained great damage in our sails and Rigging in the action, and thereby occasioned us a long passage, I had handed to me at the Cape of Good Hope a Calcutta Paper, in which was "Stated that the Malartic Privateer Cap$ Dutert had been brought into that Port by one of the companys ships found in Distress occasioned by the action she had with the American Ship the Rebecca Cap$ Bronaugh in which there were 25 men Killed on Board the Malartic and 16 wounded — In this engagement I was fortunate enough not to have a man Killed or wounded, the only loss was the damage done to our Sails and Rigging, which cost me to refit at the Cape of Good Hope including our provisions and naval stores about one Thousand pounds sterling —

JOHN W. BRONAUGH.

Stafford County to Wit:

This day came before me, John G. Hedgman, a justice of the peace for the County aforesaid, John W. Bronaugh and made oath on the holy Evangelists, that the foregoing Statement, as far as he can recollect, is just & true: he further declares on oath that he has found on reference to his protest made at Madras, that he was captured by the Ship La Clarisse, on the 4th day of January 1800, instead of December 1799, as he had stated in the affidavit annexed to his own & Capt. Deal’s accounts proven before me on the 27th November 1830 —

Given under my hand & seal this 16th day of December 1830 —

JOHN G. HEDGMAN

[Ct. of Cl., French Spol., Case No. 1260.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate Constellation, Saturday, 4 January 1800

A Violent Gale from the Southward, which shifted about 4 P.M. to the Westward — Soon after it became moderate, but left a very high Sea running —
at 6 A M up top Gallant Masts and out all Reefs — the top Sails having been previously set. —
All hands employed at repairing Various little Jobs — necessary after a gale — and at washing and Cleaning &c. —
at Noon the Store Brig was about half a mile from us.
The wind light and a high Swell, which causes the Ship to Roll much. —

Longitude Account 63°.13′ W.
Latitude Observed 28°.51′ N.

[HS of Pa. NDA photostat.]

Extract from Captain Silas Talbot's journal, U. S. Navy, commanding, Saturday, 4 January 1800

Light airs and cloudy, employd Rigging the Main topmast, @ 3 swayd Up the Main topmast and enterd the Main top Gallant mast @ Half past 4 fresh breezes and cloudy, Set the main topsail double reed. Saw the Boston S S E seven or eight miles & a strange sail to the southward 4 or 5 miles Cape francois S ½ W 6 or 7 leagues, @ half past 6 tack'd to the N E, wind at N W @ 10 Moderate and variable. Middle part fresh breezes from the Northward with rain from 8 till 11 AM light airs and rain employd clearing and cleansing out the Spirit room, Carpenters employd making a fish for the Mainmast, @ 11 the weather cleard up, saw cape francois S ½ E, 7 leagues, and a sail S by W which we suppose to be the Boston. @ 12 light airs from the Westward ships head towards the cape

[NYHS, NHS.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate Constellation, Sunday, 5 January 1800

Light airs and a heavy Swell from the Southward. — The Store Ship about one mile Distance.
The numerous colds & coughs with which the crew were effected, for a considerable time before we sailed from the Chesapeake — begin to suside fast — and by the Surgeons Report this day only ten remained in his list, and Six of these are under Venereal complaints, of long standing, thus we may call the Ship Remarkably healthy. —
Employed repairing of Sails, that have been much injured by rats — and unhanging the port lids, as I find the Ship very Stiff in compar[i]son to what she was with the 24 p^s cannon on her decks — and these lids with their hinges & Iron work, I calculate to average each 4 C^w^t which takes from the Sides of the Ship Six tons weight. —

Longitude Account 62°.49′ W.
Latitude Observed 28°.30′ N.

[HS of Pa. NDA photostat.]
Extract from Journal of the U. S. Frigate Constitution, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 5 January 1800

Light airs and cloudy, employed cleansing ship, loos'd the small sails to dry. @ 5 saw three strange sail bearing S S W, SW, and south. Cape francois S $\frac{1}{2}$ E six leagues continued standing in for the cape till 12 Midnight wind from the West made and shorted sail as nessary

AM @ 1 saw a sail standing out of the Cape made the private signal, was answer'd by the United States Ship Boston.

Wore to the Northward Cape francois bearing S by W two leagues @ daylight saw two strange sail standing in for Cape Francois the wind being light and variable which prevented us from pursuing them

Employd washing and fumigating between decks Carpenters employd making a fish for the Mainmast. Loos'd the studding sails to dry

[NYHS, NHS.]


the first part of these 24 Hours Fresh Gales and flying Clouds at 5 P M Close Rcefd the Mizen Top Sail and Hauld down the Main Top Mast Stay Sail at 11$\frac{1}{2}$ P M hauld down the Mizen Stay Sail and up Mizen

Middle part Fresh Breezes and Cloudy at 6 A M Let one Reef out of the Fore Top Sail and two out of Main Top Sail

at 10 A M Carrayd away the Main Top Sail Tye Set up the Back Stays up fore and Aft

Set the Main Sail

at 10$\frac{1}{2}$ Saw a Schooner Standing to the Eastward

Latter part Fresh Breezes and flying Clouds

Latitude Observed 32° 14' N.
Longitude Account 66° 23' W.

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

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

Frigate Essex, Newport Harbor, January 6, 1800.

SIR: — I have the honor to inform you that we are now weighing one anchor to proceed to sea in company with the Congress, the wind from N. N. W., gives us a prospect of a favorable time off the coast; this letter will be accompanied by my muster-roll, quarter bill, watch bill, boarding list, return of the commissioned and warrant officers, allotments of pay, indents for stores supplied the ship, recruiting accounts and receipts for money advanced. I have been obliged to make them out in such a hurry that I am confident they are not so regular as they ought to be, but the very little assistance I have had
must plead my apology; it is but a few days that I have had a clerk on board, and my purser has never been of any assistance to me, nor do I expect he ever will. Lieut. [David] Phipps is very infirm, and so far advanced in life, with a broken constitution, that although he is a very worthy man, I do not expect it will be in his power to render any essential service on board. I am inclined to think, from present appearances, that he never will return; this has induced me to take on board Mr. Geo. Washington Tew, who was senior midshipman on board the General Green, and arrived here sometime past in a prize. Mr. Tew stands very high in the opinion of every person who knows him, and has been so very strongly recommended by Messrs. Gibbs and Channing that I have received him as first midshipman of the Essex, to act as Lieutenant. This arrangement is perfectly agreeable to the gentlemen of the wardroom with whom he messes, and I hope it will meet your approbation.

I have been much disappointed in my marines; six out of the ten sent to Salem I have been obliged to land here unfit for service, and were so when I received them, and in lieu of the forty I was to receive here I have received only twenty-four; this disappointment obliges me to go to sea twenty men short of my complement, which is by no means a pleasant consideration, as I am bound on so long a cruise, although I do not consider it of consequence enough to detain the ship a moment, when I take into consideration the importance of the object of our destination.

I have been obliged to land my carpenter, and one midshipman, Mr. Fitch Tarbell here sick; and to discharge from the service six able and ordinary seamen in consequence of disorders which it was not possible to discover previous to a proper examination by a surgeon, which it was not possible to have at the time of their engagement, as they were shipped in an out-port where no surgeon or physician could be procured. There has also been two desertions as per muster-roll.

The two midshipmen, Mr. Williams and Mr. Hitchcock, are on board. Two officers of marines were ordered to this place to join the Essex, one of them, Lieut. S. W. Geddes, [U. S. Marine Corps] has by a scald, fortunately for the ship, been prevented. I say fortunately as his conduct since his arrival in this place has been disgraceful to him as an officer and as a man; the other, Lieut. M. [?] Porter, [U. S. Marine Corps] is on board.

The recruiting service for this ship has been attended, in some instances, with more expenses than ordinary, in consequence of the short time allowed to man her, and the number of vessels manning at the same time, but I am confident that the officers employed on the recruiting service have been governed by no motives but such as are justifiable.

My returns of every description shall in future be regular and proper, and every attention paid by me to the good of the service.

I beg you to accept my best wishes for your health, happiness and a long life.

I have the honor to be, with great respect, Sir,

Your most obedient humble servant,

Edward Preble, Capt.

Hon. Sec'y of the Navy.

[NR&L, Nr: P922-14, Essex by G. H. Preble.]
To Secretary of the Navy from Gibbs & Channing, Navy Agents, Newport, R. I.

Newport Jan'y 6 1800

The Congress & Essex Frigates sailed this day; they have on board the supplies, and sixteen thousand dollars in dollars for Ships use and advances to the Officers. — Capt. Sever & Preble have recommended our shipping about 3000 Gs Rum, which we shall ship by a fast sailing Ship belonging to Bristol, and expected to be here this week — We shall give directions, that in case the Frigates should have left Batavia before the Ship gets there, to have the Rum sold, and the proceeds remitted in good bills for Government account. —

The Carpenters are now at work on the larboard side of the George Washington, which they find more defective than the starboard — Messr. Franklin & Robinson's Captain has returned to Newyork without concluding with us, and we are of opinion, that tho' they want the Ship much, that they will not accede to our offers to them — If a private sale cannot be effected within a limited time, shall we have her put up to Auction, and if so, under what limitation shall we let her go —

Hon. Benjamin Stoddert Esq —

[Newport HS, Gibbs & Channing LB.]

[6 January 1800]

To Gibbs & Channing, Navy Agents, Newport, R. I., from Captain James Sever, U. S. Navy

Mess Gibbs & Channing

Gentlemen In consequence of Advice from the Secretary of the Navy, I request you to ship in some fast sailing ship, which may soon sail for Batavia three Thousand Gallons of rum for the United States frigate Congress & Essex & to be there delivered to the orders of their respective Commanders. Provided they should have left that Station before the arrival of the rum, then the same to be disposed of agreeable to orders you are requested to forward for that purpose.

I am Gentlemen your Obedt Hb Servt

J S.

U S F. Congress
Jan'y 1800

[LC, J. Sever Papers, NDA photostat.]

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

Frigate Essex. At Sea,

Newport Light House, bearing N. W. by N., 2 leagues. Jan. 6, 1800, 4 P.M.

Sir: — I have the honor to acquaint you that the Essex in coming out of the harbor sailed much faster than the Congress, and is, I think, in every respect a fine frigate.
The wind is fair and the weather pleasant, and we have every prospect of a good time off the coast. Two ships and a brig are under our convoy, the names and destination of which I suppose Capt. Sever has made you acquainted with. My dispatches for the Navy Office I had the honor to enclose previous to weighing anchor, and committed them to the charge of the agents.

With great respect Sir,  
I have the honor to be  
Your obedient humble servant,  

Edward Preble, Capt.

To the Hon. Sec'y of the Navy.

P. S. I have the satisfaction to say that the Congress has not waited one moment for the Essex. E. P.

[NR&L, Nr: P922-14, Essex by G. H. Preble.]

Extract from Captain Thomas Truxtun’s journal, U. S. Frigate Constellation, Monday 6 January 1800

Uncertain Dull heavy and disagreeable weather — with some small showers of Rain Saw a Sail standing to the Northward. — Store Ship in sight, a small distance to Leeward. Employed Repairing Rigging & Sails &c — Double Shotted the Guns. — Regulated our Sail according to the Rate of Sailing of the Store Ship.

Longitude Account 62°.37’ W.
Latitude Observed 27°.34’ N.

[HS of Pa. NDA photostat.]


[Anchored in harbour of Newport, R. I.]
At 8 Am got up Top gallant yards, At 11 unmoord — Employ’d in taking on board provisions &c

[LC, EPP, 1799-1800.]


the First part of these 24 Hours Moderate Breezes and Cloudy Weather
People Employ’d on breaking out the After Hold to get Stores and Stowing it again
Middle part Light Breezes and Cloudy
At 6 A M got Top Gallant Yards Aloft Let the Reefs out fore and Aft
Saw a Brig Standing to the Westward Set Top Gallant Sails
All Hands Employ’d on bending Steering Sails and T G Stay Sail and Mizen Top Mast Stay Sail and Reveving Stearing Sail Geer
Latter part Moderate Breezes and Dark Weather
No Observation

Latitude by Calculation 31° 04' N.
Longitude Account 66° 23' W.

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

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

[PHILADELPHIA]
Navy Department 7th January 1800

Messrs. James & Ebenezer Watson
New York —

Gentlemen I am honored with your letter of the 4th Instant.

If the vessel on board of which you have shipped the Stores for the Constitution be armed you may let her proceed without the Richmond.

If she is not armed be so good as to ascertain what the owners will demand for demurrage, which if not extravagant had better be paid, than for the stores to run the risque of capture by her proceeding alone — It is to be regretted that you have not been able to ship the stores for the Frigates Congress and Essex — Be pleased to dispose of the wine, the Bread & Beans You may retain until wanted — I have the honor to be

Yr obed Servt

[ENJAMIN] [STODDERT]

I cannot conceive that the Richmond can be detained 8 days longer & should be much better satisfied if this vessel could be detained to go with her — The value of the Stores is not so much as the want of them, Should the Vessel be captured —

[NDA. GLB, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]
Navy Department 7th January 1800

Messrs. James & Ebenezer Watson
New York —

Gentlemen Considering how important it is that the stores shipped for the Constitution should arrive safe, I have the honor to request that you will be pleased to detain the Vessel on board of which they are until the Richmond is ready to proceed with her — The expence of demurrage if necessary and not enormous must be submitted to in preference to risking the capture of the Stores.

If the Vessel cannot be detained on proper terms, you will please take the Stores out of her and ship them on board another vessel as soon as practicable —

I am Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]
Extract from Captain Thomas Truxton’s journal, U. S. Frigate *Constellation*, Tuesday, 7 January 1800

Very unsettled weather, and uncommon too — for the Season of the Year.

at Noon the Store Vessel astern one League.

Got up the wind Sails, and cleaned well all the appartment below.

Passed large quantities of Gulph Weed, in beds of half an acre at least.

Longitude Account 62°.04′ W.
Latitude Account 26°.13′ N.

[HS of Pa. NDA photostat.]


These 24 hours begin, continue and ends with northerly flattering winds & smooth sea —

At 5 PM take my departure from Block island in company with Commodore Seaver of the U S Frigate *Congress*, also 2 Merchant Ships and one brig — all bound for India.

At 5 P.M. Newport light house bore North, 3 leagues. Block-Island bore S, W, 8 leagues. From which time & place I take my Departure. —

Fell short of the original stock of Water

Viz: 1000 Gs

Expended this day 150 Gs

total 1150 Gs

Water on board 26580 Gs —

Lat. Observed. 46 [or 40].20 N
Longitude. 70 .17 W

[LC, EPP, 1799-1800.]

[8 January 1800]

Articles of agreement between William Yeaton of Alexandria, Va., and William Marbury, Navy Agent, Washington, D. C., for the building of a wharf at the Navy Yard, Washington, D. C.

I William Yeaton of Alexandria do hereby contract and agree with William Marbury Naval Agent at the City of Washington to build a Wharf at the Navy yard in the said City of Washington agreeably to a plan laid down by Mr. Davis and Mr. Humphreys of Philadelphia, which he agrees to do in a workmanlike manner at the following prices, to wit, for all hewed Timber laid in the Wharf, eight dollars for every hundred Feet, for all round pieces laid in the said Wharf Eight dollars for every hundred feet running measure, and for any slabs or scantling that may be necessary, such Compensation as may be reasonable for the Labour, And the said William Marbury on the part of the United States agrees to find all the Materials for building the said Wharf, That is, Timber and Wood of every description,
Iron worked into Bolts, &c. Stone for sinking the Wharff, and every other Material necessary, except working Utensils of every description, all of which Materials are to be delivered at the Navy Yard, The Stone for sinking the Wharff to be conveyed to the Yard as soon as possible, and to be put on the Wharff without any expense to the said Yeaton, and the said Yeaton is to be paid three dollars for every pile or Tender drove in or round the said Wharff, and the said William Marbury agrees to advance to the said Yeaton five hundred dollars when he commences his work at the Navy Yard, & when there is seven thousand feet of Timber laid to advance a further Sum of two hundred Dollars, and for every three thousand feet laid thereafter, to advance two hundred dollars until the work is complete, which several sums is to be charged to the said Yeaton on account.

In witness whereof the parties have hereunto set their hands & Seals this eighth day of January Eighteen hundred. —

Signed, Sealed & delivered in the presence of

William Yeaton
Wm Marbury
Naval Agent

N: B: The said Yeaton agrees to commence the work by the first day of February next or as much sooner as the weather will permit.

John C. Dent.

To Master Commandant Richard Law (Junior), U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]
Navy Department 8th January 1800

Capt. Richard Law Jun't of the Richmond —

Sir: I had expected to receive from you before this, intelligence of the Richmond being in a state of complete preparation, and in readiness to receive her final sailing orders.

You will be pleased to make an immediate selection of proper Officers to fill the stations designated in my letter of the 31st Ultimo, and which you were then instructed to nominate to me, in order to their being seasonably confirmed in their appointments. Doctor Marshall goes from hence this day to join you, and Mr Stanford, as Purser, & I presume Mr Rhodes has joined you before this.

I hope you have your Crew entered, & that you are compleatly provisioned watered, & in all other respects prepared for a cruise; under this impression, I shall in a few days send on your final instructions for a cruise.

I have the honor to be

Sir

Yt most obed Serv't

[OSW. 9, Vol. 3, 1799–1800.]
Extract from Captain Thomas Truxtun's journal, U. S. Frigate Constellation, Wednesday, 8 January, 1800

Light airs inclining to Calm, all these twenty four hours. Tarred the Rigging and Got up the Spare Sails to air &c &c &c. The Store Vessel about a mile from us Bearing S E at Noon. —
Longitude Account 61°. 53' W.
Latitude Observed 25°. 50' N.

[HS of Pa. NDA photostat.]

Extract from journal of the U. S. Frigate Constitution, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 8 January 1800

Light airs and variable, from the Westward. employd, Wouding the Mainmast. Expended one Six Inch hawser of 120 fathoms for wouldings for the Mainmast.
@ 4 the Boston S W six leagues, @ 8 cape francois S S W ½ W two leagues brought too with the Main topsail to the mast. Wore as nessasary to keep clear of the land and in sight of Cape francois during the night.
At daylight saw the Boston SW by S three leagues and a strange Sail S S W. Employ'd setting up the Topmast Rigging.
@ 10 saw a strange sail bearing East, the Wind from the Northward made all sail and Gave chace @ 12 light airs and Variable Cape francois S S W four or 5 leagues, the Boston SW three leagues and the chace SE by E four leagues Securd the Mainmast with two oak fishes 32 feet in length.

[NYHS, NHS.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate Constellation, Thursday, 9 January 1800

Light and moderate breezes intermixed Employed Painting the Lower Masts & Sides &c &c &c.
Saw a Sail at 11 A M Standing to the S E. I take her for one of the Convoy — that parted Company some days Since. —
Longitude Account 61°. 20' W.
Latitude Observed 24°. 37' N°

[HS of Pa. NDA photostat.]

Extract from journal of the U. S. Frigate Constitution, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 9 January 1800

Moderate Breezes and cloudy, In chace to the Southward @ half past 1 Shortnd sail brought too shortnd Sail and boarded the chace an American arm'd Brig from Baltimore bound to cape francois, Served half allowance of Spirits to the Ships company the Rum being Totally expended.
@ 4 Captain Little came on board from the U S ship Boston and waited on Captain Talbot. @ 8 Moderate and clear the Cape S W two leagues Boston in company. Wore and Tackd as nessasary during the night to keep in sight of the cape.
Middle part fresh breezes and rain Made and shortned sail as nessassary. AM @ 8 Moderate breezes and Rain Boston in C° Employed as nessassary, Carpenters and Sailmakers employed as occasionly, Punishd Wm Shaw with 12 lashes for Neglect of duty and Insolence to his Superior Officer. @ 12 fresh breezes & Cloudy Cape francois S S W two leagues Boston in company

[NYHS, NHS.]


These 24 hours continue squally with snow. At Merid° tack'd Ship and stood to the W-ward. Commodore hove out a signal We bore away, the Commodore & Capt Preble agreed to part with the two Ships & brig and proceed on our passage as they sail'd slow. At 2 am took in sail, Down Top G yards. Continue under short sail as we out sail the Congress vastly.

Lat. Observed 38.43 N
Longitude 66.30 W

[LC, EPP, 1799-1800.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship Ganges 9 January 1800

Moderate breezes and Clear, the Harry in sight. —

[NA.]


the First part of these 24 Hours Breezes and Pleasant Weather All Sail Set that will Draw upon A Wind Middle part Light Breezes and pleasant Weather S[c]rubbed Hammocks and Cleaned Ship Swayed up Fore and Main Yards Set up Mizen Stay Latter part Pleasant Breezes and Weather People Employed on Sundry parts of Ships Duty

Latitude Observed 25° 57' N. Longitude 66° 16' W.

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

Extract from Captain Thomas Truxtun's journal, U. S. Frigate Constellation, Friday, 10 January 1800

Squally disagreeable weather with the wind very varible.

at 7 P M passed the Sail first discovered in the Morning of Yesterday: when I immediately shortened sail for the Store vessel, & kept under an easy sail all night, supposing the sail to be a sloop that came out in company with us from the Chesapeake, but I soon found she could not keep way with us, even under the main & fore top sails only, which were double Reefed.
at 8 A M saw a ship to windward gave chase — at noon finding we did not come up with her — and the weather being squally, stood on to the southward our course — the store ship in company. —

Longitude Account 60°.58' W.
Latitude Observed 22°.52' N.

[HS of Pa. NDA photostat.]

Extract from journal of the U. S. Frigate Constitution. Captain Silas Talbot, U. S. Navy, commanding, Friday, 10 January 1800

Moderate breezes and cloudy. Lying too Boston in company. Received from the U S ship Boston thirty gallons of Rum for ships use, served out full allowance of Spirits to the ships company. @ 8 moderate and clear the Cape S S W two leagues the Boston S W one league, Wore and tackd as nessassary during the night to keep in sight of the Cape

@ daylight made all plane sail to work to windward, @ 10 bore up and gave chase to the Westward @ 11 shortn’d sail and boarded the chace an american Sloop from Cape francois bound to charleston

@ 12 Moderate and clear lying too Examining the chace, Cape francois S S W four leagues the Boston N N E three leagues

[NYHS, NHS.]

Extract from the log book of the U. S. Schooner Enterprise. Lieutenant John Shaw, U. S. Navy, commanding, 10 January to 11 February 1800

Jan. 10. Boarded the American brig Polly, of Wiscasset, took six prisoners out of her, about 2 deg. E. of Martinique. She was taken by a French privateer of 8 guns, who put on board eight men to navigate her to Guadaloupe, leaving on board the Polly the capatin, a man, and boy, who retook her after an obstinate struggle with the Frenchmen, killing two, and disabling the rest. Lent an officer and 12 men on board the Polly, at the same time, to assist them in anchoring her in St. Pierres.

Jan. 13. Boarded a British schooner, John Perkins, master, from St. Kitts, bound to St. Vincents. She had fallen in with a French privateer to leeward of Martinique, and engaged her four glasses, when the Frenchman struck his colours. The British had 2 killed and 3 wounded.

Jan. 23. Boarded and re-captured the schr. Victory, 5 days in possession of the French, had been taken by the French privateer the Sun, of 8 or 10 guns.

Jan. 24. Boarded and recaptured the brig Androscoggin, of Topsham, bound for Jamaica, six days in possession of the French, taken by the privateer La Union, Topaz, master.

Jan. 29. Boarded the American schr. Citizen, of Baltimore, bound to Curacaoa.—Sent in Mr. Baker, with dispatches for the Delaware. Note—the crew of the Delaware had been very sickly, but were then recruiting fast.

Feb. 4. Boarded the U. S. frigate Constellation, St. Croix bearing NNE. 10 or 12 leagues distance—who, on the 1st, had an engagement with a French 54. Spoke the British frigate Unity. Also, spoke the U. S. frigate l’Insurgente, bound to Jamaica.


[LC, "Claypoole's American Daily Advertiser", (Phila.), 26 February 1800.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Friday, 10 January 1800

Commences with fresh breezes, At Merid'v let out 2 reefs from F & M topsails
  At 5 pm came up with the Commodore & spake him, took one reef in F and Miz: topsails, At 6 handed M's sail & stow'd Jib. At 10 pm handed Miz: topsail. At 2 am squared the Yard the Congress ahead. Ship laboring much being under short sail
  At 10 let one reef out of M topsail —
  Lat. Observed. 38°.2' N
  Longitude. 58°.4' W

[LC, EPP, 1799–1800.]


these 24 Hours Fresh Breezes & flying Clouds at 3 P M Set the F T Mast Stearing Sail at 9 took in Fore & Mizen T G Sail and Fore Top Mast Stearing Sails
  At P M took in M's Top Gall Sail and Single reedf the Fore and Mizen Top Sails
  Middle part Fresh Gales and Squalls with Rain
  At 2 A M Double Reefd Top Sails
  At 5 Handed the Mizen Top Sail
  At 11 A M Saw a Sail bearing North Hauld for Let the Reefs out of the F & Main Top Sails Set the Mizen Top Sail & Main Top Gall Sail She Being 3 Leagues Dist from us
  At 12 Meridian Spoke Her from New York Bound to Jamaca 10 Day out John Waterman Master Asked her if she Wanted Any Assistance the[y] Answer no with many thanks
  Bore Away our Course
  Latter part Fresh Gales and Squally
  196 Miles Pt Log
    Latitude Observed 26° 17' N.
    Longitude 69° 34' W. from London

[HS of Old Newbury, Mass., NDA photostat.]
To William Eaton. U. S. Consul, Tunis, from Secretary of State

DEPARTMENT OF STATE
Philad. Jany 11th 1800

No. 3.

WILLIAM EATON Esq.

Sir, The Brig Sophia arrived with your dispatches the latter end of August, when the yellow fever had again obliged the public officers to remove from this city. New York was visited with the same disease at the same time; and the inhabitants of both cities generally removed into the country; whereby business was suspended. We returned hither the beginning of November. Congress assembled in December, when the treaty between the United States and Tunis was laid before the Senate, with the alterations in the 11th, 12th, and 14th articles to which you and Mr. Cathcart agreed. The Senate having given its advice and consent, the treaty has now been duly ratified by the President. One of the originals received from you is herewith returned, with the ratification in due form. The other destined by you to be returned, will be sent by the next safe conveyance. — A large ship is loading at New York with naval and military stores for Tunis; and the Agent informed me that she will be ready to sail the first week in February. The residue of the stipulated stores will be forwarded as fast as they can be provided; but some are of a nature difficult to procure, and it will take time to furnish them. They are not articles which are to be found on hand, like common merchandise, in our seaport towns; the timber and planks especially, being of prescribed dimensions, must be cut and prepared for the particular service. However, that the Bey might receive an evidence that the United States will fulfill their stipulations, the large ship above mentioned has been directed to be loaded with such of the stores required as the City of New York could furnish; the lumber of dimensions as near as possible to those prescribed. Until the Sophia's arrival, nothing could be done: because it was hoped and expected that the Bey would consent to substitute money for stores. The burthen of the latter is enormous. By a calculation made of their bulk, it appears that they will probably occupy the space of at least fifteen thousand barrels. Regularly, none could have been provided, until the treaty was finally ratified; and this could not take place until the Senate assembled in December.

Under these circumstances, the Bey will see the impossibility of sending forward the regalia of maritime and military stores within the period which he proposed: and unless he is at all events determined to make war upon us, he will wait such a length of time as will render the providing and transporting of them practicable. He should also consider the danger we run of capture by some of the belligerent powers; seeing the stores are contraband of war. From that cause alone, half of them may miscarry.

Your letters of June 1st and 15th were received the 16th of October. the latter strongly enforces the necessity of forwarding the stores expeditiously: but it is hoped your apprehensions are too lively, that war will be the consequence of some delay. As the Bey would accept no substitute for the stores, he will hardly forfeit them by war rather than wait a few months longer. I enclose a copy of Capt. O Brien's
list of stores, and of that which you forwarded. Comparing them,
you will see the latter to be materially more burthensome, by the
addition of ten tons of cordage, and the greatly increased dimensions
of the planks and timber.

The importance of sending a naval force into the Mediterranean,
to shew to the Barbary powers our capacity to defend our commerce,
and to annoy them, has repeatedly been urged; and probably the
period is near at hand when this measure will be practicable. At
the same time its efficacy may be questioned. The Danes and
Swedes have long possessed a naval force vastly superior to what we
can exhibit: yet the regencies have often broken their peace with
them; and after a display of frigates and some fighting (as in the case
of the Danes lately with Tripoli) both of those nations have yielded
to the humiliating demands of Algiers, Tunis and Tripoli. Whence
this contempt of those two maritime powers? Have these never
been in earnest in joining battle with the Corsairs? Or have they
wanted spirit or conduct? — The late spirited example of Portugal,
when a single ship of the line destroyed two Tripolitan Corsairs and
reduced the Bey to the very novel condition of purchasing peace of a
Christian Power is encouraging; and should our differences with France
be settled by our Envoys now at Paris, and either of the Regencies
break their peace with us, our whole naval force may be sent against
them: and consisting of Frigates, smaller ships, brigs and Schooners,
nor fleet would be equally adapted for service on the coast of Bar-
bary: and by their numbers and strength, according to the enclosed
list, you will see they are sufficient to destroy the Corsairs of any
one, or of all the three regencies together. — For you know from the
proofs given by American seamen in our revolution war, that they are
not surpassed in skill and bravery by the seamen of any nation on
earth. And altho it would be neither decent nor prudent for you to
boast of our naval force; yet if the Bey should unfortunately manifest
a hostile temper you can contrive without a direct communication
from yourself, unless he should enquire to let him know the extent
and quality of the naval force we can send into the Mediterranean.
He knows and fears the prowess of the English: and he may be
informed that we are their descendants; and ship to ship and man to
man, are in nothing inferior. —

Your expressions are, that the Bey requests a cruiser of 18 or 20
guns, and demands a present of jewels. Neither was stipulated or
expected by the United States. — The former we could certainly
furnish, because of our own manufacture. The jewels can only be
obtained in Europe — at present in England — the amount enormous.

Your details of the commerce of Tunis are interesting. It would
give employment to all her naval armament, if converted from
corsairs to merchant vessels. And is it not possible to give to a
Prince so enlightened as the present Bey, such ideas of the advantages
of a peaceful commerce as to induce him to attempt the change? Besides,
as the government is hereditary in his family, he will feel an
interest in it, which can have no operation in the military elective
regencies.

In his letter to the President, the Bey expresses his desire that a
solid and lucrative commerce may be established between us. Our
enterprising merchants would readily commence it, were they assured
of protection, and that monopolies of the exports of his Kingdom would not prevent their obtaining return cargoes. If, for instance, the 250,000 hides, which you state to be annually exported by a company, with exclusive privileges, and which the subjects are compelled to sell to them, at eleven cents each (amount 27,500 dollars) were not under a monopoly, they might be exchanged with American merchants for commodities, probably of the value of 250,000 dollars. Or suppose they gave Tunissian subjects only 25 cents and the Bey 12½ cents for each hide, his subjects would receive $125,000, and his revenue, instead of ten or fifteen thousand dollars, would on this single article be increased to upwards of $60,000. — Are these monopolies irrevocably fixed? It is not presumable. And cannot a man of the Bey's good sense, and so eager after gain be easily enlightened on the subject; and will he not feel himself under strong and lasting obligations to the Consul and nation who shall place him in a condition so advantageous to himself and his subjects? If these ideas are not visionary, the freedom with which he converses with you, will enable you to disclose them.

I am with great regard &c. &c

TIMOTHY PICKERING

[SDA, Dip. Cor., Inst. to Min, 1798–1800.]
business has been to provide the different articles of Military and Naval Stores by the time the ships were ready to receive them. In doing this no difficulty has been experienced — at least none for the last 12 months. The Manufacture of Cannon, and indeed of all kinds of Arms, and Military Stores, is now so well established in the United States, that no want of them can be experienced in future, nor does it appear essential, that large supplies of them should be laid up in store for the Navy Service.

When a Ship is once provided with the most important articles, she is provided for ever; for those less durable, and less important, it will be sufficient to provide in the Estimates of the annual expense of the Navy, for their purchase, as occasional supplies of them shall be required — It is presumed that there will be arsenals, under the direction of the War Department, from whence powder can at all times be obtained — Every other article necessary for the Navy service, Hemp, Canvas, and Copper excepted, can be furnished, and with promptitude, in many parts of the Country. — for hemp, canvas & copper, we are still dependant on foreign Countries, and probably shall remain so, until the wisdom of Congress shall devise effectual means to encourage the growth of the first and the manufacture of the two last articles at home. The consumption of these articles in the United States must amount annually to several millions of Dollars, and besides the safety of possessing within ourselves every thing requisite for Naval defense, it is not unimportant, that so large a sum, instead of being paid to other Countries, should be applied to the encouragement of Industry and enterprize in our own —

Hemp was once cultivated in the United States but the cultivation ceased except in the Western Country, in consequence of immense importations from Europe Russia, a consequent fall in price, and failure of demand — a certainty of sale would revive the cultivation. There are reasons to hope that the manufacture of Canvas will increase; as to copper the manufacture of this article requires the expenditures of so much money, that without effectual Public assistance it will not be soon established in the United States — and it is the more essential that it should be, as the country from whence we have heretofore derived our supplies has prohibited the exportation under an apprehension of a failure in its mines.

To carry into effect the intentions of Congress in the passage of the Act "authorizing the purchase of Timber for Naval Purposes", intelligent men have been employed to examine into the state of the Georgia Lands bearing the live oak, and it is believed that very correct information has been obtained. From this information it appears that there remains but two or three small Islands sufficiently clothed with this valuable timber, to be worth the Public attention. Measures have been taken to secure these Islands for the Public by purchase, and it is expected that the cost will be something under 50,000 Dollars: — for part of the residue of the 200,000 D"° appropriated by this Act — Contracts have been made for the frames, of Live oak for two 74 Gun Ships, in addition to the six, authorized by Law. It was perceived that great devastation would be made in this timber in the course of the present winter, to prepare the lands on which it grows, for the cultivation of cotton, & that it would be almost impossible to obtain entire frames for large Ships hereafter, except from the lands
proposed to be purchased; and the quantity of these lands is too small to admit the idea of their supplying entire frames for large ships. To be long useful they must be kept to furnish only these parts of the frames most subject to decay.

It was not to be expected that such a navy as could be created in little more than a year could afford complete protection to a foreign commerce, more extensive than that of any other nation, one only excepted. The first object of the President's attention has been the security of our own coasts, the second the protection of that portion of our trade, which is at once the most important to the whole community and most in our power to defend — and although efforts have been made, and no doubt will be repeated to give some aid to commercial enterprise to more distant regions, yet our trade beyond the limits of the American seas, can only receive very partial assistance from our present force, or indeed from any force which it will be prudent suddenly to raise for however desirable a rapid increase of our navy may be, there is no seasoned timber in the country, and to fell the trees, and build the ships in the same year, would be a waste of resources, and a want of economy, which nothing but extreme necessity could justify. If it be the policy of the United States to cherish this system of defence, so congenial with the genius & spirit of our citizens, & so well adapted to the geographical situation of our country, a suitable, seasonable provision of suitable timber will be indispensable — On this subject I beg leave to observe, that when every piece necessary for a ship is at its place of deposit and in a proper state to be used, a few months only will be required to build the ship — that more time will always be consumed in collecting the materials than in putting them together — that ships built of well seasoned timber will last four or five times as long as those built of timber, recently cut from the woods — and that if the timber be properly seasoned it will receive no injury, in half a century, but will be the better for having been so long kept. I took the liberty during the last session to suggest to the committee of Congress on naval affairs, that 12 ships of 74 guns as many frigates, and twenty or thirty smaller vessels, might be found sufficient to inspire respect for our neutrality in future European wars, with which our interest, and our policy will have no connexion — No reasons have since occurred — none can occur to justify an opinion that so often as the great maritime powers shall contend for superiority, our commerce will not be plundered, our seafaring citizens imprisoned, and even "our sea coasts ports and harbours insulted", and ultimately the weaker parts of the Union invaded, if we content ourselves with a permanent naval establishment less than the one suggested. There can be no danger that a nation, deriving more than six millions of dollars annual revenue from its commerce and whose population is hourly increasing can be oppressed by applying a part of that revenue, & only in time of war to the maintenance of that system of defence, which alone can insure that from this source of defence any revenue shall be received — In peace the ships can be laid up, and the care of them will cost but a pittance, and our peace will not be often interrupted, if it be known that we have the power of retaliating the injuries we receive —
Should it be determined that the United States shall have the power of calling into existence at the end of two, three, four, or five years, or any longer period as many additional ships as shall make our Naval strength consist of 12 Ships of the Line 12 Frigates, & 24 Ships to mount 24 — 12 pounders on the Gun Deck, an early provision of timber will be necessary for 6 — 74 Gun Ships (except the frames for 3 already providing,) one Frigate, and 12 Ships of 24 Guns. Ships of this last mentioned size, are equal or superior to the Public or private vessels of all Nations, under the rank of Frigates, and besides being as useful as inferior vessels in annoying the Commerce of an Enemy, add real strength to the Navy in any kind of service — smaller vessels do not — It may be relied on too, that in Wars unlike the present, & when Congress shall retaliate on the Merchant Vessels of an Enemy the treatment our own receive, as there will then be an object for individual enterprise, private adventurers will supply for private emolument all the smaller vessels, which can be advantageously employed —

It is not more the Interest than it is the desire of the people of the United States & of their Government to do justice and to cultivate peace & harmony with all the World. — But if our own experience was not sufficient, that of other Nations would be to convince the most incredulous Politician, that more is required than a conduct void of offence to other Nations, to secure a pacific people who have something to lose from injury and oppression — In private life a man averse to Strife, may escape insult, if he is known to possess courage & strength to punish outrage. The same observation will apply with equal force to Nations

On the American Continent we cannot have an enemy to excite serious apprehensions — In this particular we have nearly all the advantages of an Island & require the same kind of defence — It is from the European World that danger must come — A Navy alone can arrest it on its passage

The Estimates for the support of the Navy for the present year, being included in the Report of the Secretary of the Treasury, now before Congress, it would be useless to repeat them here.

Having already delayed this address too long, I will take the liberty in another to attend to your enquiries respecting the Marine Corps, Navy Officers, & the rules and regulations for the government of the Navy

I have the honor to be
with great respect Sir
Yr most obed servt

Sign" Ben Stoddert

[Note: The enclosure herein mentioned has not been located.]

[NDA, ConLB Vol. I.]
To Secretary of the Navy from Captain James Sever, U. S. Navy, and also a letter from a Gentleman on board the U. S. Frigate Congress

[The following is an extract of a letter written at sea, (soon after the misfortune which happened to the frigate Congress) in an expectation of an opportunity of sending it on immediately; but none offered before her arrival at Norfolk.]

"On board the frigate Congress, at sea, Jan. 14, 1800.

"UNDER the impression of the most poignant regret, I have the misfortune to report to you, sir, the disastrous situation of the United States frigate Congress under my command. I sailed from Newport on the 6th inst. accompanied by the Essex frigate, capt. Preble, having under convoy, a ship and a brig belonging to Philadelphia, and a small ship from New-Haven, but finding them to sail very heavily, and two of three being in ballast only, on the day succeeding that on which I left Newport, I determined on leaving them; and with the Essex to make the best of my way, to carry into effect the instructions with which you had been pleased to honor me. The first three or four days subsequent to leaving port, we had the winds far northwardly, the weather cool, attended with snow and hail. On Saturday the 11th the wind veered to the southward and came on to blow very fresh, attended with warm rain, and a heavy sea; this weather produced an astonishing effect upon my rigging, (which had previously been in very good order) it stretching so much as to induce apprehensions for the safety of the masts. The weather being such as to preclude the practicability of setting it up; I caused tackles to be got up to succour the masts, and the rigging to be swiftered; but unfortunately every step taken to support the masts proved futile. On Sunday morning the 12th, it blowing hard and a heavy sea running, at half past six the mainmast sprung about eight feet above the upper deck: I immediately caused the main yard to be lowered down (the top gallant yard having previously been sent down, and the top gallant masts housed) on consultation with the officers, it was decided as affording the only probable means of saving the mainmast, to endeavour to cut away the main topmast. This was immediately attempted: Mr. Bosworth, my fourth lieutenant, with 4 or 5 smart active men, going into the top to perform the service; while in its execution the mast unfortunately gave way, and in its fall involved the loss of that active, deserving officer; the other men who were aloft, and engaged in the same service, were all happily saved. The fall of the mainmast carried away the mizen top mast, with the head of the mizen mast. Being under an apprehension that from the roughness of the sea, the hull of the ship might be essentially injured by the action of the wreck, was induced to clear it from the ship with all possible expedition, by which means a very small part only of the rigging and sails attached to those masts were saved. I now turned all my attention to, and made use of every practicable exertion to preserve the foremost; the wind still continuing to blow hard with a very heavy sea, and the ship, from the loss of her after masts, laying in the trough and labouring very much; at half past 12 she rolled away her fore top mast; soon after which it
was discovered that the bowsprit was very badly sprung, just without the gammoning. I immediately caused the jib boom to be rigged in, and endeavored to secure the bowsprit by strong lashings round the heel of the jib boom; at the same time getting up tackles to the foremost head to secure the mast (which was already sprung) and to relieve, in some measure, the stress upon the bowsprit, caused by the fore and fore preventer stays.

It is with great regret I am to add, that all my endeavors proved of no farther consequence than probably to retard, for a very little time, what eventually took place, as at half past 3 P. M the bowsprit gave way, and at the same instant the foremost went over the side, leaving us totally dismasted, and with the loss of the principal part of the sails and rigging, which in our then situation it was not practicable to preserve.

Thus, Sir, we were left, in the short space of a few hours, in a most deplorable situation, entirely at the mercy of the winds and waves; and thus no expectation of being enabled to render important services to my fellow-citizens, by affording a protection to their commerce, were at once marred. I hope, sir, you will do me the justice to believe that this misfortune (which I most sensibly feel) is not attributable to any negligence on my part, everything practicable having been attempted to ward off the evil which the nature of the circumstances would admit."

PRIVATE LETTER

PHILAD. MARCH 10.

Extract of a letter from an officer on board the Congress, dated Hampton Roads, Feb. 24.

"We are now in the Bay, about two miles from Hampton Roads, where we were obliged to come to anchor, in consequence of carrying away our [Jury] fore-top mast, which will be replaced this evening, and with morning tide we shall go as far up towards Norfolk, as the water will admit. It is very uncertain what arrangements may take place with respect to the officers and crew of this ship, as it will be a considerable time before she can be fitted for sea. From the important nature of our voyage, it is probable, if the frigate Chesapeake of 44 guns, now fitting out at Norfolk, is in a forward state, she will be ordered out in our stead, and our ship's company turned over to her."

"The fate of the Essex is to us unknown. We are willing to hope that she weathered the gale without sustaining much injury, and has proceeded on the voyage.

"Poor Bosworth perished in discharging with alacrity and gallantry, a most important and hazardous duty. The word to cut away the main top mast, was no sooner passed, than he was up shrouds."

[LC, "Salem Gazette", (Salem, Mass.), 21 March 1800.]
[11 January 1800]

To Major Commandant William W. Burrows, U. S. Marine Corps, from First Lieutenant Benjamin Strother, U. S. Marine Corps

On Board the U. S. Frigate Congress — At Anchor within The Capes of Virginia in Sight of Hampton Roads — Feb' 24th, 1800

Major W. W. Burrows —

Sr: — I take the earliest Opportunity of Informing You of our present Situation — together with the causes which have so unexpectedly brought us to this port — On the 6th Jan' we Sailed from New Port in Company with the Essex Frigate & some Merch' Men — we had favorable Winds & parted with the Merch' Men on the 8th — On the 11th Strong Gales & a high Sea — At 6 lost sight of the Essex & lay too — Burnt Several false fires which were not Answerd — the Gale encreased with a high Cross Sea — at 7 on the Morning of the 12th found the Main Mast Sprung — the Captain Orderd the Main Top Mast cut away to save the Main Mast — Lieut. Bosworth & five Seamen went into the top to perform that duty — At 8 the M-Mast went over — Lieut Bosworth lost — the Men fortunately Saved by Clinging to the Wreck — the Mizen Mast Carried away at the same time — with it all the Yard Sails & most of the Rigging — At 10 found the Fore Mast Sprung — At Noon still a Violent Gale at 2 P M the fore Top Mast went over the Cap — ¼ before three the Fore Mast & Bowsprit went away — lost Yard Sails &c — then totally dismantled — Shipp'd several Seas & lost the Jolly Boat from the Stern — then Comenced Rigging Jury Masts which were got up by the 22d — On the 2d of Feb' Carried away the Jury Main top Mast — Saw on that day two Ships — fired on one & endeavourd to Bring her too — but could not effect it — have Spoke no Vessels except two Schooners — Nor hare we Seen or heard from the Essex since — But the Captain thinks she sufferd at least as much or more than we have — as she was Inferiour in point of strength & Quality of Rigging — the Marines are in perfect Health And the Crew are generally so — I shall in a few days Transmit to you the proper Returns — they will probably be brought by Lieut. Llewelen who wishes to Come & will If the Capt. does not Object to it as I am my self Willing he should do so — I have Issued & Charg'd to the Men the Frocks that I purchasd at Boston — which will be deducted from their pay — You can have no Conception of the loss of Cloathing that has Occurrd among the Marines — Notwithstanding I have us'd every Method to prevent it — Some lose them by being cut away by the Boatswain — Others have them Stole — & Hats Continually Blown Overboard — In fact I have been Obligd to Issue Already a Considerable Quantity of the Extra Cloathing to prevent many of them from being unfit to appear on Deck — In those cases I suppose they must be Charg'd to them & deducted out of their pay — On that I wish your Advice — The Service is to me every way disgusting — & I think you would perfectly Agree with me If you had a trial for one week only — It is Impossible to keep the Men in the order that Soldiers ought to be — from their being Constantly liable to the orders of every Officer of the Ship — I have assisted by my Friend Llewelen done every thing in my power to keep them in the best
Order & I suppose they are as much so — as men in their Situation can be — I have been Almost Continually Sea Sick & I believe should Remain so If I was to Sail for a Year — this Circumstance alone would prevent my Again going out If I could well Avoid it — But I have many other Reasons which determines me against it — which in my next I will more fully explain — I Mention this that you may make some other Arrangement for an Officer to Command the Marines now on Board this Ship As soon as Convenient — As it is my Intention when I have Settled my Accounts to Resign — In the Meantime I shall pay every attention in my power to promote the good of the Service — If Lt. Llewells Rank is not an Objection I know No man better Calculated for such a Command — As he is an Excellent Officer & much beloved by the Men — please to write me as Soon as possible — Give my Compliments to the Officers of our Corps & Believe me to be

With much Respect, Yours &c
BENJAMIN STROETHER Lieut of Marines

PS — we this Morning carried away our Jury fore top Mast & are now repairing it — we shall proceed to the Road

[MCA, LR, 1800.]

[11 January 1800]

To Secretary of the Navy, from Lieutenant John B. Cordis, U. S. Navy

Copy

NORFOLK April 2nd 1800

Sir Expecting you would have ordered a Court of enquiry respecting the Frigate Congress being dismasted, has prevented my addressing you previous to the above date — Discovering from Captain Sever's official letter, that he mentions of having consulted his Officers respecting the situation of the Ship, fully authorizes me, with the sanction of the other officers to assert it was not in all respects the case. — The above reasons have induced me to give You a candid representation of facts —

On the 2nd day from leaving New Port we parted company with the Merchant Ships then under convoy — finding them to sail far inferior to the Frigate Congress or Essex. Nothing of consequence happened till the 3rd day at noon, when I requested the Captain to give me permission to set up the lower rigging — unfortunately this was rejected with this answer, "I Sir am the best judge" consequently the rigging remained in the same state — At 5 OClock the same evening, the Essex was then in sight about 1½ miles astern — at 6 oClock it then growing dark, we lost sight of her. False fires were then thrown as signals, but of no effect. The Congress was then immediately hove too, with an idea that if the Essex was still steering her proper course she would have passed nearly under our stern. We remained in this situation till the next day. In the course of the night we discovered the rigging very slack — Mr. Saunders the 3rd Lieutenant had charge of the Deck from 12 till 4 oClock in the morning — at 3 Mr. Saunders informed the Captain that the situation of the rigging was dangerous but of no effect — At
4 A M. I took charge of the Deck, and immediately employed the watch in swiftering the lower rigging — but unfortunately when in the act of hauling taught the swifter, the Main Mast sprung about 15 feet above the Deck — all hands were immediately called — our only recourse was then to cut away the main Topmast in hopes of securing the Main mast. — Mf Bosworth the 4th Lieutenant undertook this service accompanied with 4 seamen but unfortunately in the act of cutting away the M. Mast broke from the original spring, and carried with it the head of the Mizen Mast with the people — the men were all saved excepting Mf Bosworth — Every exertion was then made to clear the wreck which perhaps was accomplished as soon as cases of that nature ever admit — Our next resource was to preserve the foremast & Bowsprit — The Officers were fully of opinion that by keeping the Ship directly before the wind, it might be practicable — however this opinion was rejected, and the Ship still remained hove too — We were at this time employed in securing the Fore Mast with proper Tackles — all our efforts were of no effect — The ship plunging into the sea, soon convinced every officer of experience what the consequence would be —

The foremast went near the Cap — We soon cleared it from the side. [My] attention was then to the Bowsprit which sprung about 2 feet without the Bows — The Jibb boom was immediately rigged in in order to serve as a fish for the Bowsprit — the Foremast soon after sprung near the Deck, and a few moments — they both went overboard thus wher left entirely sparless — It may perhaps have been mentioned to you that the Gale was uncommonly boisterous — but rest assured, it was not the case — the sea was very irregular, but the wind by no means so high as seamen in genera encounter in most voyages —

And to be candid I am fully of opinion that had we set the rigging the previous [day] (which certainly was practicable) we should have reserved the masts — I am Sir with respect

Yr obed Servt

Honble Benj Stoddert
Sec' Navy Philad*

Signed J B Cordis

[LC, J. Sever Papers. NDA photostat.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate Constellation Saturday, 11 January 1800

Throughout the whole of these 24 hours very Squally Uncertain weather, with a high Swell from the Eastward.

The store Ship at Noon in Sight and no other Vessel. —

Longitude Account 60°.4' W.
Latitude Observed 22°.57' N.

[HS of Pa. NDA photostat.]

Extract from journal of the U. S. Frigate Constitution Captain Silas Talbot, U. S. Navy, commanding, Saturday, 11 January 1800

Moderate and clear, Stayd the Mainmast and set up the main rigging, @ 4 saw a strange sail bearing E by S made sail in chace
sundown lost sight of the chase, @ 8 moderate and variable from the southward, saw the Boston S S E 5 or 6 miles the Cape S by E two leagues, Wore and tackd as nessasary to keep sight of the Cape during the night, @ 5 AM Taken aback with a squall from W N W close reefd the Topsails and sent down Top Gallant Yards

Departed this life Asa Haskins marine with a complication on the lungs, @ half past 5 commited the Body of the deceased to the deep with the usual ceremony as performed at Sea, @ half past 6 saw two strange sail bearing NE by E and E N E bore up and Gave chase to the sail NE by E. @ 8 Spoke with the chase an american Schooner from Philadelphia bound to Cape francois, @ ¾ past 8 fresh breezes and cloudy, Up Top Gallant yards and gave chase to E N E, @ ¾ past 8 discovered the chase to be a Ship running before the wind made all sail and pursued her till 11 A M, at which time we lost sight of her in a squall from the Westward. during the chase the wind was light and variable from W by S to W N W with frequent Squalls and showers of rain, @ half past 11 Squally with rain double reefd the topsails and hauled on a wind to the Northward Monte a christo S S W two or three leagues

@ 12 fresh Gales and rain Single reefd the Courses saw Monte a christo SW by S. four leagues

[NYHS, NHS.]


the First part of these 24 Hours fresh Gales and Cloudy

at 1 P M Set the Main Sail at 3 Double Reefd the Top Sails at 5 Handed the Main Sail Close Reefd the Top Sails Handed Mizen Top Sail Sent down Top Gall Yards the Rigging Slipped down over the F Top Gall Mast Head Sent down the Fore Top Gall Mast to fix Rigging At 8½ Handed Fore Top Sail at 9 Handed Main Top Sail and Lay by under the Fore Sail

Heavy Squalls with Thunded and Rain At 11 Set the Main Top Sail

Middle part Fresh Gales and Rain

at 1 A M Wore Ship to the Southward and Set the Mizen Stay Sail At 11 A M Handed Main Top Sail Lay by under the Fore Sail Fore Top Mast Stay Sail and Mizen Stay Sail

Latter part Fresh Gales and flying Clouds with A Heavy Sea

Latitude Observed 26° 77' N.

Longitude 70° 20' W. from London

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

To Captain George Little, U. S. Navy, from Mr. Lobre

on Board the Boston Frigate

the 12th of January 1800.

Captaine G. Little Esq'

Since I am on board of your Ship a prisoner I have taken the liberty of writing to you, but I am informed you have found in my letter Expressions which is improper, if I made use of any Expressions which was improper it was not my intensions, I beg of you the favour of
giving me an opportunity to have a conversation with you; may be after hearing me you will have some Resguard for my detention

I am With Respect

Captain

You most Humbly Servt

LOBRE

[F. D. Roosevelt Collection.]

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

ENGLISH HARBOUR ANTIGUA

U: S Frigate Insurgent 12 Jan? 1800

Benj Stoddert Esq

Sir My letters from St Kitts inform you of my misfortune of springing my fore mast & the consequent condemnation of it as well as the impossibility of repairing the damage there

We sail'd from thence on the 4th & arrived here on the 6th inst. without farther damage & tho' a place held almost sacred to every vessel but those in his Majesty's service I have been received into the Harbour & have had the most flattering attention paid me with every proffer of assistance I stand in need of by Capt Western of the Tamer [Tamar] Frigate now here under repairs I advised him of the steps I had taken with regard to Lord Hugh Seymour which he said was perfectly right, but he would have done every thing I required for the Security of the Ship upon his own authority as commanding Officer here & as the Brig might be expected every day I proposed waiting his Lordships reply at the same time he permitted us to make every preparation to take in a new mast the moment she arrived. Accordingly we have hoisted out the old one & upon further examination of it tis wonderful how it brought us here

As I gave you my opinion respecting our masts previous to leaving America I flatter myself you will not deem me culpable in this instance & nothing but the inclemency of the Season could have prevented me from making a shorter cruise than I find I am compell'd to do & happy shall I be if I can bring my ship safe to her mooring, in America after the severity of the Winter is over for was I to put her in the condition she requires to be in with regard to sparrs, sails & rigging in the West Indies it would cost the Public at least $10,000 exclusive of Provisions & the coppering of her Bottom but by a little delay I hope to be well employ'd on this station & to make out with my old materials

I fear from the delay of the Brig that Mr Watson has been obliged to cruise after the Admiral not finding him in Martinico but if I succeed in my application I hope to be at sea in four days after his arrival & in the mean time I must have patience & am

with great respect

your most Obedt

Pt just as I was closing my Letter the Brig arrived with an answer to my Letter from Lord H. Seymour granting me every supply I stood in need of and having the Mast nearly ready hope to be at Sea in four Days, I herewith enclose you the Copy of his Lordships Letter as well as one from Genl Paris, from Guadaloupe in answer to one I wrote him some time ago —

Yours,

A M

[NDA. A. Murray's LB, 1799-1805.]
Extract from a letter to Secretary of the Navy, from Master Commandant William Cowper, U. S. Navy commanding, concerning capture of the French Privateer Schooner Le Brillant Jeunesse:

dated [U. S. S. Baltimore]  
BASSETTERE RODS, Jan. 22 [1800]  

"On the 12th day of January, in lat 19° 40' N. and long. 60° 12' W. I had the good fortune to fall in with and captured the French schooner, Le Bullant Jeunesse, Joseph Madeira, commander, of 6 guns and 61 men—During the chase they threw overboard 4 guns, both bower anchors, camboose, and sundry small stores."

[LC, "Connecticut Journal", (New Haven), 20 February 1800.]

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To John Derby, Merchant, Salem, Mass., from Joseph Ropes

(Copy)

PORT OROTAVIA TENERIFFE Jan. 12th 1800  

Sir I wrote from here the 19th Decr bad weather has kept me here thus long — The weather is now good & should it continue so two days more I shall have the whole of my Cargo on board — I took in at Madeira 30 pipes of Wine & shall take in at this place 270 Pipes, having sold my Brandy at 3/6 Sterling per Gall. I thought it better than carrying it on further — I wrote from Madeira the 7th Decr by the Brig Charlotte Murdock Capt Walker but the letter arrived at this place a few days after me, Capt Walker having been taken & Carried into Palma from which place he came here, the privateer that took Capt Walker was fitted out from St Cruze, at which place she now lies. Should she be on another cruise before I get from this, — You may not apprehend the least danger from her as she sails dull & should she fall in with me cannot take me — There is one American ship at this place mounting 12 six pounders & better man’d than I am, she is bound the same road with me & I expect to sail in company with her. — A few days ago, there was a Ketch rig’d Vessel of this port showing 14 guns (I suppose the same Vessel that Phillips sold in Bordeaux several Years since) she ran up within musket shot of the John & then sheer’d off — She is now laying at St Cruze & report says she is a Letter of Marque from Bordeaux bound to Guadaloupe should she be otherwise, I apprehend but very little if any danger from her — The Vessel that brings this goes for Charlestown S. C. & as she is a dull sailer I think it best to leave my Certificates for my Brandy, to come with letters that I shall leave behind in the first Vessel bound to America —

From Your hbl Serv.  

(sign’d)  
Joseph Ropes.

Mr John Derby Merchant  
Salem

Extract from Captain Thomas Truxtun's journal, U. S. Frigate Constellation, Sunday, 12 January 1800

Hard Squalls from the Southward and a great Swell from that Quarter. took in and Made Sail, according to the weather. at Noon the Store Ship about two Miles astern. —

Longitude Account 58°.54’ W.
Latitude Observed 22°.44’ N.

[HS of Pa. NDA photostat.]

Extract from journal of the U. S. Frigate Constitution, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 12 January 1800

fresh Gales and Rain. Standing to the Northward under double reefd Topsails and Single reefd courses, @ 4 the weather cleared up saw Monte a christo S S W 5 or 6 leagues and five strange sail bearing N W. @ ¾ past 5 Tackd to the Southwd Wind moderate from NW by N. @ 8 light airs and variable which continued during the Night. @ 12 Midnight saw the Mont S by W ¾ W four leagues
@ 6 AM Saw two strange sail bearing SW by W made all Sail and Gave chace. Wind moderate and variable from North to S by W. @ 10 Saw two more strange sail bearing W S W. employed scraping between decks.

At 12 light airs from S E the chace SW by W four or five leagues Monte a christo SE by S. 7 or 8 leagues Cape francois SW by W ten leagues

[NYHS, NHS.]

Extract from journal of Captain Edward Preble, U. S. Navy, commanding, U. S. Frigate Essex, Sunday, 12 January 1800

Strong gales, S. by E. to S. W. and rain, under reefed foresail, close-reefed maintopsail, mizzen and forestaysails. At 4 P. M. took in the maintop sail and set the storm mizzen staysail. The Congress S. E. by E. two miles. At 4 and ¼ P. M., considering the bowsprit to be in danger, I bore away for a few minutes to take in the foretopmast staysail to save the ship forward; at the same time hauled down the mizzen staysail, the wind blowing with great fury. At this time lost sight of the Congress, our rigging being so slack as to make it impossible to carry sail to keep up with her, without hazarding the loss of our masts. At 8 P. M., under reefed foresail and storm mizzen mainstaysail. At 3 A. M., it moderated. Made more sail. At 11 A. M. strong gales and rain. Wore ship to the N. E. to set up rigging the starboard side. Congress not in sight. Lat. observed 38° 22’ N. Lon., D. R., 52° 07’ W.

[NR&L, Nr P 92241.]


Commences with heavy gales and lofty sea from the Southward & very thick weather, took in M° topsail & set Miz storm stay sail,
At 4 pm the Congress bore SE b E. At ½ past 4 bore away for a few minutes & took in F T M staysail, for the safety of the bowsprit as the wind blew with great fury. At 3 Am. try under fore sail & mix: S: sail —

Latter part hard gales. At 11 wore Ship to the N & E^d to set up the Starboard M^o & T (?) shrouds

Lat. Observed. 38°.22' N
Longitude. 50°.38' W

[LC, EPP, 1799–1800.]

Extract from journal of U. S. Schooner Experiment, Lieutenant William Maley, U. S. Navy, commanding, 12 January 1800

Captured the Schooner Anne [or Anna] and put Mr Allen on board her as prize Master. —

[NDA. NO, Vol. 1.]


this 24 Hours begin with Hard Gales and Cloudy Still Laying under the Fore Sail Fore Top Mast Stay Sail and Mizzen Stay Sail at 8 P M Wore Ship to the Northward hauld down the Fore Top Mast Stay Sail

Middle part began to Moderate at 1 A M Set the Fore & Main Top Mast Stay Sail and Mizzen at 4 Wore Ship to the Southward and Westward at 7 Discovered the Main Top Sail Tye gone Spliced it and got it Aloft the Second time Cald All Hands Employd on Setting up Standing Rigging Saw a Sail to the Eastward

Latter part Light Breezes and flying Clouds

Latitude Observed 25°50' N.
Longitude 70°06' W.

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

To Secretary of the Navy from Richard Soderstrom, Minister of Sweden to the United States

PHILADELPHIA 18th January 1800

Sir It is with some uneasiness I beg leave to refer you to my Letter of the 10th Ult. relative to some Goods belonging to Subjects of His Majesty the King of Sweden on board the armed Schooner Buonaparte which was captured by the United States Ship of War Merrimack. I earnestly request you will favour me with an answer thereto as soon as possible, not having yet received one. —

I have the honor to be with great respect

Sir
Your most Obedient
humble Servant

RICH^d SÖDERSTRÖM

The Honorable Benj: STODDER
Secretary of the Navy &c

[NDA, XZ.]
To Samuel Meredith, Treasurer of the Navy, from Secretary of the Navy

[PHILADELPHIA]
Navy Department 13th January 1800

SAMUEL MERIDITH Esqr
Treasurer of the United States

SIR The former Accountant of the Navy M'r Winder, having resigned his office, & the present Accountant M'r Turner, not yet having entered upon his duties, the Public service will suffer unless for the present you pay Warrants drawn by me without the signature of the Acc't M'r Gillis the principal Clerk in the Accountant Office will certify on the Warrants that they are properly charged in the Books, & when the Accountant enters upon his office his signature will be given to such Warrants —
I have the honor to be
with great respect Sir
Yr obed servt

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

Extract from Captain Thomas Truxtun's journal, U. S. Frigate Constellation, Monday, 13 January 1800

Moderate and Light winds alternately, with cloudy dull weather, and a very high Swell Rolling from the Westward. —
at Noon the Store Ship within hail. —
Longitude Account 58°16' W.
Latitude Observed 22°0' N.

[HS of Pa. NDA photostat.]

Extract from journal of the U. S. Frigate Constitution, Captain Silas Talbot, U. S. Navy, commanding, Monday, 13 January 1800

Light airs and Variable, In Pursuit of 5 sail to the Westw'd apparently steering for Cape francos. @ 3 saw the U S Ships Boston and General Greene bearing SW by W. @ 5 saw the Boston bring too one of the vessels which we had pursue'd and permitted her to pass to Cape francos we then short'n'd sail and Gave over chace, @ [?] Double reefd the Topsails and hauld to the Wind to the Northward Cape francos SW ½ S, two leagues, Boston and General Greene in company, Wore and tack'd to Work to Windward as Nessasary during the Night.
At daylight saw the General Greene SW by W 4 or 5 miles and two strange sails which appear to be bound to Cape francos @ half past 11 Shortnd sail and brought too, Rec'd an Officer with dispatches from the Black General at Cape francos
@ 12 Moderate breezes from E S E, the Cape S W two leagues. Boston and General Greene N N W 6 or 7 miles. Wind from the Southward and Eastward

[NYHS, NHS.]
Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate
Essex, Captain Edward Preble, U. S. Navy, commanding, Monday, 13 January
1800

These 24 hours commence with heavy gales & lofty sea. Ship
under close reef'd F. sail & close reef'd Fore topsail & storm Miz' Staysail, At 1 PM wore ship.
Middle & latter part hard gales & rough sea. Ship'd much water,
some of which went down the F. hatchway, that we were obliged to
bore holes in the Water ways, between decks to let off the Water
Latter part set close reef'd M' topsail
Lat. Observed. 38°.8’ N
Longitude 45°.20’ [?] W

[LC, EPP, 1799-1800.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S.

these 24 Hours begin with Light Breezes and flying Clouds
At 1 P M Loosed the Top Sails Let the Reefs out and Made Sail
After A Schooner to the Southward and Eastward
Discovered the Main Top Sail Yard Sprung So bad that it was
Condemned it Stoped our Chase got it down got up A New one
Middle part Light Breezes and Sometimes Calm
at 6 A M Sint up Top Gall¹ Yards and Set the Sails
Saw two Sails one to the Northward and Eastward and one to the
Southward and Eastward
All Hands Calld to Quarters Went thro the Manuel Exersise with
the Great Guns and Small Arms with other Manuvers Common in
Action
Latter part Calm
Latitude Observed 25°26’ N.
Longitude 70°17’ W.

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

[14 January 1800]

Extract from a letter to Secretary of the Navy from Captain Moses Tryon, U. S.
Navy, commanding U. S. S. Connecticut


On the 14th ult. I fell in with a French privateer sch. of 14 guns,
which I chased the north side of Demerara, within gun-shot of the
shore, until she got under cover of the fort. She sailed remarkably
fast or should have taken her; I fired upward of 80 shot at her.
On the same day, I chased on shore on Deseada, a fine ship direct
from France, mounting 22 guns, which bilged and sunk immediately
after she struck.

[LC, “Claypoole’s American Daily Advertiser”, (Phila.), 16 April 1800.]
To Master Commandant David Jewett, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 14th January 1800

Capt. David Jewitt
of the Trumbull, New London

Sir I have received yours of the 9th Inst and now enclose you a descriptive sheet of the private signals of our Navy, four sheets explanatory of their general use, a list of distinguishing flags, 4 Copies of the Act for the government of the Navy, and of the Marine rules & regulations — I also enclose a Warrant for Mr George H Brown Gunner, whom you will require to take the enclosed oath & return it to this Office —

The signals were ordered from hence the 15th July last & I presume have long since reached you, if however, this should be otherwise, you will apply to the Agent, who will furnish you with Bunting & you must have them made in conformity to the inclosed sheet —

Glasses are furnished by the Public. You will make your Requisitions for such as are necessary for the Trumbull upon the Agent.

I have the honor to be

Sir
Yr obed Servt

In 2, or 3 days you may expect to receive your sailing orders — your recruiting parties should be instantly called in —


To Richard Soderstrom, Swedish Minister to the United States, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 14 January 1800

Richard Soderstrom Esq

Sir I am honored with your letter of the 13th Inst — Mine to you of the 21 November [1799] would inform you that the goods taken in the French armed Schooner Buonaparte were sold at Saint Kitts prior to any demand made for any part of them by his Sweedish Majesty —

Capt Brown who made this capture is now at Boston — He may be called on to have the Buonaparte condemned in our Courts & you might then make before the Court a claim for the value of the Sweedish property on board — this is the regular course but the proceeding would be tedious and expensive — the Captain being disposed to dispute the claim made on the part of the Subjects of Sweeden observing on the improbability of their risking their property on board French Vessels, when their own could pass unmolested — If you will furnish the necessary evidence to establish the ownership and value of the property claimed, I will endeavor to have the thing so arranged that payment may be made here —

I have the honor to be

Sir
Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]
Extract from Captain Thomas Truxtun's journal, U. S. Frigate Constellation, Tuesday, 14 January 1800

Light airs all Round the compass, intermixed with calms, and a heavy Swell from the Westward — Saw a Schooner and Sloop which it is supposed came out in company with us.

Longitude Account 58°.16' W.
Latitude Observed 22°.00’ N.

[HS of Pa. NDA photostat.]

Extract from journal of the U. S. Frigate Constellation, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 14 January 1800

Fresh breezes and cloudy. Lying too off Cape Francois, General Greene, and Boston in company. Rec'd from the U. S. Ship Genl Greene the following Articles

Viz one pipe and 16 keggs of Brandy containing 283 Gallons
Fifteen small Keggs of Gin........ d° 153 d°
Nine Hhds of Mollasses........... d° d°
Four cask of Vinegar............. d° d°
One cask of oil.................. d° d°

@ 7 filld and made sail Squadron in company. @ daylight saw the Boston S S E six leagues. Genl Greene S S W 3 leagues & a strange sail N E @ 10 saw the Boston Bring too and board a strange sail to the E S E Employd securing the Mainmast which appears Hazardous since the 17th of december 1799. at which time we first discovered it to be damaged below the Tressletrees. @ 12 Cape Francois South 5 leagues Boston E S E three leagues Genl Greene S S W 3 or 4 leagues

[NYHS, NHS.]

Extract from journal of U. S. Schooner Experiment, Lieutenant William Maley, U. S. Navy, commanding, 14 January 1800

Having occasion to put some papers on board the Anna made Sail & stood for her and I soon discovered that she was standing W. or W. b. N. I sent the Boat immediately, the prize saw the Boat and knew her to be the Experiment's, but did not shorten sail or alter their course until a shot from the Experiment brought her too. — I ordered Mt A.[llen] to come on Board and explain his conduct, when he came on board he was evidently in a state of intoxication, and said that he supposed the Boat to be a Barge from Jeremie, and assigned it as a reason for running from the Boat. I thought the pretext a plausible one, I ordered him to Continue on Board as prize Master, and gave him liberty to exchange one of his men: — directed him to go on board and make sail which he refused to do, or take the man exchanged. I then ordered Mt Fleming to take his place and sent him on Board with Mt Blake to see that he delivered Mt F.[leming] all the papers, and to see that he left this quadrant with Mt F. for the use of the Prize, when Mt B.[lake] demanded the quadrant, Mt Allen refused, and threatened to knock Mt B. down if he attempted to take it, Mt B, then confined him and brought him on board the Experiment he was very much intoxicated, and gave no account of his Conduct

[NDA. NO, Vol. 1.]
Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship Cangu, 14 January 1800

At 4 PM exercised great guns and small arms. At 5 The Harry made the Signal for a strange sail proved to be off the Lee beam. At ¾ past 5 A M Saw a sail off the Weather bow, made sail in chase. At 6 fired 3 shot at him and gave up the chase.

[NA.]


the first part of these 24 Hours Moderate Gales and Pleasant Weather
Several Sail in Sight at A Distance
Middle part Light Breezes and Pleasant Weather
At 7 A M Set Fore & Main Top Mast Stearing Sails Fore Stearing
Main Top Gall Royall and Top Galliant Stearing Sails
at 8 A M Saw a Sail bearing W b N
Latter part Light Breezes and Pleasant Weather
Latitude Observed 25° 39' N.
Longitude 71° 06' W.

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

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

DEPARTMENT OF STATE
Philad.  Jan² 15th 1800

RICHARD O BRIEN Esq'

SIR, On the 11th of July I received your dispatches by the Polacre Dey, Captain Smith. Soon after, I desired Mr Humphreys and another naval architect to examine the vessel, for the purpose of putting her in the order which you desired. They examined, and reported their opinion that the expense of such alterations and repairs would be much greater than the whole value of the vessel when completed; and that she was not calculated for such an armed vessel as you designed to make her. No other suitable vessel immediately presented: and in August, the yellow fever again prevailing, obliged the inhabitants to flee to the country, and suspended business. The fever prevailed in like manner, and produced similar effects, in New York. After this, there was a prospect that one of the public armed ships, which was taken out of the service, would supply the place of the Polacre; but upon further enquiry, this vessel also was deemed ineligible: and the season being then far advanced, it was concluded to load the Sophia once more for Algiers; and she is now ready to sail, with a valuable cargo, as by the inclosed invoice and bill of lading. — As you mentioned that 500 barrels of powder must be sent, I directed their being put on board: but the room left for them being insufficient, only 360 have been shipped. And I think this not unfortunate; that so necessary a commodity may not be wholly hazarded in a single bottom. The residue will be shipped in the Spring, with the other articles contained in your lists; except a
few not to be found in the United States; or not in the quantities required. — Of the spikes of the specified dimensions, several tons are made, and the several quantities will in due time be completed.

The delay which takes place in forwarding the stores and goods you commissioned, wherewith to discharge our debts to the Jews, will I trust produce no very great inconvenience: Every just claim, every stipulation, will be provided for by the shipment in the Spring.

The twenty brass twenty-four pound cannon desired by the Dey, cannot be procured in the United States, nor probably elsewhere during the present war. But if iron guns of that size, and of the neatest and best kind, will answer as a substitute, we can furnish them. Our iron is of a superior quality, and our founderies now very perfect. The guns will be light, as well as strong and smooth. If the 24 pounders are wanted for galleys, they perhaps need not be more than seven feet long, and weigh about thirty six hundred; perhaps less. By adding to their length, their weight will necessarily be increased: but if eight feet and a half long, they need not exceed forty hundred weight: whereas the usual weight of iron 24 pounders is 48 to 50 hundred. In fact, for every kind of real service, in ships and garrisons, iron guns of strong metal, and light, are, in the opinion of good judges, superior to brass. I have said thus much to obviate the common prejudice in favour of brass guns; seeing we have it not in our power to furnish them.

I inclose the copy of a paper delivered by Captain Cathcart, in May 1796 to M' Barlow, as exhibiting a list of the articles required by the Dey of Algiers for our annuity of maritime and military stores. But the quantities of the several articles are enormous; and instead of twelve thousand sequins (21,600 dollars) would cost the United States three or four times that sum. This was not contemplated when the treaty with Algiers was ratified. It is true, the treaty provides that if the value of the stores annually delivered exceed the twelve thousand sequins, the surplus is to be paid for: But the prices of these commodities, as estimated at Algiers, bear no proportion to the sums they cost the United States, and consequently any surplus adds to our loss. — By your settlement in February last with the present Dey, you got rid of the burthensome peace presents, and of the annuity for two years and nine months: and it is hoped you will, at least on the arrival of the next cargo of goods and stores, be able to bring the annual present within the bounds of moderation. In such an event, you will send a list of the reduced articles for the annuity, defining the sizes, as well as quantities, with great precision; and adding the respective prices at Algiers. — Cutting the oak and pine planks of one length, breadth and thickness, a great deal of timber, and they make bad stowage in a vessel. As the Dey has cruisers of various sizes, an assortment of planks, varying in all their dimensions, would be better adapted to his service than the huge planks hitherto required, and more practicable and less expensive for us to procure. — It is very true, if a plank 15 or 18 inches broad will be rated no higher than one of 12 inches, we had better cut off the surplus timber, to lessen the freight. But as the Algerines allow a better price for thick than thin planks, so may they distinguish between broad and narrow ones.
It would be convenient to receive from you a correct table of Algerine weights and measures compared with those of the United States.

It is proper that you should know the history of the ship Hero, which sailed hence more than a year ago laden with planks, masts and naval stores for Algiers. — In a few days after her departure, springing a leak, she bore away for the West Indies, and arrived at Jamaica, where she was obliged to unload and repair. In the Spring, she sailed thence to proceed on her original voyage: again became leaky; and so put back to New-York. There she was again unloaded, and underwent a thorough repair. But in the autumn, when ready to load the third time, it was found that a great part of her lumber was ruined. The large oak planks in particular were so decayed as to be fit only for fuel: and on this account it is fortunate that she returned from Jamaica to the United States. — This extraordinary circumstance must be ascribed to the large quantity of the timber on board, shipped, much of it, while full of sap, heating and fermenting for a time in the hot climate of the West Indies.

The oak planks and some other parts of the timber being thus damaged, or ruined, and other portions being, in consequence of your settlement, no longer required for Algiers, while they would answer well for our engagements with Tunis; it was judged best to complete the Hero's cargo with additional lumber (such as could be found at New York nearest the requisite dimensions) and other suitable stores, for Tunis. She is now nearly loaded; and the Agent informs me, will be ready to sail the first week in February. — The residue of the stores for Tunis will be provided and shipped as soon as possible.

A plate has been cut for the new passports, such as you recommended, of but about half the present breadth at the head; and the parts necessary for the Consuls will be forwarded in the Spring. — One entire new passport is inclosed for your inspection. —

After a series of misfortunes, Mr Joseph Donaldson arrived at Philadelphia. The ship and cargo with which he sailed from Leghorn, was seized and condemned by the French at Cayenne. He went to France, hoping to recover the value; but was disappointed. In the last summer he sailed again for Europe, where he still is. When he returns, the bills he drew on London in favor of the Jews, and which you sent me, will be presented, and payment obtained if practicable.

I am Sir, &

TIMOTHY PICKERING

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

[Enclosure]

[2 May 1796]

The following is a list of the Stores commissioned for by the Dey for the annual Present of the United States of America delivered to Joel Barlow Consular Agent of said States at Algiers May the 2nd 1796, and forwarded by James Lea Cathcart. —
### Nails

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>100 Algerine Quintals of Nails in length</td>
<td>13½ Inches</td>
<td></td>
</tr>
<tr>
<td>100</td>
<td>D°</td>
<td>D°</td>
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<td>100</td>
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<td>100</td>
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#### Bomb Shells

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Units</th>
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</thead>
<tbody>
<tr>
<td>500 Bomb Shells</td>
<td>5½ Inches Caliber</td>
<td>16</td>
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<tr>
<td>500</td>
<td>D°</td>
<td>D°</td>
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<tr>
<td>500</td>
<td>D°</td>
<td>D°</td>
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<tr>
<td>500</td>
<td>D°</td>
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#### Cables

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<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Units</th>
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</thead>
<tbody>
<tr>
<td>4 Cables of 18 Inches</td>
<td>120 fathom long</td>
<td></td>
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<tr>
<td>6</td>
<td>D°</td>
<td>D°</td>
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#### Rope

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 Coils of 10 Inch Rope</td>
<td></td>
</tr>
<tr>
<td>4 D° of 9 D°</td>
<td></td>
</tr>
<tr>
<td>4 D° of 8 D°</td>
<td></td>
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</tbody>
</table>

#### Oars

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,000 Oars for large Cruisers or Frigates</td>
<td></td>
</tr>
<tr>
<td>500</td>
<td>D° smaller</td>
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</table>

#### Gunpowder

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,000 Algerine Quintals of Gunpowder</td>
<td></td>
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</table>

#### Planks

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,000 Pine planks from 22 to 24 picks long, and 6 inches thick</td>
<td></td>
</tr>
<tr>
<td>1,000 Oak Planks</td>
<td>D°</td>
</tr>
<tr>
<td>3,000 Pine boards of common length and 3 Inches thick</td>
<td></td>
</tr>
<tr>
<td>2,000 Pipe Staves</td>
<td></td>
</tr>
</tbody>
</table>
100 Bales of Canvas
50 Quintal of Sheet lead
100 dozen long tar brushes
100 Quintals of white rope yarns

NB. — I really think that for 2000 pipe staves was meant 20,000. The overplus of the value of these stores above the annual present are to be counted from one year to another or paid for in Cash as p'T Treaty. —

JAS. LEA† CATHCART

NB. One pick is 24¼ inches — so that 22 picks make near 46 English feet in length.

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

To James Leander Cathcart, U. S. Consul, Tripoli, from Secretary of State

DEPARTMENT OF STATE
Philad* Jany 15th 1800

JAMES LEANDER CATHCART Esq

Sir, By the Sophia, which arrived here the latter end of August, I received your dispatches. Your negotiation with the Bey of Tripoli has been conducted in a manner very satisfactory to the President. The services of Doctor M'Donogh have been so useful, I have written him a letter (herewith transmitted) expressing the President's acknowledgements, approving the compensations made to him by you, and bespeaking his future good offices, should any occasion call for them.

It is not surprising that Tunis & Tripoli should feel hurt by any claim of pre-eminence by Algiers: and from the indignant manner in which they repel this claim, it is manifestly impolitic to hold it up to view, even if it exists — (a point at least doubtful —) because its existence will operate its full effect in our favour, so long as it shall be known that we stand well with Algiers. And it will not be amiss, when a fair opportunity shall offer to intimate to the Bey of Tripoli, that the United States are disposed to treat him with the like respect and friendship as they do the Chiefs of the two other Regencies. This seems to be what he expects by this expression in his letter to the President — “We have consummated the peace, which shall on our part be unalterable; provided you are willing to treat us as you do the two other Regencies, without any difference being made between us.” The letter previously adverts to the difficulties in the way of your negotiation, and his resolution not to receive you: But that Dr M'Donogh's entreaties prevailed; and so, in order to gratify his desire, and to preserve unaltered the subsisting friendship, the Bey agreed to accept the small sums of ten thousand dollars in lieu of the stipulated stores, and eight thousand dollars as a substitute for the brig Sophia, promised by Captain O Brien. — I should send you a copy of the Bey's letter, if the answer of the Rais to you “that the Bey never gave copies of his letters to any one,” did not excite an apprehension that if it were known, it might give offence: and yet, without a formal copy, it seemed proper that you should be acquainted with the substance of its contents.
Agreeably to your request, Mr. Woodsides has received two hundred dollars on your account, to procure you some supplies, which I expect he will send in the ship Hero, now nearly loaded, and which is to sail for Tunis the first week in February. This ship which sailed a year ago for Algiers, sprung a leak, and bore away for the West Indies. There she was obliged to unload and make repairs. Departing thence, she again became leaky, and got back to New-York, in May. There again unloading, she has undergone a thorough repair, and is pronounced a safe ship. But by these misfortunes, her oak timber, put on board green, decayed and was unfit to reship. This deranging her cargo for Algiers, the deficiencies were supplied with lumber as near as possible of the kinds required for Tunis. — The Sophia carries this letter: she is loaded with a valuable cargo of stores & merchandize for Algiers. In the Spring other vessels with ample cargoes, to fulfill our engagements with Algiers and Tunis will be forwarded. — The yellow fever has again visited Philadelphia & New-York, and obliged the bulk of the inhabitants, as well as the public offices to remove. This retarded every measure to be taken relative to the states of Barbary. We did not return 'till the beginning of November.

The merchandize before mentioned, with the quantities yet to be sent to Algiers, is destined to form an exchange for the monies borrowed there to defray the expenses of negotiations with Tunis & Tripoli, and for charges and obligations incurred in Algiers. — It appears probable that some of our armed vessels will visit the Mediterranean in the ensuing spring or summer. I inclose a list of our growing fleet; besides which, materials for building six seventy fours are collecting.

I am Sir &c &c.

TIMOTHY PICKERING

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

[Enclosure]

To Doctor Bryan McDonogh, Tripoli, from Secretary of State

DEPARTMENT OF STATE

Philad. Jan' 15th 1800

Doctor Bryan McDonogh

Sir, The dispatches of Captain Cathcart, Consul of the United States for Tripoli, as well as former communications from other American Agents, show how friendly and useful you have been in our negotiations with the Bashaw; for which I am directed by the President to render to you his sincere thanks, and to express his approbation of the notice which Captain Cathcart has taken of your services. Other occasions may present hereafter in which your interposition may be beneficial, when your benevolence and friendship will be counted on, as on your part you may count on the gratitude of the United States.

I am Sir, &c &c

TIMOTHY PICKERING

[SDA. Dip. Cor., Inst. to Min., 1798–1800.]
To Captain Silas Talbot, U. S. Navy from Secretary of the Navy

[Philadelphia]

Navy Department 15th January 1800

Capt. Silas Talbot
of the Constitution

Sir, I have duly received your letters down to the 15th December including the one of that date all of which have been communicated to the President who desires me to mention his approbation of Your measures and his entire confidence in your judgement to execute properly the difficult Service assigned You —

I annext to this letter an extract of one dated the 9th December received by the Secretary of State from Doctor Stevens — It would have been as well if he had communicated the same ideas to you — perhaps he has done so. It is impossible to foresee from this Country at what particular Spots, our Vessels can be employed with most advantage for the protection of our Commerce. You must consider yourself at full liberty at all times to follow your own judgement in employing the vessels under your Command for the defence of our trade & the capture of Enemy Vessels, not only in the Neighbourhood of Touissants ports but round the whole Island & the other Islands in the vicinity of St Domingo. — But you justly consider it important to maintain a superiority of Naval Force near Cape Francois, & although no circumstance has yet arisen to shew the necessity of this caution, there is no knowing how soon the good policy of it may become too evident — I send the extract of Doctor Stevens letter, not that you shall consider it as making any part of your Instructions but as containing ideas which may be useful — of which however you are to be the sole Judge. You must judge when to keep the vessels within cooperating distance & when to separate them a great distance from each other. — This goes by the Richmond, Captain Law, who is to place himself under your command — By this time you have been joined, in addition to the Gen'l Greene & the Boston, the Herald & the Experiment by the Patapesc'o Geddes & the Augusta Mr Elroy. It is desirable that you should have small vessels enough to cruise at all the places in the neighbourhood of Saint Domingo including Porto Rico most useful for the protection of our trade, and large ones enough to give you a superiority wherever it shall be necessary over any force belonging to the French or the Island near Touissants ports.

The Richmond takes under convoy some of the articles of rigging & mentioned by you, as wanting for the Constitution — Some of the other vessels besides the Constitution may want a part. Messrs James & Ebenezer Watson will send you an invoice of the articles. Having sent you provisions under convoy of the Augusta, I hope you will not want more before I can hear from you after the arrival of the Augusta — On the subject of provisions, I can only repeat what has before been said, that it being very expensive to buy them in the Islands, except green vegetables which you can get cheap, every means must be used to economise — Whenever a vessel under your command returns to the United States for whatever reason she should bring no more provisions than necessary to last her home — the overplus should be distributed among the Vessels remaining — Doctor Stevens as you observe, has a difficult part to act — & may be obliged
to temporize, & to do things not warranted by the arrangement with Touissant but he ought not to give passports, except for the purposes of trade between Touissants ports, & except Vessels actually employed by Touissant in carrying supplies for his troops

[P. S.] 16 January 1800

Upon another perusal of your letter, I am more forcibly struck as with the probability of a crisis bearing near at hand, which will require all your prudence to manage, so as to guard our Citizens well on shore as at Sea from very great evils.

The machinations against Touissant seem to be increasing & will too probably increase, and the arrival of the Frigates with the French Comm" if they do arrive may be the signal for an explosion. I can suggest nothing useful to you — In any event that may arise, you will feel it to be your duty to employ your whole force in such manner as shall best contribute to the security of the persons & property of our Citizens —

I am sorry the General Greene is in such bad condition — the time of her men will be out in March, April & May — If she can be useful it will be best to keep her with you for the present & send her in so as to arrive about the middle of April — I would send you another Frigate if it was in my power, but it is necessary that we should be a match for 3 Frigates at Guadeloupe, as well as at S" Domingo & we have lately sent the Congress and the Essex, a distant voyage, & our other new Frigates are not yet ready — The French Frigates intended for Saint Domingo will probably be selected for fast sailing, and may be light vessels — The Constitution & the Boston with the aid of the Patapsco, I hope will be a full match for them. Should you be obliged to send in the General Greene, & as long as there seems to you to be good reasons to expect the arrival of the French Frigates, it would seem but prudent in you to keep this force within cooperating distance —

I have the honor to be

Sir, Yr obed Serv'y

[NDA, OSW, Vol. 3, 1799-1800.]

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

[Philadelphia]

Navy Department 15 January 1800

Mess're James & Ebenezer Watson

New York —

Gentlemen I am honored with your letter of the 11th Inst — A remittance of 20,000 $ was ordered yesterday. The shipment of the stores for the Constitution I presume from your letter is complete. You will please direct their delivery, in the absence of Captain Talbot to Nathan Levy Esq't, Navy Agent at Cape Francois — Tomorrow I shall send Captain Law his sailing orders when I hope every thing which depends on you will be in perfect readiness as well with respect to the Richmond as the stores in question.

It is a pleasing circumstance that you have found a conveyance for the stores to Batavia, even at the expence you mention — The crews
of the Frigates without the addition of these stores would be short particularly of the most essential article bread

I have the honor to be

Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 15 January 1800

Capt. Moses Brown

of the Merrimack, Boston

Sir The Sweedish Consul claims for the Goods claimed by Sweedish Subjects in the French Schooner Buonaparte — He can insist on your causing that vessel to be condemned in our Courts before which he could make the claim — If the claim be a just one, you are liable for the amount — Your safe course will be not to distribute for the present the prize money unless you can ascertain the cost of the Goods in question in which case, you may retain in hand that sum & distribute the residue — You will hear again from me in a few days on this subject —

I have the honor to be Sir

Yr obed. Servt


To Stephen Higginson & Company, Navy Agents, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 15 January 1800

Stephen Higginson & Co

Boston —

Gentlemen Since my letter of the [7th] Inst requesting you to ship 60000 Lbs bread to Batavia, Messrs James & Ebenezer Watson of New York have succeeded in engaging a Conveyance for that article — You will therefore please to consider my order to you as rescinded.

I have the honor to be

Gentlemen

Yr obed St


To William Marbury, Navy Agent, Georgetown & Washington, D. C., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 15th January 1800

William Marbury Esqr

George Town, Potomack

Sir I request you will purchase 2000 Barrels of Middlings, or if you cannot get so much middlings make up the quantity of con-
demned flour, & common Flour, but as small a proportion of the latter as possible indeed of the two last — Ship the flour & middlings in the proportion of $\frac{3}{4}$ to Stephen Higginson & Co at Boston & $\frac{1}{4}$ to Gibbs & Channing New Port Rhode Island, as opportunities offer — I wish a shipment to be made to Higginson as soon as convenient — You may take your time for the execution of the whole order, a part you will execute as soon as you can — My object is to reduce the price of Ship Bread in the Eastward States and if it can be effected by this means considerable quantities more of this kind of flour will be wanted. Write me when you make a shipment, & send me Invoices of the Flour & the cost — I have directed a remittance to be made you of 10,000 D\textsuperscript{r} 4000$ You will pay the Comm\textsuperscript{r} & get a square in the City for Naval purposes — I have written to the Att\textsuperscript{y} General, to send you directions as to the form of the Deed — You can at any time draw on me at sight if you want money faster than I supply it.

I have the honor to be
Sir
Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from Captain Thomas Truxtun’s journal, U. S. Frigate Constellation, Wednesday, 15 January 1800

Light Winds and Calms alternately.
Brought to and Spoke a Hamburg Brig, from S\textdegree Thomas’s bound to Hamburg, out 5 days and no news.
Every appearance of a Strong Current Running.
Excercised Great Guns and Small arms &c. —
The Store Ship within a mile of us.
Lontitude Account 58°20’ W.
Latitude Observed 21°30’ N.

Extract from journal of the U. S. Frigate Constitution, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 15 January 1800

Light airs and cloudy, Employd as nessasary, @ 2 bore up N N E, @ 3 shortn’d sail and brought too Genl Greene and Boston in company. Rec\textsuperscript{d} ships stores and provisions as follows

\begin{tabular}{lccc}
Viz & 3 Pipes of Brandy. & Containing & Gallons \\
& 2 Puncheons of Rum & d\textsuperscript{o} & Gallons \\
& Hogsheads of Mollasses & d\textsuperscript{o} & Gallon \\
& Cask of Vinegar & d\textsuperscript{o} & Gallons \\
& 1 Box of candles & d\textsuperscript{o} & Pounds \\
\end{tabular}

Also 2 cask of Stonelime and one cask of Fruit limes together with two live oxen for Ships use.
at the same time in hoisting in a Hhd of Molasses Guagd @ 90 Gallons the head flew out, lost 21 Gallons
@ 10 In the Evening Made sail to the Eastw\textsuperscript{d}. @ daylight saw a strange sail E N E, [General] Greene and Boston in company 3 or 4 miles S W. of us, Made sail in chace to the S\textdegree and E\textdegree Wind V\textsuperscript{b}
from the Westwind. Parted company with the Squadron the Cape S S W 10 or 11 leagues, the Monte S E by S 27 miles the Chace N E by N 10 or 12 miles  
Latitude Observed 20°21' N.  
[NYHS, NHS.]


Commences with light squalls, & following sea with showers of rain. People employ'd at sundries of ships duty.  
Middle part moderate breezes and pleasant weather. At 2 Am parted Fore topsail tye. At 5 set m°top mast & miz° S. sails. At 10 got up T G masts on end. At 11 am saw a sail to windward, tack ship & gave chase to the same —  
Lat. Observed. 35.0 N  
Longitude 38.20 W  
[LC, EPP, 1799-1800.]


the first part of these 24 Hours Moderate Breezes and Cloudy  
Bent the Small Bower Cable at 5 P M Took in Top Gall Royal & T G Stearing Sail  
at 6 took in Stearing Sails for & Aft at 7 Hand Top Gall Sails  
Middle part fresh Breezes and Rainy  
at 2 A M took one Reef in the Mizen Top Sail at 3 Double Reelfd the F & M° Top Sail Set the M° Top Mast Stay Sail and Housed the Guns  
at 4 Set the Mizen Stay Sail at 6 Let Reefs out of the Top Sails  
Set the Top Gall Sails and Top Mast Stearing Sails Saw a Sail bearing West Stearing to the Southward at 8 Saw the Second Sail bearing West  
at 10 Took in Stearing Sails Top Gall Sails Stay Sails and Hauled up our Courses and Spoke the Brig Berkley from Turks Island 4 Days out of and Bound to Boston Fitz Rowe Master Bore away our Course Dropt our Fore Sail  
Latter part Fresh Breezes and Cloudy  
Latitude Observed 26°26' N.  
Longitude 73°44' W.  
[HS of Old Newbury, Mass., NDA photostat.]

[16 January 1800]

To Secretary of the Navy from Richard Soderstrom, Minister of Sweden to the United States

Sir! I have received the letter you have honored me with dated the 14. Instant on the Subject of the Swedish property taken on board the French armed Vessel Buonaparte — I am sorry to find
that Capt. Brown has so mistaken an Idea, as to suppose it improbable that Swedish Subjects should risque their property on board of French Vessels, when their own could pass unmolested — unfortunately a severe experience has often taught our merchants to think otherwise, & has often obliged them to resort for protection to the quarter from which the greatest danger was to be dreaded — From the United States they feared nothing, knowing that their property would be safe in American hands, tho' found on board of hostile Vessels — Your offer to have the business amicably Settled, & the money that may be found due paid here, can only tend to confirm me in this opinion — In consequence, I lose no time in availing myself of it, and have the Honor of inclosing to you the proofs of ownership & Value of the property, which have been transmitted to me by the Secretary of State under the 14th Novemb: A° P° [?], and which I hope will prove Satisfactory — Should any thing further be required, I beg you will be so good as to inform me of it, that I may take immediate measures to give you that Complete Satisfaction which you are entitled to recieve —

I have the Honor to be with the greatest respect

Sir

Your most Obedî and very

Humble Serî —

Richd Söderström

Philad 16: Janu 1800.
The Honîî Ben: Stoddert
Secret of the Navy

[NDA, XZ.]

To Master Commandant David Jewett, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]
Navy Department 16th January 1800

Capt. David Jewitt
of the Trumbull —

Sir The Trumbull from the time she has been launched ought to be at sea and I am without information when she will be ready — I pray you lose no time in preparing for your departure — I hope your answer to this will inform me that you are ready for your sailing orders if I should not before receive such information —

I have the honor &


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

[PHILADELPHIA]
Navy Department 16th January 1800

Capt. Robert Gill
Navy Storekeeper —

Sir Be pleased to inform me whether all the orders respecting the stores for the Ship Trumbull building by Joseph Howland have
been completed. The last was on the 7th October for 2 Guns, in
addition to those before ordered, 80 tons kentledge, 30 pair of Pistols
7,200 lb powder —
I am Sir
Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

To Captain Thomas Robinson (Junior), U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]
Navy Department 16th January 1800

Capt. Thomas Robinson Jr
New York —

Sir The President of the United States by the advice & consent
of the Senate having appointed you a Captain in the Navy I inclose
your Commission — You will be pleased to take the enclosed oath &
return it to this office — It is desirable that you should continue
superintending the Construction & Equipment of the New York,
until other employment can be found for you — Your pay & Emol-
ments will commence from the date of your letter of acceptance
I have the honor to be
Sir
Yt obed Servt


Extract from Captain Thomas Truxtun's journal, U. S. Frigate Constellation,
Thursday, 16 January 1800

Light airs and variable.
Employed at doing the various duties of the Ship.
The Store Ship near us at Noon. —
Every Appearance of a Strong Current.
Longitude Account 58°. 20' W.
Latitude Observed 21°. 00' N.

[HS of Pa. NDA photostat.]

Extract from journal of the U. S. Frigate Constitution. Captain Silas Talbot, U. S.
Navy, commanding, Thursday, 16 January 1800

Fresh Breezes and cloudy in chase to the Southward @ 1 squally
shortnd sail @ 3 Boarded the chace an American Schooner from
Cape francois bound to Baltimore @ half past 3 filld and gave chace
to two strange sails to the NE by E @ 5 shortnd sail wore and boarded
the chace an American Brig and Schooner from Philadelphia bound
to Cape francois. Took 3rd Reef in the Topsails and Single reefd the
Courses. @ half past 6 filld and made sail to the SW, saw Monte a
christo SE ½ E ten leagues.
Squally with Rain Sent down Top Gallant yards @ half past 8
wore to the southward and came to the wind under Reefd courses
and double reefd Topsails.
At 12 Midnight Moderate breezes and clear weather wore to the SW.

@ 2 AM saw a sail bearing E S E out all reefs and sent Up Top Gallant Yards. Set the Staysails and Gave chase.

@ 4 light airs and variable. Made the private Signal to the chase, which was answered by the United States Ship Boston. wore and came to the wind to the Westward.

@ 7 the Boston in company the General Greene S S E four or five leagues.

@ 10 Shortnd sail and boarded an American Schooner a prize to the United States Schooner Experiment ordered her to keep company till further orders, @ 12 Cape francois S W by S three leagues Boston in company. General Greene S S W 9 miles.

[NYHS, NHS.]


Commences with heavy squalls and rough sea, At 2 sat mainsail, at 3 close reef’d topsail, continuing in chase of the brig to windward. At 5 PM fired a gun & brot her too prov’d to be an English brig from Plymouth bound to newyork — rough sea — did not board her — At 5 carried away one of the M’T Shrouds splic’d & set it [word illegible] again, housed M T G mast, let 2 reefs out of Fore sail the day ends squally.

Lat. Observed. 34°. 3’ N
Longitude. 35°. 6’ W

[LC, EPP, 1799-1800.]

To David M. Clarkson, U. S. Agent, St. Kitts, from Captain Alexander Murray, U. S. Navy

[U. S. Frigate Insurgente Between 17 and 22 January 1800]

DAVID M. CLARKSON

DEAR SIR Cap' Champain has been so polite as to offer to be the bearer of this, & presuming that it will be pleasing to you to be informed of the very great civilities, & attention that I have received here. I can assure you that I feel myself under the most infinite obligations to Lord H: Seymour for the generous courtesy in which he has replied to my letter, & gave orders to the Officers of the Arsenal to supply me with a mast & every other assistance I stood in need of. I am now on the eve of departure to cruise off Deserada for about a fortnight when I hope to have the pleasure of seeing you.

Previous to the reply to my letter, I had the good fortune to meet with one of the most friendly, & worthy Men I ever knew in the Person of Cap’ Western, of the Tamer [Tamar], from being perfectly a stranger to him, he at once removed every ceremony, & we became as familiar as Brothers & anxious to shew me every thing that he thought new to me in the Nautical line. I availed myself of taking an insight into many things, That we in our Infancy have not yet been able to comprehend fully, or bring to maturity, comparitively. with
so perfect a system of order, & contrivance as prevails in the British Navy so that my time has not only been pass'd agreeably, among his friends, & acquaintance, but usefully, for I will not deny but we have much yet to learn in Our profession.

I have likewise met with great civilities from Cap't Kittor, who is here heaving Down his Ship. as my accounts are enter'd on Government acct I have not had occasion to make use of your friends assistance at St Johns

Yours &c

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

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

English Harbour Antigua

17th Jan' 1800.

Benj" Stoddert Esq'

Sir, The above [12 January 1800] is a copy of what I had the honor to address to you on the 13th I have now the pleasure to inform you that I have completed my repairs, & am just on the eve of Departure. I have signed the Accounts for all the supplies I have had from the Arsenal on Governments account, & have received from an American Cap't here $800, which I have given a bill on you for to complete all other demands, in which I have exercised all the economy in my power. the attention, & polite deportment of his Majesty's Officers. to me & my Officers. has been genteel & civil to the greatest degree, & which I think it my duty to make known to you. particularly Cap't Western who has been unbounded in his friendship, & in giving a spur to our equipment, which has been very expeditious: Owing to this untoward circumstance, & the prospect of a speedy termination to hostilities with France. as well as the crazy state of Our ship. I hope you will agree with me in Opinion that we ought to remain on this station as long as possible. for however anxious I feel with respect to my Family from whom. I have never heard a word since I left America. yet I willingly wave all selfish considerations, when I think my services can be usefully applied in the protection of our commerce, tho' I have before advised you of my intention to leave the West Indies in this Month, yet I now think to extend my time, & not to fix upon any certain period as yet, unless otherwise order'd by you, I sent the Brig out on a cruise a few hours after her arrival, & hope to join her tomorrow

Yours &c —

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

To Gillaspey & Strong, Medical Supply Merchants, from Secretary of the Navy

Philadelphia

Navy Department 17th January 1800

Mess'r Gillaspey & Strong

Gentlemen Be pleased to prepare and make up a Chest of Medicine & instruments for the Frigate Philadelphia of 44 Guns & 400 men

She is allowed one Surgeon & two mates —

I am Gentlemen

Yr obed Servt

[NDa. GLB, Vol. 3, 1799-1800.]
QUASI-WAR—UNITED STATES AND FRANCE

To William Eaton, U. S. Consul, Tunis, from Secretary of State

Nº 34.

DEPARTMENT OF STATE

Philadº Jany 17th 1800

WILLIAM EATON Esq`

Sir, I have reserved for a separate letter the President's determination on the subject of the present of jewels demanded by the Bey of Tunis. In his letter to the President, of which I inclose a copy, you will see that he persists in his claim; but not in terms so decisive as in his conversations with you. Perhaps it may yet be parried; or at least reduced to one half the amount. Since you wrote, you may have ascertained what other powers, as well as Spain, have given on similar occasions. I am aware that the delay is unfavourable: but if he waits the arrival of the Hero, with her valuable cargo of naval and military stores — an earnest besides that the residue will come — I hope he will be softened; and that you will either do away [with] this claim, or reduce it to a small value, in some few of the most conspicuous articles in his list. — You will well consider how this affair may be best conducted; and act as you shall think most advantageous for the interest of the United States. It will not do to lose our peace with Tunis for the value of this present. You suppose the estimate to be extravagant: doubtless the articles are set at the Jew prices; and that for a much less sum they may be procured in England. If therefore you are compelled to give the present, secure time enough to get them from England. Some articles must probably be manufactured for the purpose; and the whole may require a year to be procured. In the mean time, as he wants something to be seen, a few articles most showy may be provided at Tunis. If he objects to the proposed delay; you can answer, that the President felt a confidence, that, on further reflection upon all circumstances in relation to the United States, he would relinquish the claim; and therefore did not give orders to provide the Present.

I suppose the Bey understands French; and therefore, with a copy of the President's letter to him in English, I send you a French translation of it, to be presented or not as you judge proper.

I am with great regard &c &c

TIMOTHY PICKERING

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

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

[PHILADELPHIA]

Navy Department 17th January 1800

Captº Moses Brown
of the Merrimack—

Sir: I am honored with your letter of the 8th Inst — You were right in not paying the prize money of the Buonaparte until the Sweedish claim should be settled — that business is now in train, the result shall be communicated to you as soon as it is known — Captº Tingey is now in town, I shall let him know what you say respecting his claim — More than 2 dollars p$ man cannot be allowed for recruiting. — I
am pleased with the progress made in fitting the Merrimack for sea & shall soon send your sailing orders —
I have the honor to be Sir
Yr obed Serv

[NDA. OSW, Vol. 3, 1799-1800.]

To General Swan, Baltimore, Md. from Secretary of the Navy

[PHILADELPHIA]
Navy Department 17th January 1800

Gen! Swan
Baltimore
Df Sir I should like to get bolts and spikes from you for two of the 74" perhaps for all — But I have made a Contract here for a supply of all the Copper wanted of Country manufacture — I doubt more & more the success of the attempt — How soon could you import the whole bolts & spikes for 6 ships? What price p' Lb will you deliver at — I am with great Esteem
Df Sir
Yr &c

[NDA. GLB, Vol. 3, 1799-1800.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate Constellation, Friday, 17 January 1800

Light winds and Variable, all these twenty four hours. Got a Lunar observation by which the common Reckoning will be corrected in tommorows transactions. Find there has been something of a Westerly Current — but not near so strong, as on the last Voyage out to the West Indies. The Store Vessel astern about two miles. —
Longitude Account 58°.51' W.
Latitude Observed 19°.50' N.

[HS of Pa. NDA photostat.]

Extract from journal of the U. S. Frigate Constitution, Captain Silas Talbot, U. S. Navy, commanding, Friday, 17 January 1800

Moderate Breezes and clear, Lying too Examining the American Schooner lately captur'd by the US Schooner Experiment near Cape Tiberoon. @ 3 Join'd company the U. S ship Gen! Greene Unbent the Foresail and Spanker and Bent others
@ 6 PM moderate breezes and cloudy Cape francois S by W 3 leagues. @ 9 fill'd and made sail to the Eastward squadron in company. orderd the Experiments prize [Anne] to keep company during the Night. @ 11 lost sight of the Schooner @ 12 fresh breezes and clear weather @ daylight saw the Boston S W and the General Greene E S E and Schooner N N W. @ 8 light breezes and clear brought too for the squadron to Join company. Set up the Fore and main topmast Rigging. Employd scraping the Axel trees and trucks of the Gun carriages. @ 12 Moderate breezes and clear weather Wind at S W Boston in company General Greene E S E six or seven miles. Cape francois S W by S five leagues

[NYHS, NHS.]
Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship Ganges, 17 January 1800

Saw St Bartholemews bearing W b S Dist 12 or 13 Leagues —
At 2 Saw Nevis bearing South 11 or 12 leagues —
At meridian Saba bore from N W. to N b W. 4 Miles

[NA.]


these 24 Hours 24 begin with Moderate Breezes and Pleasant Weather
at 3 P M Saw the Island of Abacco bearing West Dist 5 Leagues
at 4 in Stearing Sails for & Aft & Hald to the Southward at 5
Tack'd Ship to the Eastward the South point of the Land bearing
S W ½ S at 5½ In Top G Sails fore and Aft at ½ past 6 P M
Capt Newman being in the Cabin Examining the Drafts of the Land
a Number of the People came to the Cabin Dore and Insisted upon
having Candles to burn Otherwise they Swore by God they would
not do Duty and they would go on board of the First British Man of
War they Could See and Used other Mutenous Language Edward
Barry, James Leonard, Joseph Curtis, William Standwood, Thomas
Davis were put in Irons to Stand Trial Will" Standwood was found
with the Cook Hatchet in his hand Edward Barry Swore he would
Take care of the First Lieutenant if he did not take care of him-Seft
at 8 P M Double Reefd the Top Sails fore & Aft at 12 Midnight
Tack to the Westward
Middle part Moderate Breezes and Cloudy wind inclining to the
Southward
at 4 A M Tackd Ship to the Eastward
at 5 wore Ship to the Westward
at 6 Saw a Sail to the Southward and East"d at ½ past 7 Spoke
His Majestys Sloop of War Swan Jacob Watson Commander from
Bermudas at 10 A M wore Ship and Stood in for the Land
at 11 A M Spoke the Sloop Clarisa of and from New York 17 Day
out Bound to New Providence
this 24 Hours Ends with fresh Breezes and flying Clouds
Latitude Observed 26°26' N.

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

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

Newport Jan' 18 1800

Agreeable to request of Cap Sever, we have shipped in the Ship
Juno Benjamin Smith master 27 Hlds West India Rum cont* 3125
Galls to be delivered to the Congress & Essex frigates at Batavia —
We have made provision, that in case those frigates should have left
Batavia, that the Rum should be sold, and the proceeds invested in
good bills on the United States, and remitted us for account of Gov-
ernment — The papers relative to this shipment will be forwarded
with this month account to the Accountant —
The repairs of the George Washington to light water mark, the Carpenters expect to compleat in Ten days if the weather permits when she will be ready for Coppering, if you conclude on its being done — The repairs on the Ship are faithfully done, and when compleated she will be as good for any service, as when built — We have suspended the rigging, & procuring the articles wanted for her outfitts, should not a sale of her be speedily effected, we wish your directions whether we shall go on with outfitts of her —

Enclosed are letters you forwarded to our care, which did not come to hand untill after the frigates had sailed for Batavia —

Hon Benjamin Stoddert Esq† —

[Newport HS, Gibbs & Channing LB.]

To Captain Christopher Raymond Perry, U. S. Navy, from Captain Silas Talbot, U. S. Navy

U. S. Frigate Constitution at Sea, off Cape Francois.

18th January 1800.

Christopher R. Perry, Esq†
Commanding the U. S. Frigate
General Greene.

Sir, as the continuance of our Ships of war on this station, (off the Cape), at the present time, seems to be very unpromising, of any success, or immediate service to our Country, I have thought it best, that our force should cruise else where, for some time.

Therefore on the receipt of this you will proceed to cruise for seven days in, or off the Turks Island Passage, with a View to capture any French ships that may leave the Ports of St Domingo, immediately after our ships disappear. — After which you will make a cruise, round the Island of St Domingo—first by the way of Nicholas Mole, crossing the Bite to Dona Maria, and paying more particular attention to the South side of the Island —

When you have compleated this circuit of the Island you will run into the Bite of Leogane, meet with the Boston, and take her Station in that quarter, where you will continue until further Orders. —

While in the Bay you must pay attention to Convoys the American trade, too, & from Port Republick till they are clear of the Bay, and even thro' the Keys, should appearances seem to make it Necessary — The Experiment is now in the Bite, and it is likely she will be found there when you arrive You can therefore command her to assist in securing the Convoy against the Boats of Rigaud in case of Calms so common in that Bay — You will be careful not to capture any Vessels (except those from Rigauds Ports) within one league of any part of the Island under General Touisants Command, or do any one thing, that may Justly give cause to disturb the Harmony between him, and the People of the United States —

The number of American vessels trading to Rigauds part of the Island, has become very considerable You will therefore endeavor to intercept them as much as possible —

I have the Honor to be

Sir,

Your Obed' Hble, Serv†

Silas Talbot

[NDA, CMR, Vol. 1, 1799-1805.]
[18 January 1800]

To Edward Stevens, U. S. Consul General at St. Domingo from Nathan Levy, Navy Agent, Cape Francois

(Copy)

CAPE FRANCOIS 25th Jan'y 1800

EDWARD STEVENS Esq'*

Consul General of the United States at St Domingo

Sir, I have just been informed of your return to the Cape, and take the earliest opportunity to make known to you, that Commodore Talbot sent in here on the 18th Inst, a Schooner, called the Anna Cap't Dutton, prize to the United States armed Schooner Enterprise [Experiment] Cap't Wm Mayley, her papers are all lodged in the office of the Judge of the Peace Citoyen Telemaque. When the Captain late Owner of the prize Sch't did undergo an examination. The interrogations put, with his replies, are filed there. I have desired all further proceedings to stop 'till I know from you, how far the Laws of the United States will justify a Trial, Condemnation and Sale (of Prizes taken, bearing the American Flag, by our Ships of War) in any other Ports, except it be one of the United States. —

I have the honor to be,

Sir, Your very Hble Serv't

(Signed) NATHAN LEVY Navy agent


[18 January 1800]

Interrogation of Captain Benjamin Dulton (or Dutton), commanding the Schooner Anne, captured by U. S. Schooner Experiment

[Translation]

3rd PLUVIOSE year 8 [23 January 1800]

Extract from the minutes of the records of the court of the justice of the peace of the Commune of Cap [Francois].

Interrogation of Captain Benjamin Dulton [or Dutton] of the schooner Anne, a prize captured by the Experiment.

In the name of the French Republic the eighth year of the French Republic one and indivisible and the third Pluviose [23 January 1800]

Before us Charles Cezar Téléméaque, justice of the peace of the Commune of Cap [Francois] appeared the master of the schooner Anne, at anchor in this roadstead, a prize taken by the armed United States Schooner Experiment, the said master assisted by Citizen Blouy government interpreter for the English language to whom we administered the oath prescribed by law; whereupon we put the following questions to the said master through the said interpreter.
Interrogated as to his name, age, profession, place of birth, and habitual domicile, [he] answered that his name was Benjamin Dulton that he was born in Pennsylvania was twenty-seven years old; by profession a merchant residing in Baltimore, and at present master on board the schooner *Ann*.

Interrogated as to the ownership of the said schooner and by whom, when and in what place she was captured [he] replied that the said schooner belongs to [he] that she was captured by the schooner *Experiment* Captain Maylay about the tenth [12th] of the month of January as well as he could remember [while] off Cayemitee [Caimite].

Interrogated as to who was the original owner of the schooner *Anna*, he answered that he did not know.

Interrogated as to the ownership of the said vessel and as to who sold her to him, and where she was sold [he] answered that Mr. Richard Beyll had bought her after she had been condemned at St. yague de Cuba as appears from two documents written in the Spanish language and handed over by him at this time to be added to the other documents and that it was in St. yague de Cuba that he bought the said Schooner from the said Richard Beyll.

Interrogated as to the whereabouts of the papers which he handed over, when he delivered those he had to the Captain of the *Experiment* [he] answered that the papers had been handed over by him to the lieutenant who boarded his ship [and] who left them in his possession.

Interrogated as to whether he was acquainted with the facts relating to the said vessel [he] answered that the said Schooner had been built in Virginia, that she left Norfolk bound for St. Thomas that in the latter place she was sold and that the register and the sea letter were sent back to the Continent according to custom — that she set sail for Porto Rico with Danish papers that she was taken from Porto Rico by an English frigate and sent to Jamaica that while on her way there she was recaptured by a Spanish felucca which sent her to St. Yague de Cuba; that she was condemned as an English prize [and] bought after the condemnation by Mr. Richard Beyll.

Interrogated as to the nationality of Mr. Richard Beyll, his present place of residence and how long he has resided there [he] answered that Mr. Richard Beyll is a naturalized Dane, that he does not know the place of his birth, that he now resides at Ste. Croix and that he does not know at all how long he has been residing there.

Interrogated as to why the bill of sale does not bear the signature of any public official I mean the bill of sale made out by Richard Beyll in his favor [he] answered that the united states Consul at St. yague had knowledge of the bill of sale made out in his favor by Richard Beyll as appears from the affidavit which is attached thereto.

Interrogated as to why Richard Beyll the seller, did not appear before the Consul to acknowledge the said bill of sale in his presence and thereby give it more authenticity [he] answered that the said Richard Beyll was present and that no mention was made of his presence, since it was not judged necessary.

Interrogated as to whether the said Schooner, when he purchased her, was laden, what her cargo consisted of, as to whether he sold her at St. yague de Cuba, to whom, and as to what was the amount of the proceeds of the sale [he] answered that the said Schooner had only a cargo of yellow wood [and] that he sold it to Richard Beyll for the sum of one thousand gourdes.
Interrogated as to why no mention is made in the bill of sale of the cargo which amounts to a third of the sum which is specified therein, [he] answered that no mention is made of it because it is not customary to include in the sale of a ship, [the value of] a cargo which may be on board.

Interrogated as to how much the total sum realized by the sale of the ship and cargo amounted to [he] answered that the total amounted to four thousand gourdes.

Interrogated as to the whereabouts of the document which he must have received at St. yago de Cuba from the Spanish officers of the port [he] answered that he only had a clearance which he left with the commanding officer of the fort.

Interrogated as to where he went after leaving St. yago de Cuba, and as to the place he was bound for [he] answered that he was bound for port Républicain and that he went to port antonio on the island of Jamaica.

Interrogated as to why instead of proceeding to his destination, he went to port antonio [he] answered that it was because he had lost his main mast.

Interrogated as to what was his cargo on leaving the island of Cuba [he] answered that he only had a stone ballast.

Interrogated as to the purpose of his going to port Républicain [he] answered that it was for the purpose of taking on freight there for the united states of america.

Interrogated as to why, since he did not have any paper issued by the american government, such as Register sea letter and Clearance, he did not proceed directly to the united states, to obtain them, as he should have done in order to prove in an incontrovertible manner the american ownership of the said ship instead of engaging in a sort of Coasting forbidden by all maritime laws, as much by those of his nation as by those of the other nations of europe [he] answered that he had not gone directly to the united states to obtain these divers papers, not believing it necessary, and that his own interests determined him to go and get freight in a French port for the purpose of selling it later in America.

Interrogated as to where he had the clearance which he must have received at port antonio where he had put in [he] answered that not having made an entry at the custom house of port antonio, seeing that he was in ballast and in distress, he had obtained permission to leave the port with a simple pass which he delivered to the Commanding Officer of the fort.

Interrogated as to the day and hour of his departure from port antonio, as to whether he had been met or searched by any ship and as to where he went [he] answered that he does not remember, that he was met by three English ships two of which searched him, and that on the following day which he thinks was the ninth of January [word illegible] he sighted a large vessel which was waiting for them and in order to avoid her he took refuge with the help of his oars, under the protection of fort dame marie where he spent about five hours; that finding the land between himself and the said vessel he sent a small boat ashore at nightfall to pay anchorage dues and obtain permission to leave; which was done at once.

Interrogated as to whether he had guns or muskets aboard the said Schooner [he] answered that he did not have any. It was represented
to him that in the inventory of the articles found aboard the said Schooner and made by the prize Captain there are entered twelve shot for swivel-guns, powder and ten little bags of shot and [he was asked] why these objects were on board since he had neither swivel-guns nor muskets [he] answered that these objects came from an armed american vessel which was at St. yago [and] from which one of his sailors had brought them on board his ship as they were intending to take some muskets, which they had not done.

Interrogated as to whether he was acquainted with a certain John hugues [he] answered that he knows him because he was a passenger aboard his ship.

Interrogated as to where the said hugues came on board, as to where he intended to go, and as to where he left him, [he] answered that he came on board at St. yague with the intention of going to port Républicain and that he stayed aboard the Schooner Experiment.

Interrogated as to the place of residence of the said John hugues, as to whether he has not resided at Jeremie, as to whether he knew at what date he was still there and as to whether he and the said hugues are not partners and have not done some business at Jeremie [he] answered that the said John hugues is a Citizen of the united states; that he has resided at Jeremie that he does not know at what date he was still there and that he was charged with his business, about which he was being interrogated, at the said port of Jeremie.

Interrogated as to how far he was from Jeremie, when he was captured [he] answered that he judged that he was seven miles from Jeremie.

It being pointed out to him that his statements conflict with the depositions of James Leace who positively states that they were captured a mile and a half from the rocher de la grande anse; of John clement hyle who says that the ship was captured three quarters of a mile from the grande anse; and adds in a second affidavit that he thinks judging from the several circumstances of the voyage that they were bound for Jeremie [he] answered that they were all falsehoods.

Interrogated as to whether the English ships which boarded him found the papers he had sufficient, and as to whether he did not have any others which he no doubt had shown as justification [he] answered that he only showed them the papers which were later handed over by him to the captain of the Experiment, and that they were satisfied with them.

Interrogated as to what he thought was the nationality of the ship which forced him to put in at Cap Dame Marie [he] answered that he thought she was English.

Interrogated as to why since he thought she was English he tried to avoid her, seeing that the ships which had previously searched him had assured him that his papers were quite in order [he] answered that he avoided her for fear of being detained and of losing precious time through such detention.

Interrogated as to whether he is not aware of the interdiction by the united states of america against entering one of the ports under the domination of the Rebel Rigaud and as to why he put in at Cap Dame marie he answered that a ship in distress puts in at the first port she comes to.

Interrogated as to why there was not on board among the papers a [sea] protest made out before a public officer of the place at which he
put in [and] showing the reasons for and necessity of putting in [he] answered that he thought that it was not necessary. And he was not interrogated further.

On being shown the papers of the said Schooner, to the number of twelve and including the two papers handed over by him during the present interrogation and interrogated as to whether he recognized them as being the papers found aboard his ship; he declared that they were the same ones and that they were all those he had on board, which he initialed with us and the aforementioned interpreter and the clerk of the court with the exception of items one, two, three, eight and ten.

We then read to him with the aid of the aforementioned interpreter the present interrogation and his answers, and he declared that he stood by the truth of his statements after which we signed with the interpreter and the clerk of the court each one of the pages of the present interrogation, ** [The said Captain Dulton refused to sign.]

subscribed to the minutes

CEZAR TÉLÉMAQUE, BLOUY, GUERALT,

Clerk of the court.

A True Copy.

GERAULT

Clerk of the Court.

I the undersigned Charles Cezar Telemaque justice of the peace of the commune of Cap [Francois] certify to all whom it may concern that Citizen Gueralt who signed the foregoing copy is clerk of the court of the justice of the peace of this commune and that in such capacity faith must be placed in his signature in matters of law and otherwise. In witness whereof I have delivered these presents to which I have had affixed the Seal of the court.


CEZAR TÉLÉMAQUE.

[Seal of the Court of the Justice of the Peace of Cap Francois].

[NDA, XZ.]

[18 January 1800]

To Nathan Levy, U. S. Navy Agent, Cape Francois, from Edward Stevens, United States Consul General at St. Domingo

(Copy)

CAP FRANCOIS Jan'y 27th 1800 —

Sir — In answer to your Letter of this Morning["], which I have just had the Honor of receiving, I beg Leave to inform you that I am acquainted with no Tribunal at this Place competent to the Trial of the Prize Schooner Anna. — I am rather inclined to think that she ought to be sent for Adjudication to the U. States. —

My Opinion is founded on the 7th Section of an Act of Congress, pass'd on the 9th Day of July 1798, entitled "an Act further to protect the Commerce of the U. States." It contains the following positive Clause Viz: — "Sec. 7: And be it further enacted that before break-

'ing Bulk of any Vessel which shall be captured as aforesaid, or other "disposal or Conversion thereof, or of any Articles which shall be
“found on board the same, such Capture shall be brought in to some
“Port of the U. States & shall be libelled and proceeded against before
“the District Court of the same District &c &c” — The Conclusion
I have formed is still farther strengthen’d by the Silence which
both the Laws of the United States and the different Treaties they
have enter’d into with foreign Nations observe respecting the Trial,
in foreign Ports, of Prizes made by our Ships of War —

The Schooner Anna, it appears, has been captured under American
Colours. — She can only, therefore, be tried for a supposed Contra-
tention of the Laws of the U. States. — I submit it to you, Sir, whether
sound Policy does not dictate in such a Case, rather to leave it to our
Courts of Admiralty to decide whether an Infraction of the Law has
really taken Place, than to solicit the Interference of a foreign Juris-
diction — If the Tribunals of this Colony are permitted, — nay
invited to determine Questions that solely regard the Interests of
American Citizens numberless Inconveniences would result from
it.

When I enquired by what Authority the Judge of the Peace had
taken Cognizance of the Capture, it was from a Supposition that no
Application had been made to him for that Purpose; and from know-
ing that our Government had expressed great Solicitude to prevent the
Officers, at foreign Places, from determining the Validity of Prizes
made by our Ships of War. — In the 17th Article of the Treaty of
Amity and Commerce between the United States of America and the
Monarchy of France, — in the 19th Article of the Treaty with Sweden,
and in the 19th Article of that with Prussia, the wisest Precautions
have been taken to prevent this dangerous Species of Interference —
Had, therefore, the Judge of the Peace commenced the Trial unsolic-
tited, I should have deemed it my indispensable Duty to have put a
Stop to the Proceedings.

Such, Sir, were the Motives that dictated my Answer to your
Letter of the 25th Inst — It is my sincere Wish to do every Thing that
can in any Measure tend to advance the real Interest of the U.
States, and I beg Leave to assure you of my hearty Concurrence with
you, whenever that desireable End can be attained. —

I have the Honor to be, with Respect & Consideration
Sir
Your most obedt Serv’t

Edward Stevens

N. Levy Esq,
Agent for the Marine of
the U. States at Cap Francois.

[*dated 25 January and included herewith under 18 January 1800.]*

To Nicholas Roosevelt, Soho, near Newark, N. J., from Secretary of the Navy

[Philadelphia]

Navy Department 18th January 1800

Nicholas Roosevelt Esq,
near Newark —

Sir I send you a Copper Spike made here in a Blacksmiths Shop —
The process is to take a piece of Copper, heat it, and draw it near the
Silver Urn Presented to Captain Thomas Truxtun, United States Navy by Underwriters and Merchants at Lloyd's Coffee House in London.
Size of a Spike then cool it in water, hammer point & head it cold
If hammered hot, the spike will be too soft, will not drive, but bend
in driving, & often so far in the Ship as not to be got out without
great difficulty

As to cast spikes, there never can be a certainty that they are
solid, when they are nearly driven to the head, they frequently
break short off — No Bolts or spikes therefore will answer the Public
purposes except such Bolts as are rolled, or hammered or swesed
[squeezed?] cold — & Such Spikes as are hammered & made cold

Mr. Humphreys is setting by me while I am writing this & indeed
it is from his information I write — You can judge whether you
can make such bolts & spikes, & if you cannot, the best way will be
to give up the thing at once — The hammered spikes you have sent
might by being hammered cold be made to answer for smaller spikes
— but the Cast Spikes cannot be mended — Mr. Humphreys says
that old copper once cast over dl not afterwards work under the
hammer & cannot be made malleable — or to answer for spikes or
bolts —

I have the honor to be
Sir
Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate Constellation,
Saturday, 18 January 1800

Fresh Breezes, and a head Sea — find a Strong Northerly Current
Running.
Store Ship at Noon two Leagues astern.
This Vessel has caused me great delay and vexation in this passage.—
Corrected the Common Reckoning from the observed Longitude
of o West of D on the 1st Instant to that made yesterday by o East
of D with the Run since it was made up to Noon of this day
The Run Since yesterday noon with the difference between the
Dead Reckoning & last Lunar observation is made a course of to
produce the correction which makes the Longitude to day as per
column,—

Longitude Observed o East of D 61°,10' W.
Latitude Observed 18°,46' N.

[HS of Pa. NDA photostat.]

Extract from journal of the U. S. Frigate Constitution, Captain Silas Talbot, U. S. Navy,
commanding, Saturday, 18 January 1800

Moderate breezes and cloudy, Lying too off Cape francois employd
as nessasary Carpenters and Sailmakers as occasionally.
Condemnd by Survey and have over board 200 pounds of beef it
being rotten stinking and unfit for men to eat. Said to have been
Received from the Navy contractor at Philadelphia
@ 6 Cape francois S W six leagues Monte a christo East 5 leagues
@ 8 Wore to the Northward and made sail squadron in comp.
Wore and Tackd as nessasary to keep clear of the land during the
Night. AM @ 4 d° Weather Squadron in company Employd washing and Fumigating between decks

The American Schooner captured by the United States Schooner *Experiment* Captain Maley was orderd to Join the *Constitution* for examination Captain Talbot not knowing the Exact limits of General Toussants boundary has order'd her in to Cape francois

@ 12 the Cape SW by S three leagues

[NYHS, NHS]

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At 1 P M Sounded in 12 Fathom got Rockey bottom.
Saba bearing NNE about 9 Miles —
At 4 P M Saba bore N E 7 or 8 leagues —

[NA.]

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these 24 Hours begin with Fresh Breezes and Cloudy Weather
at 1 P M Close Reefd the Top Sails Spoke the *Hind* Frigate on a Cruise and a Number of other Vessell with her Capt Lareon [or Larcon] from New Providence the Convoy Bound to London at 6 the Land in Sight
at 2 P M Wore Ship and Stood for the Land
at 4 Set the Main Sail
at 6 P M Wore Ship to the Southward & East
at ½ past 7 Hauld up the Main Sail
at 8 handed the Mizzen Top Sail
at 11 Handed the Fore Top Sail
at 12 Midnight handed the Main Sail
Middle part Fresh Breezes and Cloudy Weather
at 6 A M Set the Fore Top Sail
at 8 Handed the Fore Top Sail
Latter part Fresh and Cloudy
Judging us to be 9 or 10 Leagues from the Land West from us
Latitude Observed 26°06′ N.

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

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Sunday, 19 January 1800

Throughout the whole of these twenty four hours — The wind has been very variable, with a high Cross Sea from the S E.
Got a Lunar observation as per Column.
The Store vessel at Noon about three leagues astern, and from her dull sailing, we lose more than one half of our time. —
Having the Longitude minutely determined, we shall Soon make Barbuda and Antigua under our Lee.

Longitude Observed 〇 East of ♯ 61°.22' W.
Latitude Observed 17°.53' N.

[HS of Pa. NDA Photostat.]


these 24 Hours Fresh Gales and flying Clouds at 1 P M spoke the Sloop Mary from Philadelphia out 18 Days Will Paul Master in Distress gave him Assistance Supplied him with Rigging & the Ships Fore Top Mast Stay Sail he being without Bowsprit Jibb & Fore Stay Sail took him in Convoy he being bound to Havanah at 4 P M spoke the Schooner Lucy from & of Providence Bound to the Havanah John Smith Master out 25 Day took her under Convoy Let one Reef out fore and Aft at 5 Close Reefd the Top Sails at 8 Wore Ship to the Northwd & Eastward Middle part Light Breezes and Cloudy At 5 A M wore Ship to the Southward and Westward our Convoy in Company at 7½ Sent the Ha[w]ser on board of the Sloop and took her in tow Set all Drawing Sail Sent the Sail Maker on board & A Man with him to Assist in Making A Jibb Latter Part Light Breezes and Pleasant Weather Saw the Land bearing West Dist 6 Leagues Latitude Observed 25°58' N.

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

Extract from letter to Secretary of the Navy, from Captain Richard V. Morris, U. S. Navy

[OFFICIAL.]


"The Adams has captured the Onze Vendem[i]aire, of two carriage guns and 70 men — and the Adams and Eagle, in company, the Fouguesse, of two carriage guns and 51 men. "It is not in my power to send you the names of all the captures by the squadron under my command, owing to part of them being at sea — but the whole is 17."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 15 February 1800.]

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

[PHILADELPHIA]

Navy Department 20th January 1800

Capt'n Silas Talbot
of the Constitution, Cape Francois

Sir Captain Rodgers in the ship Maryland has been for sometime in the vicinity of Surinam cruising under the order of Captain
McNiell — Should you fall in with him which is not improbable, you will then order him to join your command — and when you think you have vessels to spare from Saint Domingo, detach them wherever you judge they can be usefully employed in defending our trade, or in capturing the French Privateers —

I have the honor &

Benjamin Stoddert.

[NDA. OSW, Vol. 3, 1799-1800.]

To Master Commandant Richard Law (Junior), U. S. Navy, from Secretary of the Navy

[Philadelphia]

Navy Department 20th January 1800

Capt. Richard Law Junr.,

of the Richmond —

Sir Captain Talbot having transferred to you all the Circulars containing Instructions for the general government of your conduct on a cruise, it only remains for me to direct, that taking under convoy the Storeship now in readiness at New York, a vessel with Block houses & other articles Shipping for the British Government & such Merchant Vessels as may be prepared to sail with you, You proceed with the Richmond to join our Squadron on the St Domingo Station, rendezvousing at Cape Francois & place yourself under the Command of Captain Talbot your Senior Officer, from whom you will take your future orders, & to whom you will deliver the enclosed package. Should you not meet with Captain Talbot on your passage to Cape Francois you will deposit the Stores with N Levy Esquire Navy Agent there & proceed to sea & cruise in the vicinity of Saint Domingo until you fall in with him — In this event it may be also proper for you to deliver up the vessel with Stores for the British Government to the convoy of any British armed vessel you may find there — as she is intended for Jamaica — Messrs. Watsons will inform you who are the Agents for that vessel at New York, & if she should not be ready to sail with you, you must wait for her

I have the honor to be

Sir

Yr obe Serv.

[NDA. OSW, Vol. 3, 1799-1800.]

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

[Philadelphia]

Navy Department 20th January 1800

Capt. Silas Talbot

of the Constitution —

Cape Francois

Sir Captain Law takes under his convoy a vessel with Block houses & other articles destined for Jamaica, which vessel you will order convoyed to her destination unless you should meet with a British armed vessel, to whom you will then give her up
You will direct in case of your having to convoy this vessel to Jamaica, that every attention be paid her
I have the honor to be
Sir
Yr obed Servt

To Governor of Virginia from Secretary of the Navy

[PHILADELPHIA]
Navy Department 20th January 1800

His Excellency
JAMES MUNROE Esquire
Governor of the State of Virginia

Sir The United States have heretofore occupied for Navy purposes a piece of ground at Gosport, belonging to the Commonwealth of Virginia — it is supposed to contain about ten acres — The ground is considered to be very well situated for a permanent Navy Yard, and if it should be so appropriated, it will be desireable to commence imm? some buildings for the accomodation of Workmen & the security of timber —

Permit me therefore by order of the President to solicit the favor of your Excellency to communicate to the Legislature of Virginia the desire of the Government of the United States to obtain this property, either by purchase or in such other way as the Legislature shall deem proper

I have the honor to be with great respect
Yr Excellency s most obed Servt

B[ENJAMIN] S[TOOBER]

[NDA. GLB, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]
Navy Department 20th January 1800

Capt? Moses Brown
of the Merrimack

Sir I have received yours of the 10th Inst — The resignations of Dan[1] Nathaniel Bradstreet Francis Salter & John Couch have been received & accepted, but Mr Platt your Boatswain has not yet forwarded his —

You must select suitable characters for these stations & they must act under your appointment for the present, as there will not be time after receiving your answer to transmit their Warrants, but you will send me a list of their names, and Warrants shall be forwarded to the West Indies — If Doctor Shurtleff is well qualified for a Surgeon, he may occupy that station on board the Merrimack — in that case you will select a proper character for Surgeons mate Mr [Michael] Titcombes Commission shall be sent on in a day or two —

I have the honor to be
Sir
Yr obed Serv[1]

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

[PHILADELPHIA]
Navy Department 20th January 1800

Capt3 Moses Brown
of the Merrimack, Boston

Sir, The Goods claimed as Sweedish property on board the Buonaparte, are "3 cases marked DCD, containing 100 Reams of writing papers & 3 cases marked L N# 1, 2, 3, containing 50 ½ ps Listados, 23 pieces Ging and Harlem & 50 ps fil ds Epreavel harlem" Have you any evidence of what the cargo did consist; & that these cases or any part of them were not on board of them at the time of capture? If you have not, you will have to pay for the whole, & must deduct from the prize money accordingly — The amount claimed for the first 3 cases is 435 Dr4 and for the latter $1239, making together 1674 Dr, which sum must remain in the hands of Mess's Higginson & Co subject to my order.

The Bills received from Mr Clarkson for account of the N5 proceeds of the sales of the Buonaparte having been partly sold on credit no settlement can take place with, or payment be made, to you on that A/C out of the money actually received on acct of the Bills — $1436 25/100 being the Balance due for salvage on the recaptured Brig Harmony, and 2820$ for the prize Schooner Magicienne, and if the money received be not sufficient they will make good the deficiency But why should these bills have been sold on credit? were they not Government Bills? and could any doubt exist as to their punctual payment? — The sale however being an act of your own whether by yourself or Mess's Higginson as your Agent you must abide the consequences —

I have the honor to be 
Sir 
Yr obed Serv1

[ENJAMIN] S[ODDERT.]


To Stephen Higginson & Company, Navy Agents, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]
Navy Department 20th January 1800

Stephen Higginson & Co.

Boston —

Gentlemen It appears there is due Captn Brown & the Crew of the Merrimack on account of the recaptured Brig Harmony D# 1436 25/100 and on account of the Magicienne $2820, and half the Nett proceeds of the sales of the Buonaparte after deducting therefrom the claim for Swedish property said to be onboard at the time of Capture amounting to dr# 1674. It was hoped the two first sums might have been paid out of the part belonging to the Public of the latter prize, but from the manner in which the Bills remitted by Mr Clarkson have been sold, it appears there has not been enough of money received for this purpose consequently it remains to provide for the deficiency Be pleased therefore to retain in hand out of the money
actually received for bills sold, 1674 D\textsuperscript{\textregistered} to meet the Swedish claim in the event of its being established & pay over the residue to Captain Brown for himself and the Crew of the Merrimack on acco\textsuperscript{t} of the first two prizes, & if it be not sufficient you will please make up the deficiency — No settlement can take place with or payment made to the Captors on A/C of the Buonaparte until this money be received for the bills sold — But why sell these bills on credit! Were they not Govern\textsuperscript{i} Bills! & could any doubt exist as to their punctual payment — The sale of those bills however being an act of Captain Brown, whether by himself or you as his Agent he must abide the consequences.

I have the honor to be

Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

To Naval Constructor Joshua Humphreys, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20\textsuperscript{th} Jan\textsuperscript{y} 1800. —

Mr Joshua Humphreys

Sir A Dock for the purpose of repairing our largest Ships without the dangerous operation of heaving down is contemplated to be erected at New London, New Port, a place between New Port & Providence, Boston or Portsmouth New Hampshire, and I want to ascertain at which of these places it can be constructed to most advantage — One of the 74 Gun Ships is to be built at Boston — another at Portsmouth, and wherever they are built, it is desirable that a sufficient quantity of Ground should be purchased for a complete Navy Yard for the present occasion, and future uses of the Navy — With these objects in view and wishing to avail the public of your knowledge respecting them, I have to request that you will be pleased to visit the several places mentioned, and with a critical examination of them, report to me your opinion of the advantages and disadvantages of each so far as respects the construction of the Dock — You will also please to designate each place the sites which you may judge most proper for that purpose, with such discriptions that they may be readily ascertained by any person hereafter, and conceal the Spot which in your mind you shall fix on, a competition may be created between the proprietors of the several places and the public be thereby enabled to purchase the necessary quantity of ground on fair and reasonable terms — The appropriation by Congress for a Dock is small, much too small for the object, but it is proper that it should be begun, and at a place, and on a plan capable of great extension. — Although a Dock sufficient to contain not more than one Ship will be attempted in the first instance, it ought to be foreseen that it may be necessary to annex to it hereafter Docks to contain 20 Ships of the line, and that the works now to be erected should constitute a permanent part of the whole establishment — The neighborhood of Boston on many accounts appears to me to be the most desirable place for a Dock — There they have workmen of all kinds, seamen and Fortifications — I wish you to pay pointed attention to that place,
and particularly to the spot pointed out in the Letters of the Reverend Jedediah Morse which you will receive herewith — Let not this opinion of mine however, create any partiality in your mind favorable to this place or unfavorable to any other, but give each a fair thorough examination, and deside according to their respective merits, taking into view situation, convenience for Docking Timber, facility of Navigation, capability of defence, capacity of the harbours to contain a Fleet, in short every thing which your own matured judgement (on which I have great reliance) shall suggest as proper and necessary. — A number of documents relative to the places and objects in question will be delivered to you herewith, of which I request your particular care as Copies of them are not retained in the Office. — With respect to the Navy Yards for building Ships of War, I find that considerable sums of money have been expended in erecting wharves &c for building the Frigates authorized in 1794 on Private property, and in confined places; inadequate to the purposes at present contemplated — To prevent the same evil in future, you will be pleased to designate at or near Boston and Portsmouth, proper sites, to comprize a quantity of ground at each place sufficient for a permanent building Yard, and all the buildings, Dock and seasoning timber &c necessary for such an establishment, I presume from 15 to 50 acres, according to price and situation, and ascertain the price at which it may be purchased — As it is hardly to be expected that a sufficient quantity of ground can be purchased at an eligible price in either of the Towns, I request your attention to situations adjacent to each, particularly to an Island in the neighborhood of Boston, and two or three in the neighborhood of Portsmouth, and in this, as in the former instance create competition between the proprietors of the soil, by ascertaining at each place more than one spot which may answer the object in view — If you fix on either of these places for a Dock for repairing Ships, it is probable the building Yard may be comprized in the same purchase of ground, and it is desireable that it should be so. —

Messrs Howland and Allen at New London, Gibbs & Channing at New Port, Stephen Higginson & Co at Boston, and Jacob Sheffield Esq. at Portsmouth, to all of whom you have Letters will afford you every assistance in their power to facilitate our operations, which as soon as you have completed, you will be pleased to make report of to me — You have also Letters from John Brown Esq. to John J. Clark or Thos Holsey Esq. Mess. Brown & Ives — Benjamin Talman Esq & James Rhodes Esq of Providence, — and a Letter from Theodore Foster Esq. to myself, relative to the situation between New Port and Providence — Great expectations are formed of this place — do full justice to it in your Report — It appears desirable to some of the Members of Congress to the Eastward that some places in the district of Maine should be examined with a view to the construction of a Dock, particularly Portland and Wiscassett. You will therefore be pleased to extend your visit to those places and report on their situation &c in addition to the before restated — Letters to Mathew Cobb and Nathl Fosdick of Portland from the Hon: Geo: Thatcher, — and to General Wood and Abiel Wood Junr, John Hues & John Merrill Junr Esquires of Wiscassett from the Honbl Silas Lee are herewith handed you, also a Letter from the Hon: P. Wadsworth
to Joseph McLellan & Son and one to Weeks & Tucker of Portland. —
I have the honor &c

[NDAGL, Vol. 3, 1799-1800.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate Constellation, Monday, 20 January 1800

The Beginning of this Day clear & pleasant the middle and latter Squally and Unpleasant.
Made the land at 4 P.M. Saw Antigua bearing S S W. ½ W. and Barbuda bearing W B N. —
At 0 Set the North part of Antigua bore S W B S Seven Leagues Distance.
At 7. A M. Monserrat bore West Eight Leagues Distance and at Noon Rodondo South three Miles. —
Bent the cables &c &c &c The Store Ship about one Mile astern. —
Longitude Acc 62° 20'.
Latitude Acc 17° 6'.

[HS of Pa. NDA photostat.]

Extract from journal of the U. S. Frigate Constitution, Captain Silas Talbot, U. S. Navy, commanding, Monday, 20 January 1800

Moderate breezes and cloudy. @ 1 Gave chace to a strange sail bearing N N W. @ 3 shortned sail and boarded the chace an american Schooner from Baltimore bound to Cape francois
@ 4 filld and made sail to the Northward & Parted company with the squadron. @ half past 5 Monte a chrishto South 61.40 East Cape Francois South 21.20 West distance 19 miles from which we take our departure. Made and shortmd sail as nessasary Steerd NW ¼ N 45 miles. AM @ 2 brought too with the main Topsail to the mast, up NW by N off NW by W till half past 5. In which time we had drifted W by N six miles Made sail and Steerd NW by N 16 miles
@ 8 Saw the S E end of Heneaga NW ½ W, 12 or 14 miles saw a strange sail bearing W S W which appeard to be steering S W by S. @ 9 We bored up W S W and steer'd down the south side of Heneaga. @ 10 came by a small Island detatchd from the land 2 or 3 miles We pass'd 6 or 7 miles to the Southward of this small Island and saw the bottom very plane. We then hauld off S W three or four miles and steer'd down for the S W point 8 or 9 miles to the Eastward of the S W end of Heneaga, Came by a Reef which Extends one or two miles to the Southward, there we saw two Wrecks, one of which was Totally dimasted, the other a Schooner with her fore topmast up
At 12 Meredan Fresh breezes from the Northward and Eastward the S W end of Heneaga bore N W, 8 or 9 Miles sounded with 85 fathoms of line. No Ground
Latitude Observed 20° 42' N.
Longitude Observed 73° 40' W.

[NYHS, NHS.]
Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*,
Captain Edward Preble, U. S. Navy, commanding, Monday, 20 January 1800

Commences with pleasant weather employ'd setting & taking in sails
At 4 PM, exercis'd the great guns Pleasant & moderate breezes, all sail set to advantage, At 6 am set Studding Sails below & aloft
Latter part good weather, all sail set.
Lat. Observed. 26°44' N
Long. Observed. 32° 7' W


these 24 Hours begin with Moderate Breeze and Cloudy Weather
Several Sail in Sight
at 2 P M took in TG Sails Fore & Aft
at 5 the South End of Abacco bore W NW the North End bore N NW Dist 4 Leagues
at 5½ P M brought too A Schooner (by A Shot) from Rhode Island Bound to the Havana 20 Day out the Nancy Right of Bristol America Caleb Eddy Master offered Assistance He said he would keep Company our Signal for Tacking 2 Light
Wore Ship to the Eastward with our Convoy
Middle part Light Airs and Pleasant
Lost Sight of the Nancy Right
People Employd on Sundry parts of Ships Duty
at 2 Meridian Egg Island bore E N E Dist 4 or 5 Leagues
Wore Ship to the Eastward Schooner Lucy in Company and Sloop Mary in Tow
Latter part Light Breezes and Pleasant Weather
Latitude Observed 25°24' N.

To Josiah Parker, Chairman of the Committee on Naval Affairs, from Secretary of the Navy

Col. Josiah Parker

Sir The enclosed paper is drawn up by Capt Tingey to meet the difficulty stated therein I believe it is the practice of all Nations to condemn vessels from the papers & without the vessels themselves being arrived into their ports — It is certainly the constant practice of the British & French Nations — and nothing is more certain than that our armed Vessels could cruise but to little purpose for the protection of our trade if they should be obliged in all cases to send the Captured Vessels into ports of the United States for condemnation
as the existing Laws direct — Upon reading Captain Tingeys draft of a Bill & considering a little the subject, you will judge what is proper to be done —

I have the honor to be

with great respect Sir

Yr obed Servt

[ENJAMIN] S[ODDERT]

[Note: The enclosure herein mentioned has not been located.]


[21 January 1800]

Extract from letter from Lieutenant Charles C. Russell, U. S. Navy, commanding the U. S. Ship Herald, concerning the capture of the French Privateer La Mutine


"I have the honor to inform you, that on the 21st inst. at 6 o'clock, A. M. I saw a sail in the N. W. quarter, to which I gave chase, and at 9, after firing seven shot at her, bro't her to. She proved to be a French privateer, called La Mutine, commanded by Capt. Lauer, from St. John's, Porto Rico, and had been out 14 hours; she mounted six guns, 12 and 4 pounders, with 60 men, half French and half Spanish."

[LC, "Claypoole's American Daily Advertiser" (Phila.), 10 March 1800.]

[21 January 1800]

Extract from a letter from an Officer on board the U. S. Brig Augusta, to a Gentleman in Baltimore, Md., concerning capture of the French privateer Schooner La Mutine


"After compleating our water, and replacing our foretop-mast with a new one, we proceeded off this place, according to the orders of commodore Talbot, who commands on this station, and generally lies off the Cape. Nothing material occurred (having fallen in with nothing but Americans, Danes, &c.) till the night of the 21st inst. saw a sail on our weather beam; we immediately gave chase, but they with sweeps got out of shot, it being almost calm. However, we kept her in sight till morning, and then springing up a smart breeze, we pursued her so close that at 9 A. M. the U. S. ship Herald being to leeward, she struck. She proved to be the French privateer schooner Mutine, of 4 twelve pounders and 2 fours, manned with 65 men. By this capture I hope we have saved some of our defenceless countrymen, as she had been out but 12 hours, intending to cruise three months in which time, had she not been intercepted, she would undoubtedly have done a great deal of mischief to our commerce. We understand there are several others in Porto Rico, which we keep pretty well blockaded, but they will slip out in the night. We brought to a brig two days ago from Philadelphia, who informed us of the death of our worthy and beloved Washington."

[LC, "Claypoole's American Daily Advertiser" (Phila.), 27 March 1800.]
To Gibbs & Channing, Navy Agents, Newport, R. I., from Secretary of the Navy

[PHILADELPHIA]
Navy Department January 21st 1800.

GIBBS & CHANNING
Newport Rhode Island

Sir, I am honored with your letter of the 6th Instant. The price at which you have offered the George Washington is certainly a fair one, & she ought to command it. If however she will not, you will be pleased to decline selling her, & continue her repairs as if she was again to be fitted for a Cruiser, as must be the case in the event of your not being able to obtain an adequate price for her, and I am decidedly of opinion that by enlarging her Sails and other alterations, she may be improved so as to render her a valuable one — It is still however desirable that she should be sold, and if a private sale cannot be effected you may offer her at Auction under the limitation before prescribed —

I have the honor to be

Gentlemen
Yr obed Servt

[PHA. GLB, Vol. 3, 1799–1800.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate Constellation, Tuesday, 21 January 1800

At 7 P M. Arrived and Anchored in Bassateer Road St Kitts, where I found lying at Anchor the following Ships of War of my Squadron.

Frigate Adams.
" John Adams.
" Baltimore.
Brig Eagle.
" Pickering.

At 10 A M. I dispatched the Eagle, in search of the Enterprize &c — as I want that Vessel in particular — to send on a Cruize that will be hereafter journalized.

Forwarded dispatches announcing my Arrival &c &c &c (see letter Book) to Secretary of the Navy by a Schooner prize to Captain Morris or one of the Squadron. —

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship Ganges, 21 January 1800

At ½ past 1 P M Saw the land bearing S W near 10 leagues —
At 4 the Westernmost point of Curacoa bore S S W about 7 leagues Dist.

At ½ past 5 Neil Jacobson fell overboard in attempting to get his hammock out of the netting — — Cut away the life boy and hoisted out the cutter but could not save him —

At Meridian pleasant —

[NA.]
the First part of these 24 Hours Light Airs and Pleasant Weather
At 5 P M Egg Island bore N E b E 4 or 5 Leagues Dist and Land
to the Southward bore S S E Dist 5 Leagues
Wore Ship Occasionally
Middle part Calm and Pleasant Weather
Wore Ship Occasionally
At 5 A M Saw the Land bearing from N E by N to S B E
these 24 Hours End with Light Airs and Pleasant Weather
The Sloop Mary in tow and Schoner Lucy in Company
Latitude Observed 25° 13' N.

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

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

[PHILADELPHIA]
Navy Department 22nd January 1800

Capt* Thomas Tingey
SIR One of the 74 Gun Ships is to be built at the City of Washington,
where the public have procured thirty odd acres of Ground with a
view to a permanent Navy Yard —
You will be pleased to proceed to that place with a view to Super-
intend the building of the Ship and as it is very desireable that the
improvements to be made for the purpose of building the Ship should
be such as will make a part of larger improvements hereafter, I have
to request that you will pay particular attention to the placing of
these improvements
I know of nothing immediately necessary, but a Wharf and a place
for docking timber; but these should be judiciously placed, so as to
conform to future arrangements on a larger scale. — At present
nothing more is to be attempted than economy and dispatch will
require in building the ship in contemplation but I wish you would
take a correct view of the ground and suggest a plan of improvement
for a complete Navy Yard — M* William Marbury is the Navy
Agent at that place — He will point out to you the place fixed on
for the establishment of a Navy Yard, & will aid you with all the
information & assistance in his power — I deem it unnecessary at
present to give you any minute instructions relative to the operations
you are about to undertake If any should be necessary, in future,
they can be given from time to time as circumstances may require —
You will be pleased to keep me constantly informed of the progress
of the work under your Superintendence —
I have the honor to be
Sir Yr obed Serv*
To William Marbury, Navy Agent, Georgetown & Washington, D. C., from Secretary of the Navy

[PHILADELPHIA]
Navy Department 22nd January 1800

WILLIAM MARBURY Esq!

George Town —

Sir This will be delivered by Captain Tingey an officer of great merit in our service. He goes to Washington with a view to superintend the building of the 74 Gun Ship & to aid in the arrangement of the Navy Yard — the improvements of which he will also superintend — The money as heretofore will pass through your hands — Captain Tingey being a man of understanding & having Seen the Navy yards of England, will be able to direct the layings of that in Washington to greatest advantage — Still it is not intended that any expence shall for the present be incurred, beyond what is necessary for building the 74 Gun Ship & docking timber — I beg leave to recommend Captain Tingey to your good Offices — I have the honor to be.

Sir
Yr obed Servt

To Lieutenant John Shaw, U. S. Navy from Captain Alexander Murray, U. S. Navy

OFF DESEADA Jan7 22d 1800

JOHN SHAW Esq!

Dr Sir I have now the pleasure of acknowledging the receipt of two of your favors, one I found at St Kitts on my arrival there, the other handed to me by M' Watson, the intelligence it contained was truly distressing to me, but 'tis in vain to repine at the unerring will of Providence.

I am very happy you have such a good command, and which I had arranged for you previous to my leaving America and am well convinced that the small fast sailing vessels are the most profitable to the Commanders, it would give me singular pleasure to have you join'd to any command I might have, but at present I am acting as a single Vessel, under the immediate controul of the Secr of the Navy, & have nothing to do with any of the Public Vessels, nor they with me.

I shall at all times be happy to hear of your success & welfare, & am with great regard

Your most Obed

To Captain Thomas Truxtun, U. S. Navy from Captain Alexander Murray, U. S. Navy

OFF DESEADA Jan7 22d 1800

THO' TRUXTUN Esq!

Dr Sir I hope this will find you safe arrived at St Kitts, having spoken with two American Vessels that sail'd under your convoy, it
would give me singular pleasure to have the good luck to meet with you previous to my departure for America. Mr Clarkson will no doubt be able to detail to you any particulars respecting my Cruise which I am sorry to say has not answer'd my expectations (and I fear) nor that of my Country, but this I am certain of, that it has not been for want of zeal or industry on my part.

I am extremely anxious to hear from my family, having never had a line from them, or the Secretary of the Navy since I left America, and hope you have brought me some intelligence from them, and which I fear will not be of a pleasing nature, having had the report of the death of one of my dear Children.

I must beg the favor of you to leave me a few lines, in case of my not seeing you, to tell me what has been going on in our department in my absence, and whether my conduct has been approved of in the range I have taken, as I have been altogether governed by my own judgment.

As my Ship is now almost a wreck, I feel very anxious to return with her. But as yet fear to encounter the rigor of our Winter Coast, and can make out a while longer in the West Indies, where our services are much required.

As you will now have the command here, and as I propose to be at St Kitts in all this Month, if you should have a convoy ready for America, and will permit the prize Brig Conquest of Italy, now Cruising under the command of Mr Watson (one of my Lieu'ts) to proceed with me, I will take charge of it & see it as far as the Latitude of 25° 00' N & then send the Brig on to America, with the charge while I return to cruise some days off Porto Rico previous to my departure.

If you can make any better arrangement in the interim you will be so good as to let me know, & should be happy to act in coincidence with your better judgment, being with the greatest respect

Your most Obed't
Hum' Serv't

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

Extract from a letter from Captain Thomas Truxtun, U. S. Navy, to a Friend in Philadelphia

On board the Constellation, Basseterre Roads, Jan. 22. [1800]

"I have not time to say much at present, having arrived only two days ago, and have not yet been on shore. A 44 gun ship and a corvette of 28 guns are at Guadaloupe. I shall give them a fair challenge to come out in a day or two, and am hurrying to put all things in readiness for that purpose."

[LC, "Salem Gazette", (Salem, Mass.), 25 February 1800.]

To Benjamin Lincoln, Collector of Customs, Boston, Mass., from U. S. Consul at St. Jago de Cuba

(The following letter from the American Consul at St. Jago de Cuba, is important as it defines a commercial point in the maritime orders of Spain, not heretofore distinctly understood. This letter was
accompanying with a protest, stating that the sch. Polly, Atkins of Boston, sailed from Port de Paix, in Dec. last, for Boston, was taken by a British frigate, retaken by a Spanish falucca, and sent into Cuba where she was condemned.)


B. Lincoln, Esq.

Sir, "On the arrival of the therein mentioned schooner Polly of Boston at this port, I claimed her as American property, subject to a salvage. But I was told by the court of admiralty here, that by an order of the King of Spain, all neutral vessels retaken, should be considered as good prizes. For an explanation of this, I beg liberty to refer you to Mr. Stoughton, the Spanish Consul with you."

I am your most obedient,

Humble servant,

Josiah Blakeley,
Consul of the United States.

P. S. On the 15th we received at this city the awful and distressing account of the death of that friend of mankind — the great — the good — George Washington. The Americans in port wear crape for 13 days, during which time the American flag is raised half mast. On the first day of mourning, two American vessels in port, fired in the morning, at noon, and in the evening, 13 minute guns. Many respectable strangers here, requested permission and join us in the solemn tribute of respect. — Reflections the most serious, seem to have taken possession of every countenance; in a gloomy silence, each inhabitant appeared enveloped — In a fearful gloom the whole city seem to set, incensed.

[LC, "New Hampshire Gazette", (Portsmouth), 19 March 1800.]

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

[Philadelphia]

Navy Department 22nd January 1800

Messrs James & Ebenezer Watson
New York —

Gentlemen Since my Letter of the 17th Inst it has been ascertained that the Carronades directed to be made for the Philadelphia Frigate cannot be complete by the time she will be ready in other respects — I have therefore to request that you will purchase the three pair of 32 pounders mentioned in your letter of the 6th inst on the best terms practicable, together with their Carriages and other implements shot &amp; and ship the same as soon as may be with those already ordered to this place —

I have the honor to be

Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]
QUASI-WAR—UNITED STATES AND FRANCE

[22 or 23 January 1800]

To Midshipman Richard B. Randolph, U. S. Navy from Captain Alexander Murray, U. S. Navy

M'r RANDOLPH

Sir You having now been appointed prize Master of the recaptured Schooner Aurora, you must proceed with her down to St Kitts & there 'wait the benefit of convoy & wait upon M'r Clarkson to let him know the circumstances of the recapture, the Cap'n that belongs to her will take the charge of Navigating her, you are only to lay your claim for Salvage agreeable to the time she was in the Enemies possession & give direction to M'r Will'n Miller Agent for the Insurgente, to send forward his authority for recovering the amount of the Salvage, what ever it may be, provided the Schooner does not arrive at Phila in which case you are to call on him to let him know of your arrival at all events, go to whatever part of America you may happen to arrive at you must (the first you do) write to him about your situation & draw on the Owners of the Vessel for any necessary supplies you may want to be deducted from the Salvage & get to Phil as soon as you can or to Virginia as you may think best giving notice where to find you

Wishing you Success

I am

Your most Obed't

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

[22 or 23 January 1800]

Case of Richard Bland Randolph on Schooner Aurora re-captured by U. S. Frigate Insurgente, Captain Alexander Murray, U. S. Navy, commanding

GEORGE TOWN 7th April 1824.

This day Personally appeared before me One of the Justices of the peace for the County of Washington in the District of Columbia; and deposed * * * * *

That I, John Shore Webb, of the State of Virginia, late a Midshipman * * * * to join the U. S. Frigate L'Insurgente at Norf' under the command of Alex' Murray Esq': * * * * Rich'd Bland Randolph was attached * * * * and that He the said Rich'd Bland Randolph was on the morning of 25th January 1800 * * * ordered to board, capture and convoy sd vessel [Schooner Aurora]; and upon the entry of sd Rich'd B. Randolph on b'd sd vessel: The French Prize Master thereof, did wound, and Maim Rich'd Bland Randolph by cutting a finger from off the left hand, and shooting him the said Rich'd in or about the right ancle with a positol, and that He did also receive many other wounds in sd Encounter: and carried the Prize un-appalled notwithstanding, and thereupon was Honored with appointment of Prize Master of sd Vessel and forthwith instructed to repair for the Port of Philadelphia; then and there to report sd Vessel to M'r W'n Miller Agent for the L'Insurgente * * * *

* * * * * * * * *

JOHN S. WEBB

Subscribed and Sworn to the date first above — before

DAN'T REINTZEL [?]

Jus. Pea. County Wash: Dist: Col
To the Honble the Senate and House of Representatives of the United States of America in Congress Assembled.

The Petition of Richard Bland Randolph respectfully and humbly sheweth.

That your Petitioner was appointed a Midshipman in the Navy of the United States on the 10th day of June 1799 and ordered on board the U. S. Ship *L'Insurgente* on the 1st day of May 1800 and continued on board of said ship until she departed from Hampton Roads on her Second Cruise, which was in August or September of the same year, at which time, your petitioner was sent on shore to sick quarters on furlough and remained in the state of Valetudinarian until the reducing Bill of 1801 he was during the several cruizes of the ship *L'Insurgente* a Midshipman attached to the said Ship, but from wounds and disabilities, he was as above stated sent on shore to sick quarters, yet he cruised in that ship from Gosport Navy Yard to Hampton roads, thence to the Western Isles, thence to Lisbon, thence to Gibraltar, to Madeira, Salvages, Canaries, thence across the Atlantic towards the Amazon, to Cayenne, Paramarabo, to Surinam, Barbadoes, Martinico, to Antigua, thence off Desoraba, where the Schooner *Aurora* was captured, on her passage from Berbice to Point Petre Guadaloupe that your petitioner was on the morning of the 25th January 1800 at about 4 o'clock A. M. ordered to board, capture and convoy the Sch* Aurora*, upon his boarding her he received a wound on the left hand from the French prize master, from a cutlass which carried away one of his fingers, he also received a pistol ball in his right ankle, which was fired by some person on board the Said Schooner, together with a violent rupture he assisted in taking eighteen valuable prizes while on board said ship, that he was attached to her twenty months and twenty-one days, Claims that he never hath received any thing from the United States, either on account of Wages or prize money

[No signature or oath]

[V.A., Old Act Navy Inv: Rejected 774, Richard Bland Randolph.]


the first part of these 24 Hours Light Breezes and Pleasant Weather at 5 P M New Providence Island bore from S E b E to S W 3 or 4 Leagues Dist Saw the Town and fort Wore Ship to the Northward and Eastward

at 10 Cast off the Sloop *Mary* it being Calm and Pleasant
Middle part Light Airs
at 4 A M Lay with the Main Top Sail aback
at 6 Filled away the M* Top Sail
at 8 New Providence bore S B W Dist 5 or 6 Leagues took the Sloop *Mary* in tow Schooner *Lucy* in Company finding A SW Current

Latter part Moderate Breezes and Pleasant Weather
Latitude Observed 25°17' N.

[HS of Old Newbury, Mass., NDA photostat.]
To Captain Silas Talbot, U. S. Navy, from Edward Stevens, U. S. Consul General at St. Domingo

(Copy)

SILAS TALBOT Esquire

Sir, Having this instant returned from Leogane, I hasten to transmit you a Copy of the arrangements made with the General in chief, Toussaint Louverture respecting French arm’d vessels. I believe you will find them perfectly agreeable, to the instructions, contain’d in an Official letter I had the honor of receiving from the Secretary of State, at the moment of my departure from the Cape: and I flatter myself they will meet the approbation of the Government of the U. States to whom I shall communicate them by first safe conveyance.

REGULATIONS

Article 1st — No Vessel of any description whatever, shall be allowed to arm in that part of the Colony, under the Jurisdiction of General Toussaint, except such as are employ’d by him either for the protection of commerce, or, to co-operate in his military expeditions, against the South —

2nd That all arm’d vessels, not in his immediate Service, shall be liable to capture and Confiscation by the Ships of War of the United States —

3rd that all the cruisers in his employ (of which a list shall be sent to the Commodore of the United States Squadron on the St. Domingo Station) shall be furnished with regular passports, signed by the Consul General, the British agent, and General Toussaint. Those that neglect to apply for such passports (tho in his service) shall be liable to capture and confiscation

4th all armed vessels in his service, shall cruise within the Limits prescribed by the secret conventions entered into between General Toussaint, and the British previous to the renewal of commerce: Viz, not more than 5 Leagues from the Island of St. Domingo —

5th no passports, shall be granted to any vessels but those using the coasting trade of the Island or, those in the service of General Toussaint, and sailing within the limits mentioned in the 4th Article —

6th The particular agent of the executive Directory shall grant no commissions for arming the vessels of Private individuals, and if any such vessels shall be found at Sea with commissions of this Description, they shall be liable to Capture and Confiscation

7th No arm’d merchantmen which have already arrived in this Colony from France, or, which may hereafter, arrive shall be entitled to a passport and if any such vessels should be captured, either in coming to, or going from this Island by the Ships of war of the United States, such capture shall not be considered by General Toussaint as an infraction of the arrangements entered into with the United States. It is understood, however, that (if it can possibly be avoided) such captures shall not be made, so near to the shores of the Island, as to give a suspicion that the American Ships of war have cruised there for the express purpose of taking such vessels, it is also understood that all such arm’d vessels, belonging to France as may be captured by the ships of War of the United States, shall be sent elsewhere for adjudication, and brought into a port of the Colony —
Such are the regulations, Sir, that have been made, in conformity to the instructions I received from the Government of the United States, I now embrace the earliest opportunity of transmitting them to you.

I have already had the honor of informing you, that the strictest orders have been given to prevent ships of war, or privateers belonging to the French Republic from entering the ports of this colony, as to armed Merchantmen coming from France, I do not imagine that the trade of the United States, will incur any risk from them, in future. Those that have already arrived, are so much disgusted with the Government, in consequence of the requisitions to which they have been subjected, that they will return, no more, but should they even think proper to Continue, so disadvantageous a commerce, the most effectual steps have now been taken to intercept them, without interrupting the Harmony between this Island and the U States. I have discuss'd this subject very fully with General Toussaint, and have I believe, effectually done away [with] the unfavorable impressions made in his mind by the unjust, and ill founded Clamors of the French inhabitants at the cape. He sees the conduct of our naval commanders in a true light, and does them the Justice they Merit. I have convinced him that their Orders are positive, and that no arm'd French Vessels can be respected, but such as carry passports agreeable to the above Stipulations.

I have the honor to be with sincere esteem and regard —

Your M° Obedt Servan

S Talbot Esq

&c &c &c

[LC, J. Sever Papers, NDA photostat.]

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

[PHILADELPHIA]

Navy Department 23rd January 1800

Capt Silas Talbot

of the Constitution —

Cape Francois —

Sir I observe from letters published in the Rhode Island News papers from Captain Perry, and from other circumstances, that some of the Captains on the Saint Domingo Station think themselves authorized to Capture French property even on board Neutral Vessels —

Mistakes of this kind will lead us into quarrels with all the World — It is our interest and our policy to avoid them — at least not to provoke them by acts of injustice I have the honor to request that you will check this disposition to make captures which our Laws do not authorize in the Officers under your command — They must be governed by the Laws, and by their instructions founded on the Laws — The publication of letters from our Officers to their friends on Public affairs has already done mischief — You will be so good to inform all under your Command, that the President disapproves of the practice of writing private letters from our Ships relative to public
transactions, and requests that it be discontinued. — It is believed that the officers of the British Navy are injoined to avoid this practice, which from what I have already observed is sometimes injurious not only to the Public interest, but to the Officers themselves —

I understand from M' Higginson that the Brig sent in by Captain Little & Perry to Boston will not be condemned and that the most expected is a decree that there was cause to justify the sending her in for trial. —

I have the honor to be

Sir,

Yr most obed Servt


To Secretary of State from Benjamin Hammell Phillips, U. S. Consul at Curacao

CURACAO. Jan: 23d 1800

To the Secretary of the U. S. at Philadelphia

Sir! I have the satisfaction to inform you that the Crew of the Delaware have been generally recover'd — & this morning Capt. Baker finding his Ship's company so sufficiently well — he determin'd to go out after a French Privateer who sail'd yesterday — he will probably stretch as high as Cumana — where French Cruisers have of late done much mischief. The Scammel has remain'd here — & her Commander & many of the Crew, are very unwel — Captain Baker has been very Zealous in the affair of the Nautilus — with the Governor, with no more success than myself — the only difference is — he has vouchsafed to answer Captain Baker.—

The calls on me since the Delaware & Scammel have been here, have been very heavy — for Provisions & & I am very sorry to add, that the Hospital expences in consequence of the numbers who have been & yet are sick, will amount to a considerable Sum. — I shall be under the necessity of drawing for about 5000 Dollars — in a short time — & I will endeavour to include in my account — which I design to furnish — the whole disbursements when it will be closed. —

I take the liberty to acquaint you that M'r Phillips & my own Health, & the promotion of my business will render it necessary for me to return home in a few months — & I have resolved to appoint M'r W's D. Robinson, a native born Citizen of the U. S. my Successor, until your pleasure is known — In this Gentleman the United States will find a Faithful servant. — & his Abilities will do Credit to the appointment.

[SKA. French Spol. CA, Curacao, 1797–1801.]

[23 January 1800]

Report of the Committee of Commerce and Manufactures, instructed 16 December 1799, to report in what manner and to what effect the Act suspending commercial intercourse with France, has been executed, accompanied by letter to Chairman of Committee of Commerce and Manufactures, from Secretary of the Treasury

THE committee of Commerce and Manufactures, beg leave to report, on the subject of the suspension of the commercial intercourse
between the United States and France, that the laws which have been enacted for that purpose have been, as far as appears to the committee, faithfully executed in all respects depending on the care of the officers of the United States. It is but too probable however that individuals, engaged in pursuit of private commercial advantages, and regardless of the public welfare, have evaded in many instances the provisions of those laws. Some observations from the Secretary of the Treasury, relative to these practices, and a detail of the cases, which under the sixth section of the last act of Congress, prohibiting commercial intercourse with France, have been transmitted to that department, are herewith submitted. The committee being of opinion, that it is expedient further to suspend all commercial intercourse, between the United States and France have prepared a bill for that purpose, which is also submitted, and in the opinion of the committee ought to be enacted without delay.

TREASURY DEPARTMENT,
Jan. 23d, 1800.

Sir, I have the honour to enclose a statement of all the cases which have been transmitted to this department for decision pursuant to the act of Congress passed on the 9th of February, 1799, entitled, "an act further to suspend the commercial intercourse between the United States, and France, and the dependencies thereof."

Although this statement contains the substance of the information desired by the committee, and particularly in what manner the power granted by the sixth section of the act has been exercised, yet it may be useful to observe, that the law of Congress passed on the 13th of June, 1798, which imposed the first restrictions on commercial intercourse with France, was by this department understood to declare the following principles, by which the conduct of the collectors of the customs has accordingly been governed.

1st. That all exports to France or her dependencies were prohibited after the first day of July 1798, except the goods and effects of Frenchmen residing in the United States, and about to depart in vessels with permits from the President of the United States.

2d. That the entry of vessels bona fide the property of citizens of the United States, or employed by them, and having on board property of such citizens only, was lawful until the first day of December 1798, and no longer.

Although the true interpretation of the law cannot be considered as finally settled by judicial decisions; yet as diversities of opinion are known to exist, it is desirable that the sense of the legislature may be ascertained upon the following points, in case the restrictions upon commerce with France, shall be continued after the third day of March ensuing.

1st. Whether the restrictions shall extend to any, except French and American vessels?

2. Whether trade through a neutral country, by means of a mutual agent of persons residing in the dominions of France and the United States shall be lawful?

3. Whether cartel vessels with passports of the President of the United States, authorizing the departure of French citizens and their
effects shall be exempted from the restrictions imposed on other vessels?

4th. Whether vessels which may be captured or driven by distress into French ports, the cargoes of which may be seized or detained by the French government, shall be allowed to receive merchandise or produce in exchange, or compensation for the cargoes so seized and detained.

The following practices have been discovered and may be expected to increase, in case the law shall not provide a competent remedy.

1st. American citizens have proceeded to the island of St. Thomas, and have there obtained certificates of naturalization for themselves and their vessels; — with such vessels a direct trade between the United States and French ports, has been attempted to be prosecuted in the same manner as before the law was passed.

2d. Agents for commercial houses have been established in the island of St. Thomas, and other neutral places, to whom the productions of the United States have been consigned; these productions have been shipped from thence in other American vessels for French ports. The vessels employed between the neutral French ports, have been generally covered as Danish property.

3d. Although vessels which have been employed in transporting French citizens and their property from the United States, have been carefully restricted by instructions and by the Custom House inspection, from transporting merchandise on account of persons resident in the United States, yet there is reason to suspect that the intentions of the government have in some instances been evaded. In case it shall be deemed reasonable to continue the provision for removing French citizens and their property — precise regulations for preventing the vessels from being employed in commerce will be highly necessary.

4th. Vessels have been carried to the vicinity of French ports, where as is believed, they have been captured by French privateers, in consequence of pre-concerted arrangements; — other vessels have entered French ports, on pretence of distress. — Although the vessels have, in many instances, been liberated, yet the cargoes have been detained by order of government. In some cases, the masters or owners have been permitted to purchase return cargoes — latterly to strengthen the plea for being admitted to entry in the United States, it has been represented, that the masters have been compelled to receive cargoes on board their vessels.

The cases of vessels which have been reported as having been captured by privateers, or driven into French ports in distress, have been attended with particular difficulty. — In some instances the representations have doubtless been fair and correct; but in others they have unquestionably been collusive and fraudulent; the protests and other papers usually produced by masters of vessels could not however furnish the means of a just discrimination.

No effectual remedy is perceived against an abuse which must continue to increase, but by declaring importations from French ports to be unlawful in all cases whatever, without excepting those of vessels really captured or driven into French ports in distress. The capture or arrival in distress may be involuntary and therefore not illegal — but the purchase of a new cargo or any purchase whatever except of necessaries to enable the captured persons to return to their own country, ought as is believed to be declared unlawful.
It may be said that such a regulation would be odious and severe; that it would be cruel to oblige men to suffer unnecessary losses, or to abandon their property to great risques, when an equivalent was offered. Admitting these objections to have some force, yet it may be observed with equal truth — that the act prohibiting commercial intercourse, ought to be considered in connection with other measures, as constituting a part of the system of resistance, adopted by the United States — that prior to the adoption of this system, our vessels were captured and condemned indiscriminately — that the suspension of commerce is a measure, which if well executed, must powerfully influence the conduct of the French colonies — that no system of resistance can be executed without exposing our citizens to some losses: that it is impossible to distinguish cases of real capture or distress, from those which are fictitious — that many of our citizens, will not make reasonable efforts to avoid being captured or entering French ports, if they find themselves exempted from every loss and inconvenience — that the plea of forcible exchange cannot be admitted without permitting the French government virtually to repeal our laws, by means of their own internal regulation; and that if the United States refuse to submit to an insidious policy, and some of our citizens suffer losses, it is against the French and not the American government that their complaints ought to be directed.

I have the honour to be,
With great respect,
Sir,
Your most obedient servant,

OLIVER WOLCOTT.

The Hon. SAMUEL SMITH, Esq. 
Chairman of the Committee of Commerce and Manufactures. 

[LC, "The Daily Advertiser" (N. Y.), 20 February 1800.]

Extract from journal of the U. S. Frigate Constitution, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 23 January 1800

Fresh breezes and hazy weather, @ half past 12 Gave chace to a strange sail bearing E N E, @ 2 Squally with Rain in Top G¹ sails & down Jib. @ ¾ past 3 fir'd a gun to bring too the chace. Shortnd sail and boarded the chace an American Sloop from Philadelphia bound to the Cape, saw another sail bearing SE by S. @ % past 4 Tackd to the N° In 2⁴ reef in the Topsails, Saw one other sail N E which hauld in towards the Reef @ ¾ p¹ 6 wore to the S⁹ & Brou⁴ too Maintopsail to the Mast the S W point of Heneaug N by W 8 miles. Continued lying too till 6 AM the Wind at N E. @ % p¹ 6 AM, Wore ship & Made Sail to N N W @ 10 saw Heneaug bearing N by E 6 or 7 leagues CARPENTERS and sailmakers employed as Nessasary, @ 12 Meridian Fresh breezes and cloudy, the S W point of Heneauga Bearing N by W three leagues. Wind @ N E.

Latitude Observed 20°46' N.

[NYHS, NHS.]

these 24 Hours begin with Moderate Gales
At 1 P M Set Top Gall Sails fore and Aft
At 3 Egg Island bore E NE Dist 3 Leagues
At the Land bore from N E b E to S S E Dist 2 Leag Wore Ship to the Westward
at 6 P M took in Top Gall Sails Jibb & Stay Sails Spoke A Sloop from New providence of and Bound to New York
Middle part Moderate Breezes
at 12 Midnight Wore Ship to the North w E & Eastward
at 5 A M Wore Ship to the North w E & Westward
at 10 A M Abacco bore N b E Dist 7 Leagues
at Meridian the Land bore from N E b E to N N E Dist 4 Leagues
the Sloop Mary in tow and Schooner Lucy Astern Shortened Sail for her to Come up
Latter Part Moderate Breezes and Pleasant
Latitude Observed 25°43' N.

To Chester Fitch, Director British Arsenal at Antigua, from Captain Alexander Murray, U. S. Navy

CHESTER FITCH Esq'

Sir I avail myself of the present Opportunity of writing to you, as one of the Gentlemen who direct the affairs of the Arsenal at English Harbour, & am sorry to say that I have had great injustice done me with regard to my fore mast, we had not been at sea twelve hours before we discover'd it to open & shut in several places & to a dangerous degree. upon close examination we found it full of large knots, that had been work'd out & the Vacancy plugged up & fill'd with putty so as to prevent the discovery of any outward defect. we have secured it as well as our present situation will admit of, but to fish it substantially will be a matter of considerable cost. I think the harder of it as it was evidently the intention of the Admiral to act a friendly and generous part toward us, & the Master Builder and Mast Maker, must have both been very conscious that the mast they gave me was not trust worthy. & such a one as they would not have offer'd to one of their own Ships when at the same time I am charged with the full value of a first rate mast that could be made.
I shall certainly have a proper survey over it the first opportunity I have of meeting with any of his Majesties Men of War, & let the Admiral know the result, which my duty to my country, as well as my own reputation compel me to, I am the more sorry for this event, having been so handsomly treated, & received so many friendly benefactions from all the Gentlemen of Antigua.
Be pleased Sir to accept of my assurances of esteem & make my respectful Compliments to Cap† Western & the other Gentlemen of our acquaintance

I am

Yours &c

[NDA. A. Murray’s LB, 1799–1805.]

To Master Commandant Richard Law, (Junior), U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 24th January 1800.

Capt? Richard Law Jun†
of the Richmond —

Sir The vessel with British Stores will not be ready to sail for some time, and Your further detention is unnecessary — You will therefore immediately on the receipt hereof proceed to sea, agreeably to my instructions of the 20th Inst.

I have the honor to be

Sir

Yr most obed Serv†


To David Pollock, Philadelphia, Pa., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 24th January 1800

Mf David Pollock

Phad† —

Sir Conformable to your request I inform you that the Island in the State of Georgia called Grovers, being a part of a tract of timber land in that Country offered by Col Tattnall and yourself to the Government of the United States has been purchased by the Navy Agent Mf Jackson for the sum of Seven thousand five hundred Dollars, the one third part of this sum the Government will pay you on procuring an order from Mf Jackson for the same, which I beleive you are entitled to from the papers relative to that property in my possession — Indeed I have supposed that I should have been requested by Mf Jackson to have paid you before this time, as Col Tatnall mentioned to me, that one third of the purchase money would belong to you & should be paid by an order on me — But I have only lately heard from Mf Jackson of the purchase & perhaps Deeds had not then passed —

I am Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]
To James & Thomas H. Perkins from William F. Myer

CANTON January 24, 1800

Gentlemen as my Commission will now amount to about six or seven thousand dollars in America on the Ship Resource Cargo Capt' Pearce you will therefore please to get Insured for me against all Risks Seven thousand dollars as my Commission from Canton to America onboard the Ship Resource Capt' Nathaniel Pearce, mounting Sixteen six pounders & ten Wooden Guns in all charging twenty Six Guns wood & Iron and fifty six men in all onboard & I come home in her my self. I leave this tomorrow morning for our delightful Country America & hope to find you all well, our Ship Sails very fast 10.12 & 13 Knotts and man'd with as good a crew of americans as Ever floated the ocean, I should prefer the new Insurance Company or Mr Brooks. my best regards to your Family & believe me to be Sincerely your Friend

[RIHS.]

William F. Myer

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Extract from journal of the U. S. Frigate Constitution, Captain Silas Talbot, U. S. Navy, commanding, Friday, 24 January 1800

Fresh Gales and cloudy, Employ'd working to Windward to the West end of Heneaugà @ half past 3 saw a strange sail bearings N N W, Tackd as nessassary to work to windward @ 6 wore to the N'd the S W point of Heneaugà N E by E the West point N N E 10 or 11 miles, @ 8 up foresail and brought too, Sounded every half hour with 100 fathoms of line till 12 No Ground, @ 2 AM Squally and Rain with Thunder and lightning settled down the Topsails on the Caps, @ half past 2 clewd up the fore Topsail and close Reefd the Topsails, Wind variable from N E to N N W with heavy squalls, Sounded with 100 fathoms every half hour From 12 Midnight till 4 AM at which time we wore to the southward and came to the wind under a reefd Foresail & close reefd Topsails @ 6 saw a strange sail bearing South out 3d Reef and Gave chace, @ 8 saw Cape Maize bearing S by W. @ 9 Shortnd sail and boarded the chace an american Brig from St Yago bound to Baltimore. Made sail to the Eastward, @ 12 Fresh breezes from N E cape Maize S by W. 10 or 11 leagues. Mount Lagoon S S W 12 leagues

[NYHS, NHS.]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate Essex, Captain Edward Preble, U. S. Navy, commanding, Friday, 24 January 1800

Commences with strong gales —
At 9 PM under Fore sail, double reef'd fore topsail, M Sail, close reef'd Maintop sail & fore top M S. sail when the Main mast sprung between decks, Immediatly down T G yard & launchd the T G mast. In mainsail Down M"Yard, Carried away one of the M"Shrouds. All hands employd securing the Mast & M shrouds. So ends the day

Lat. Observed. 14°.48' N
Longitude. 28°.21' W

[LC, EPP, 1799-1800.]
Extract from journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate Essex, Friday, 24 January 1800

Wind E. by N. at 9 P. M. Fresh breezes under close-reefed topsails and courses. At half past 9 P. M. Lieutenant Phipps (his watch on deck) informed me the mainmast was sprung between decks. I ordered the maintopsail to be taken in. Examined the mast and found it very badly sprung about three feet above the wedges. Got down the top-gallant yard, and masts. Took in the mainsail and set up the weather shrouds; then got the mainyard down and took every precaution to ease the mast and secure it until morning. At 6 A. M. the carpenters were all set to work preparing fishes for the mast. Carried away two of our main shrouds; got up others to replace them. Lat. 14°48' N. Lon. 28°15' W.

[NR&L, Nr P92214.1]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship Ganges, 24 January 1800

Fresh breezes: and clear.
Sounded in 25 fathoms.
Saw a large sail at the point which proved to be the British Frigate Meleager. Capt Ogle —
At 6 sounded in 20 fathoms.
fine black sand mixed with broken shells —
At ½ past 6 came too in Samba Bay in 11 fathoms The Harry in C°
At Meridian the Fort at Carthagena bore S S E. 7 or 8 leagues.
and Carthagena. S E 8 or 9 Miles —

[NA.]


this 24 Hours begin with fresh Brezes and Pleasant Weather
at 5 P M Stood in under the Land in 4½ Fathoms water Wore Ship to the Southw° and Eastward the [we?] being 1½ Miles Dist from the Land Wore Ship to the Southw° & Eastward Cast off the Sloop Mary
at 6 Shortened Sail and Lay with the M° Top Sail aback
at 10 P M Wore Ship to the Northw° Shew two Light for A Signal for our Convoy to Tack Ship
Middle part Pleasant Weather
at 2 A M Wore Ship and stood off from the Land
At 5 stood in for the Land
at 6 Bore away Lost Sight of our Convoy Made Sail Saw a Ship Stearing to the Westward
at 7 Set Top Mast Stearing Sails
at 8 Fired a Shot and Brot too the Ship AHead off us at 8½ Spoke her from New providence bound to Savanah the Grand Turk of New London Pardon T Taber Master Who Likewise informed us of an American Vessells being retaken by the General Green & Boston and Sent into Providence and that they had taken a French Privateer
and Sent to S\textsuperscript{t} Christophers. the Berry Islands bearing S S W Dist 5 Leagues

Latter part Moderate Breezes and Pleasant Weather
Latitude Observed 26\textdegree{}10' N.

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

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Extract from a letter from a Gentleman on board the U. S. Ship Connecticut, Captain Moses Tryon, U. S. Navy, commanding, to his friend in Wethersfield, Conn.

[U. S. S. Connecticut] Basseterre Road, Jan. 25. [1800]

"Since my last nothing particular has occurred. On the 23d I left the ship that I was prize-master of, and to-day the Connecticut arrived from a cruise, after having sunk a French ship of 18 guns, and run ashore a French privateer schooner of 14 guns."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 12 April 1800.]

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To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA] Navy Department 25. January 1800

The Secretary of the Treasury

Sir Cap\textsuperscript{t} McNeill of the Portsmouth, has just arrived at New York — It will require 25000 Dollars to pay the Crew — which I want to remit immediately to New York — I have the honor therefore to request that you will be pleased to direct the Treasurer of the U. S. to pay over to Sam\textsuperscript{l} Meredith Esq Treasurer of the Navy, Twenty five thousand Dollars out of the appropriation of 2,102,384\textsuperscript{\frac{1}{2}}00

I am

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

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

[PHILADELPHIA] Navy Department 25th January 1800

Capt\textsuperscript{b} Daniel McNeill of the Portsmouth, New York

Sir I am honored with your letter of the 24\textsuperscript{th} and congratulate you on your arrival with your Crew in perfect health — It would have been more agreeable if you could have reached Boston, as the men would have been better pleased to have been discharged there, and the Officers would have been among their friends. — But it will not be prudent to think of removing the Ships at this season — Be pleased therefore to direct the Purser to prepare the mens accounts for immediate settlement that they may be discharged — I will on Monday remit you 20,000 Dollars which I suppose will be sufficient to pay the whole crew.

I presume some of the men & perhaps some of the officers have given powers of Attorney for part of their pay in their absence —
these powers ought to have been witnessed by yourself & by the Pursuer, and you ought both to have an account of their names — In these cases it will be impossible to ascertain what sums have been paid on the powers under a fortnight or more, & it will not do to keep the men until it can be ascertained — In all these cases therefore the Purser must deduct all the money that the Pursers authorized to be paid, to be sure of deductions enough — If too much is to be deducted the men can receive their balances at the ports to which they belong. — If you are not extremely attentive to this part of this business, there will be great confusion & perhaps considerable loss to the United States — The sooner the men can be discharged, the better in all respects — Messrs James & Ebenezer Watson are the Navy Agents at New York to whom you will apply for any advice & assistance you may stand in need of — You have not mentioned whether the Ship wants any repairs — Please to inform me of this in your next letter, and also what Stores & will be required for another cruise —

I have the honor to be

Sir

Yr obed servt


To H. Weld Noble, Purser of U. S. S. Portsmouth, at New York, from Accountant of the Navy Department

NAVY DEPARTMENT

Accountants Office Jan. 25, 1800

Mr H. Weld Noble

Purser of the Portsmouth

N. York

Sir Previous to paying the Crew of the Portsmouth — you will take care to ascertain all charges against them. You I presume know whether any of them have authoriz'd Attorneys to draw any part of their pay and you must be responsible for charging it against their wages. It appears from the Accounts of Stephen Higginson Esquire rend'd to this Office that several payments has been made by him to Attorneys of several of the Portsmouth Crew, an abstract of which you will herewith receive, but it is more than probable this abstract does not contain all the payments that have been made, and in all cases where Powers of Attorney have been given it will be best for you to presume that all the payments authorized by the Powers of Attorney have been made, and to charge the individuals therewith — The only charge against you for money advanc'd at this Office, is $150 paid on your order — to Captain McNiel — Your pay rolls must contain columns for the names & stations of the Ships Company, also for the commence & expiration of service, one for the time of service & others for the rates and amount of pay for that time, and such other columns either in the pay or receipt roll as are necessary to exhibit the charges of money, Slops, payments to Att'ys &c. as circumstances may require, and one for the ballances due, and remaining to be paid at the time the roll is made up to, or time of discharge, death, or desertion of the individual, for the final payment a
receipt roll will be proper, which besides having in it such of the aforesaid columns for advances as you may not have room for in your pay roll, must have columns for names, stations, and ballances, together with a column for the signature of the person paid and another for the witness to the final payment and signature; the witness should be a commission'd or warrant Officer, one of whom should always be present at the pay table while paying off — deserters forfeit the wages due to them, but the Exst or Adm of dead men and the Att of absentees with leave, upon producing and leaving with you for Voucher the letters of Attorney or administration, legally executed and authenticated may be paid, such as do not apply while you are paying may hereafter be paid at this office, for which purpose it will be necessary for you to make out, an abstract of the ballances due to dead & discharg'd men or deserters which must be produc'd with your pay and receipt rolls in your Slop account you will shew by appropt columns the quantities of each several kinds of articles rec'd or purchas'd, and the amount, and from whom — when & where, & on the contrary you will shew the quant's disposed of & remaining on hand, with their amounts respectively so that Acc will shew both the article & the amount.

The regulations of the Navy require every person belonging to a vessel of war, to draw one ration and this it will be presumed is always done unless the contrary is shewn, therefore in the subsistence abstract a distinction must be made between the undrawn rations, and the extra rations that some of commission'd and Warrant Officers are entitled to pay for, the undrawn adds a ration to provision a/c, which should be accompanied by a statement shewing the number of men, who from time to time, have drawn rations, and the quantities of each several kinds of article, thereby expended & in order to shew the state of the Officers subsistence account, an abstract exhibiting what provisions each of them have drawn, or have been Supplied with, and what may be due to each of them must accompany your provision Account.

I am Sir

y' Obedt Servant —

THOMAS TURNER, Acc of
Navy Departm


[25 January 1800]

Deposition of Peter Taylor, Captain of the American Armed Brig Nancy, captured by the privateer Sloop Filibuster belonging to Bourdeaux & sailing with English colors hoisted

Before John Culnan, Consul of the United States of America, for the Canary Islands —

Personally appeared — Peter Taylor master James Dryburgh mate, & John Collins mariner of the American brig Nancy of new-York, & owned by Thomas Buchanan Merchant of said place, being duly sworn, deposed, & said —

That on the twentyeth of January 1800 sailed from the harbour of Funchal, in the Island of Madeira bound for Lisbon; on the 21st got clear of the Island; on the 23d in latitude 32°50' Longitude 13°00'
saw two ships to windward which gave chase, at meridian came up, & boarded us. They proved to be the Lord Rodney, & the Boeswick, two Liverpool letters of Marque bound to Madeira, after examining our papers permitted us to proceed — at 2 P. M. tacked Ships to the Northward, & westward. On the 25th at seven A. M. made the Island of Porto Santo, & tacked again to the Eastward — at 3 P. M. thick weather, twenty leagues to the eastward of Porto Santo, discovered a Sloop on our lee bow, about 3 miles distance under English colours, & suspecting her to be an Enemy, prepared for action, at four we fired a gun ahead of her, & hoisted our colours, when she returned another gun still under English colours, & coming into our wake, hove about, & stood for us — at 5 came up under our stern, & hailed us in English to hoist out my boat (perceiving her superiority, & having two men, & a boy sick, & two of the others not willing to fight) was obliged to go on board the privateer with my papers — she proved to be the Flibustier of eight guns, & sixty five men belonging to Bourdeaux, Comanded by Antoine Watering, who sent a prize master, & fourteen men to take possession of the Nancy, & taking out her crew returned me aboard, & Steered for the Island of Palma — the privateer keeping us Company — On the 28th came to anchor in the road of Palma; on the 29th was taken ashore to make a deposition before the Governor — the 30th myself & crew embarked for the Island of Teneriffe, where we arrived the 2d of February. — Whereupon at the request of the said master & in behalf of his Owner, I do solemnly protest against the said Sloop privateer Flibustier, Antoine Watering master, & all concerned for the capture of the brig Nancy for whatever losses, Costs, damages, interest, expenses already might have suffered, or hereafter Suffer for, or by reason of the premises. — Thus done, & protested with my Consular Seal hereunto affixed at my Office in Teneriffe this third day of February 1800, & twenty fourth year of the Independance of said States — the said master, mate & mariner having sworn to the contents of this publick Instrument of protest, & signed the same. —

JOHN CULNAN.

[SDA. Spol. Cl. SC, 1819, Vol. 65.]

[25 January 1800]

From David Harding, Master of the American armed Ship Portland to the Owners of the same, captured by a French Privateer and recaptured by U. S. R. C. Brig Pickering

GENTLEMEN Your anksity has doubtless been very great with respect to the ship and mine has not been less so as I can only say at present that on the twenty fifth day of Jan?, last I was taken by a French Privateer (in Latt° 21°50' Long° 59°30') after a chase of Eighteen hours during which time I ply'd them with a number of shot unfortunately to no purpose I was but ill able to stand the deck my self. had it have been otherwise our fortune might possibly have been better or worse the particulars you will learn when Ever we meet let it suffice at present to say that on the second inst. the Ship was
Recaptured by the United States Brig Peckering Capt B Hiller in Sale Rock Passage and conducted to Tortola Capt Hiller proceeded on to St Kitts where fortunately I was in pursuit of the Ship in hopes she might be Retaken. You will learn by the within closed protest the rout which I have been oblig'd to take had I not been there Tortola would have prov'd as fatal to the property as Guadelupe it was with some difficulty that I got the property out of their hands it now Rests on this that I conduct the ship and cargo to Boston address'd to Messrs Stephen Higgenson & C agent for the American Navy in that place where I hope to see one or more of the gentlemen owners of the Ship or otherwise I shall call on Mr Eben Preble for advise.

I have with me now in the ship of my former crew my two mates Wm Cross & the Boy the others I left in prison at St Martins

doubtless Gentlemen I shall have advise forthwith Imediately to Boston on the Receipt of this I shall immediatedly on my arrival protest against the proceedings at Tortola as it has not been in my power to do it before by reason the fleet were under way & I was oblig'd to join them

the Schooner Sally & Mary arrv'd at St Kitts the day before I left had been taken by the same privateer that I was & Retaken by the British Frigate Dianna Capt Cross was taken on board the privateer & a Young Clerk only left onboard. I Conclude Subscribing my Self

Your Unfortunate Servt

DAVID HARDING

Latt 22. — Long 66.30
under Convoy frigate Baltimore
Comadore Cowper

For Messrs James Deering Asa Clap & Stevens & Hovey Owners
Ship Portland.

[Ct. of Cl, French Spol., Case No. 1744.]

To Ebenezer Jackson, Navy Agent, Savannah, Ga., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 25th January 1800

EBENEZER JACKSON Esq

Savanah —

Sir This will be presented to you by Mr Samuel Humphreys whom I have appointed to inspect the Timber procuring for the 74 Gun Ships agreeably to your Contract with Mr Phineas Miller of the 20th November last — I trust you will render him every necessary assistance to facilitate his operations & personally I beg leave to commend him to your friendly attentions —

I have the honor to be

Sir

Yr obed Servt

[NDA, GLB, Vol. 3, 1799–1800.]
List of Vessels which sailed under Convoy of the Brig Pinckney, from Havanna, January 25, 1800:

- Ship John, A. Robinson, Charleston, sugars and indigo, J. Pierce.
- Brig Aurora, Corey, Charleston, sugars and indigo, Fitzsimons.
- Brig Jane, Curran, Charleston, sugar and rum, M’Pharon.
- Brig Felicity, Chatte, Baltimore, tobacco and rum, Walsh.
- Brig Orion, Briggs, New-York, molasses, Richmond.
- Sch. Harriot, Putman, Charleston, molasses, Putman.
- Sch. Fanny, Skiddy, New-York, sugar and logwood, Ingram.
- Sch. Hope, Sinkins, Charleston, molasses and sugar, Maxwell.
- Sch. Rebecca, Cary, Charleston, molasses and coffee, King.
- Sch. Planter’s Adventure, Bonner, Charleston, sugar, O’Geer.
- Sch. Friends, Welsh, Norfolk, molasses and sugar, Smith.
- Sch. Sally, Taunton, Charleston, molasses and sugar, Dennis.
- Sloop Betsey, Frazer, Baltimore, molasses and sugar, Ellis.

[LC, “Claypoole’s American Daily Advertiser”, (Phila.), 20 February 1800.]

Extract from journal of the U. S. Frigate Constitution, Captain Silas Talbot, U. S. Navy, commanding, Saturday, 25 January 1800

Moderate and cloudy. Working to windward between Cape Maize and Heneaug. @ 1 out all reef and set T G’s sails wind vb” from E S E to East, Saw Heneaug bearing N E and Cape Maize S S W. @ half past 5. fresh breezes & Cloudy Shorthnd sail and double reefd the Topsail, @ 6 Lost sight of the Island of Heneagu. Stood towards Heneaug till 7 In the Even’ We then Tackd to S S E. @ 12 Moderate and hazy Tackd as Nessasary during the night to keep clear of the land @ 3 AM Sounded with 120 fathoms of line No Ground

@ daylight saw the high land bearing NE by N ½ N 7 or 8 miles to the E of this S W point of heneaug, cleans’d out between decks passd 7 or 8 miles to the West’s of the S W p’s of Heneaug there sounded 100 fathoms No Ground. 3 or 4 miles from thence the water appear white and Shallow. @ 12 Calm ships head North the SW p’s E S E 7 or 8 miles the West point NE by E 6 or 7 miles the N W extreme NE by N in sight from the deck, Sounded with 120 fathoms of line No Ground —

Latitude Observed 20° 50’ N.

[NYHS, NHS.]
hands employd fishing & woolding Mast getting up preventer
Main shrouds So ends the day
Lat. Observed. 12°56' N
Longitude. 27°44' W

[LC, EPP, 1799-1800.]


Standing off the mouth of the river Boca-Chica At 1 P M the fort fired a shot at us sent the cutter on shore. At 2 P M the two forts and one Gun boat continued firing at us.
At 4 the boat returned with a Pilot after the forts and a gun boat had fired 36 shot at us. Run in and came too in 11 Fathoms close under the fort. At ½ past 8 AM fired a salute of 13 guns. At 10 weighed the hodge and took it on the beach and moored Ship.

[NA.]


the First part Moderate Gales and Pleasant at 3 P M Saw the Great Bahama bearing N W Dist 5 or 6 Leagues
at 5½ it bore from E b N to N W Dist from abrest off it 2 Leagues at the Same time took Stearing Sails Top Gall Sails and Reefd Top Sails Fore and Aft
at 7 P M Hauld to the Southward with the Mizen Top Sail Aback at 10 Close Reefd the Top Sails and handed the Mizen Top Sail at 11 Handed the Fore Sail
Middle part Fresh Breezes and flying Clouds at 2 A M Wore Ship to the Southward and Eastward at 6 Saw the Great Bahama Bearing the Eastern End E b N the Western End in Sight N ½ E Dist 5 Leagues
at 10 Hauld out the Mizen Let one Reef out of the Main Top Sail at 11 A M Set the Fore Sail and Mizen Top Sail Close Reefd
Latter part Fresh Breezes and flying Clouds
Latitude Observed 28°13' N.

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


These 24 hours commences with stiff gales & rough sea. All hands employd securing the M'stMast & other necessary duty. At 5 P M swayd up M's Yard set Mainsail & M's top mast S. sail Latter part more moderate. Employ'd getting up M T S yard & reducing Main topsail
Lat. Observed. 10°19' N
Longitude. 26°36' W

[LC, EPP, 1799-1800.]
[26 January 1800]

To William Eaton, U. S. Consul, Tunis, from Secretary of State

(No 4)

DEPARTMENT OF STATE
Philad. Febd 12. 1800

WILLIAM EATON Esq,

SIR, The brig Sophia left the capes of the Delaware for Algiers, on the 26 of January, and I expect will arrive by the last of the present month. Duplicates of my dispatches by her accompany this letter.

I now inclose an invoice and bill of lading of the cargo of the ship Hero, Captain Robinson, destined for Tunis, where her arrival will I trust put a good face on our affairs. — The other stores for Tunis will be shipped as early in the Spring as it will be possible to procure them. I hope they may be under convoy. —

I am very respectfully &c. &c.

TIMOTHY PICKERING

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

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

PHILADELPHIA 26 Jan 1800

Mt Benj a STODDERT

SIR I beg leave to suggest the propriety of ordering the Marines from the Schooner Experiment to the Frigate Boston (if an opp' offers) as she sailed without her Compliment of Marines. I never Knew of any opportunity to her or would have recommended this measure before. —

Lt Sheridan can be ordered on board the Herald, and then the Marines, & himself will be relieved from the Tyrany spoke of to me by Cap't Carmick. —

I have the Honor to be your ob't Ser't

W. W. Burrows,
Major Commandant
Marine Corps

[MCA, LS, 1800.]

[17 December 1799 to 26 January 1800]

Extract from a private letter from Lieutenant John Shaw, U. S. Navy, commanding the U. S. Schooner Enterprise

"On the 17th December we left our capes with a moderate breeze from the S. W., but it shortly increased to a violent gale accompanied by quantities of rain, and having a new vessel and raw hands, had soon many difficulties to encounter. We lost one man overboard besides springing our foremast, but had it condemned by a surveyor as being unfit to proceed to sea with. On the 19th January procured another mast in Martinico, and proceeded to St. Kitts with a convoy of 15 sail. Hauled up for a brig we saw under Guadaloupe, which showed a Swedish jack. As we had every reason to suppose her a
French vessel, beat all hands to quarters, the usual mode we adopt on seeing a strange sail. We gave her a gun, showing our colors, but she kept her wind to the southward until we had fired 14 shot at her, when she hauled down her colors and came under our lee. She proved to be a Swedish brig of twenty 12-pounders and 90 men. After examination let her proceed. On the 19th were ordered out on a cruise. On the 22d recaptured the schooner Victory with a valuable cargo from Norfolk bound to Antigua, five days in possession of the French. On the 24th recaptured the brig Androscoggin of Topsham, six days in possession of the French. They both arrived safe in St. Kitts. On the 26th inst. we proceeded to Curraocoa with dispatches from Commodore Truxtun to Captain Baker of the Delaware. She is in port with many of her men sick."

[“Gazette of U. S.”, March 28, 1800.]

**American Brig Polly, Lazarus Lovell commanding, describes falling in with certain U. S. Ships of War, and mentions the capture of the French Privateer La Voltigeuse by the U. S. R. C. Brig Pickering**

On the 26th, about 70 miles to windward of Deseada, early in the morning I fell in with the United States ship L'Insurgente, Alexander Murray, esquire, commander; by his request I lay by until they closed several packages — the lieutenant who came on board informed me that there was also cruising to windward, the U. States ship Connecticut, capt. Tryon, the Adams, captain Morris, and the Invincible [British?] of 74 guns, the Baltimore and Pickering cruising under the lee of Guadaloupe. Likewise informed me that three weeks before had arrived at Guadaloupe, two French ships, one of 20 and one of 50 guns, which had brought out a new governor, Genet — capt. Murray very politely told me he would stand on a piece with me to the northward, and accordingly did until 2, P. M. a lofty warlike looking ship with a crowd of sail hove in sight to windward, but on getting sight of us she in studding sails and hauled on a wind to the northward; the L'Insurgente then made sail and stood to windward after her; night came on, and I lost sight without knowing which had the better of the chase. On the 28th, I fell in with the United States brig Pickering, Benjamin Hillar, esquire, commander, on a cruise; eight days before had captured the Voltigeuse [La Voltigeuse captured 7 December 1799], of 10 guns, and 61 men, 3 days from Guadaloupe, taken nothing; 3 months provisions on board. It was expected that this privateer would have engaged the Pickering, as she shewed 14 ports; but on the Pickering firing a shot athwart her fore foot, and giving three cheers, the French colors came down. I had the above news from lieutenant Ingraham, who came on board — he further said, that four days before he was himself on shore at Point Petre, to exchange the above prisoners, and saw there the two French ships before mentioned.

The Pickering altering her cruise, has captured 16 sail; she was then full manned, and all her crew in good health: the doctor, Mr. Sargeant, was so good as to come on board and prescribe for a man I had sick, who has since recovered.

Extract from journal of the U.S. Frigate Constitution, Captain Silas Talbot, U.S. Navy, commanding, Sunday, 26 January 1800

Calm and cloudy Ships head N N E, @ half past 12 Sent an officer and a boats crew to Survey the West point of heneaugha at Sundown Observed a Smoak on the Northermost part which appear'd to be a mile or two In land, @ half past 5 the N W part of Heneaga NW by N the West point E S E 6 miles the S W point S E 10 or 11 miles. @ 3/4 past 5 the Cutter returned which had been employed on the Surveying service round the S W point of heneaugha. One half a mile from the shore they had 30 fathoms and Gradual Soundings from thence to the Shore they landed on a sandy beach a little to the southward of the West point, the Surf is Generally low Except with a North or a Westerly wind, @ 6 Wore to the southward and Steerd on a SW by S course 11 miles in order to obtain an offing Winds moderate and variable during the night. AM @ 2 Steerd S E till 4 AM. @ 6 Tack'd to the Northward wind @ N E by E @ 3/4 past 8 Saw the land near the S W end of heneaugha. @ 11 Saw two small Schooners bearing E N E steering down the south side of heneaugha. @ half past 11 out 2° reef of the Topsails to work to Windward, @ 12 Fresh breezes from N E saw one of the small schooners anchor in under the S W point of heneaugha bearing E N E

[NYHS, NHS]


this 24 Hours Fresh Gales and Hazy Weather Saw the Great Isaac bearing S W b S Dist 2 or 3 Leagues] at 2 P M the Great Isaac bore S b E 3/2 E 3 or 4 Leag Dis Saw a Sail Stearing to the Eastward
at 3 Let one Reef out of the F & M° Top Sails
at 5 3/2 P M the Bemine Island bore S E B E 4 or 5 Leagues Dist
at 8 Sounded with 30 Fath Line no Bottom
Middle part Fresh Breezes and flying Clouds
at 4 A M took one Reef in Each Top Sail Sounded with 115 Fath© Line no Bottom
at 6 A M Let one Reef out of Each Top Sail and Set the Main Sail Latter part Fresh Gales and flying Clouds
Latitude Observed 24°15' N.

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

To Robert Goodloe Harper, Chairman of Committee of Ways & Means, from Secretary of the Navy

PHILADELPHIA

Navy Department 27th January 1800

Honble

ROBERT GOODLOE HARPER
Chairman Committee Ways & Means

SIR The appropriation of one million of Dollars was made to procure six vessels, to mount not exceeding 18 Guns each — and to commence the building of six Ships of 74 Guns. The six small vessels
have been procured and are in service, and altho their A/cts have not yet been settled little doubt remains that they have cost by the time they were ready for sea nearly 300,000 D$r the sum they were estimated to cost —

The frames of Live Oak for the 6 Seventy four gun Ships are now ready for delivery — they were estimated to cost delivered at the different places where the Ships are to be built 240,000 Dollars, but they will really cost 300,000 D$r — They are cut to the moulds in Georgia, in order to save the expence of transporting useless timber in consequence of which the cost exceeds the estimate, but in this cost is included the labour of cutting them to the moulds, which is considerable & which will, it is presumed, produce a saving in the article of labour estimated at 510,000 [or 510,600] D$r equal to the excess in the cost of the frames. —

The other timber for these Ships will all be delivered & paid for in the course of the present Winter — a great proportion of it has already been obtained, it was estimated at 180,000 D$r — The Copper required for the 6 ships will cost 170,000 D$r — and as we cannot be certain of getting it from other Countries when we shall want it and as it is of the utmost importance to obtain it in our own, it may be proper to expend the whole sum this year, whether the building of the Ships should go on rapidly, or otherwise — nearly 20,000 D$r indeed has already been expended in procuring a part of the Copper.

I find that very large sums have been lost in erecting wharves &c for building the Frigates authorized in 1794 in places so confined as to be totally unfit for building even Frigates hereafter and in every instance where this mistake has occurred, the expenditure of money on objects at this time wholly useless has not amounted to less than 200,000 D$r — an other expence has grown out of the circumstance of want of room at such places, the amount of which there is no calculating — I mean the labour of piling and unpiling timber heaped together in confusion, because there was not room to admit of its being placed away in any proper order. It would not be hazarding too much to say that the same piece of timber has been removed from this cause twenty times over in Philadelphia where economy in Ship building is pretty well understood — To avoid errors of this kind and that the money now to be laid out shall be useful hereafter, I have contemplated to purchase at the six different places where the Ships are to be built, ground enough for capacious building yards, and to have such wharves erected as would answer for future occasions as well as the present — Each wharf will probably cost 20,000 D$r — the Ground Sheds, & Docks for the security of timber & other absolutely necessary expenditures may amount to as much more — in the whole to 240,000 D$r and this sum must be expended before even the Keels can be laid to advantage

These several Items for the six small vessels.............. 300,000
for the frames of the 6 — 74 Gun Ships............... 300,000
for the other Timber........................................ 180,000
for the Copper.................................................. 170,000
for the Navy Yards, Wharves &c........................... 240,000

$1190,000
amount to 190,000$ beyond the appropriation of one Million the whole except for the Copper will be expended in the course of the Winter and early in the Spring — a much larger proportion of it than 300,000 $ has already been expended, altho by the Treasury Books it does not appear to have been the case.

The Navy Agents are Agents for every purpose of the Navy — several of them have applied of money remitted them out of the appropriation for the maintenance of the Navy, considerable sums towards the Timber &c for the 74 Gun Ships which can only be charged to the appropriation for that object when their Accts are settled — Thus then it appears that an appropriation of 190,000 Dollars will be required to put us in a condition to lay the keels of the 74 Gun Ships. It may be essential that not only the Keels should be laid in the Spring but that such progress should be made in the Ship during the Summer & fall, and an appropriation of an additional 410,000 $ for this purpose seems no more than sufficient to pay for the labour, and to commence a provision for anchors, sails, rigging Guns &c — I do not believe it will be found necessary to go on with those Ships as fast as possible, but I have supposed that our present arrangements must be made upon the Idea that it will be necessary. — Six hundred thousand Dollars in addition to former appropriations will be sufficient to put the Ships in such a state in 1800, as to be got to sea — perhaps early in the summer of 1801.

I have the honor to be
with great respect & Esteem
Sir Yr most obed Servt

[NDA. Cong. LB, Vol I.]

To Samuel Humphreys, U. S. Inspector of Timber, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 27th January 1800

M' SAMUEL HUMPHREYS

Philadelphia —

Sir Agreeably to a contract between Ebenezer Jackson Esquire Navy Agent at Savannah in Georgia and Phineas Miller Esquire for procuring the timbers for the frames of 6 seventy four Gun Ships of Live oak, a Copy of which is herewith enclosed for your information and Government — You are hereby appointed Inspector on the part of the United States for the purpose of examining & determining whether the said Timber is of the proper quality, cut conformably to the moulds, delivered at proper Landings, & in such quantities at such Landings as said contract stipulates.

Before you proceed to inspect the Timber you will please provide yourself with a Book ruled in columns for each tier of Timber, headed at Top with their respective names, & under with Larboard & Starboard — The columns should be large enough to admit of your marking how much each timber is longer or shorter than the mould, to ascertain that there is sufficient length in the whole timbers to complete each frame. There should also be columns, for the length, breadth depth & contents for cubic feet of each timber. The length to be taken from the moulds except otherwise ordered in the directions
for procuring the Timber a Copy of which you will receive herewith — Each Account is to be headed with the name of the Ship the Frame is intended for, or the name of the place where each is to be built, Say Portsmouth (New Hampshire), Boston, New York, Philad, Washington, Norfolk — Each piece is to be thus marked, as well as with the name of the timber, both larboard & starboard. — You will observe by the Contract & instructions, in what manner the timber is to be got, and what latitude is given the procurers. — It is essential that all outside pieces shall be of the best quality clear of all defects whatever — Those for the frames generally should also be of sufficient quality but pieces may be admitted for the frames generally that would not do for outside work, tho none should be received that have large heart shakes large splits, or are rotten — Here you must exercise your judgment, taking care not to reject any pieces improperly, nor to receive any unfit for the Ships — It is expected that the frames will be delivered at a number of Landing places, and that there may be pieces for each Ship delivered at each place, and it is essential to avoid mistakes in sending the pieces intended for one Ship to a place where another is building, that the utmost care be observed in making as many piles at each place as there are to be Ships and that each pile contain only the timber designed for one ship and that the piles be placed at a distance from each other so as to prevent the Timbers of one Ship being mixed with those of another.

It is also essential that each piece of Timber be so conspicuously marked in a way not to be rubbed out with the name of the place to which it is to be sent, as to be at once distinguishable —

As soon as the season will permit Vessels will be sent for the Timber, and it is hoped that it can all be ready & taken away while you remain in Georgia & under your direction, or that of persons employed by you & to act under your orders in taking an account of the Timbers Shipt & receipts from the Vessels, by which means mistakes & confusion may be avoided —

For your services you will be allowed at the rate of 2000 Drs per Annum & your reasonable expences, of which you must keep an account, while employed in this service Mr Ebenezer Jackson Naval Agent at Savanah will render you every necessary assistance to facilitate your operations.

Besides the foregoing there are the frames of two Ships contracted for to be cut by Thomas Shubrick Esq of South Carolina — You are appointed to inspect those also, under the same regulations & restrictions as are prescribed in respect to the frames in Georgia Wn Crafts Esq Naval Agent in Charleston will render you the requisite information and assistance — to him you will be pleased to present yourself on your arrival in Charleston & in concert with him arrange your plan of operations so as to effect the object of your appointment with the greatest facility of which it is susceptible keeping in view at same time the business you are to transact in Georgia & making your arrangements in such manner that the operations in one State shall not interfere with those to be performed in the other — If the two frames procuring in South Carolina will be ready before the whole six in Georgia, you will be pleased to designate those for two of the Ships now to be built, & let two of the frames in Georgia which shall be last completed be considered as extra, & whether two in Georgia,
or those in South Carolina be so considered let one of them be marked GEORGIA & the other CAROLINA A Copy of the Contract with Col Shubrick is herewith enclosed —

To defray your expences 1000 DrS is now advanced you on Account, and if more should be necessary before you return you may draw on me — your Bills shall be duly honored — I am Sir

Yr obed Servt

[ND. GLB, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

Navy Department 27th January 1800

WILLIAM CRAFTS Esquire

Charleston S C

Sir From your letters and I have no other documents the crew of the General Pinkney [Pinckney] were engaged in February & March — Be pleased to direct that all the men whose times expire in February & March be imm? discharged & paid off — The Purser it is presumed has all the mens Accts ready for settlement He must be furnished with money as wanted to pay off the men & Captain Heyward must direct an Officer to attend the payment — A new Crew must be engaged before the Pinkney sails on another cruise, for this purpose instructions shall be sent to Captain Heyward in a day or two, when I will again write you —

I am Sir

Yr obed Servt

[ND. GLB, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

Navy Department 27th January 1800

WILLIAM CRAFTS Esq

Charleston

Sir I am honored with your letter of the 8th Instant — With respect to M'r Shubrick I do not know where he got his information that the Stem pieces of the 74 Gun Ship were to be "of white oak", certainly no such thing is contained in the Instructions I forwarded to you on the 6th August last, nor must it be admitted They must be of live oak, & of the very best quality being for outside work. — If they cannot be got in two pieces, they may in three, taking care to shift the scarfs of the apron, so as to make strong work — The stern post may also be got in two pieces, if it cannot be got in one — But the transom must be in one piece —

I have the honor to be

Sir

Yr obed Servt

[ND. GLB, Vol. 3, 1799-1800.]
QUASI-WAR—UNITED STATES AND FRANCE

Extract from a letter from Captain Thomas Truxtun, U. S. Navy, to a friend in Norfolk, Va.

“St. Christop hers, Jan. 27, 1800.

“The Pickering sailed a few days since, with 45 Americans under convoy, and called at St. Thomas for what vessels were ready for the continent. The Baltimore I have ordered here the 15th of Feb. to take charge of another convoy, to proceed the same route — and early in March, I shall give a third. Thus, my friend, I intend to guard the property of our fellow citizens, by appointing convoys at stated periods, and spreading our fastest ships to cruise singly with vigilance against the enemy.”

[LC, “The Herald”, Norfolk, Va., 1 March 1800.]

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

[PHILADELPHIA]

Navy Department 27th January 1800

WILLIAM CRAFTS Esq
Charleston S C —

Sir This will be presented to you by Mr Samuel Humphreys whom I have appointed to inspect the Timber procuring for the 2 seventy four Gun Ships agreeably to your contract with Thomas Shubrick Esq — I request you will be pleased to render every requisite assistance to facilitate his operations keeping in view at the same time that he has business of a similar nature to perform in Georgia & arranging your plan in such manner that the operations in one State shall not interfere with those to be performed in the other — Personally I beg leave to recommend Mr Humphreys to your consideration

I have the honor to be

Sir
Yr obed Servt

[ND A. GLB, Vol. 3, 1799-1800.]

Extract from journal of the U. S. Frigate Constitution, Captain Silas Talbot, U. S. Navy, commanding, Monday, 27 January 1800

Fresh breezes and cloudy, Standing to the Northward @ 2 squallv close reefd the Topsails and wore to the southward. Saw a strange Sail bearing E S E. @ 3 shortn’d sail and spoke with the strange sail an american Schooner from Baltimore bound to St Yago @ 4 filld and Reefed the courses @ 5 the S W point of Heneaug E by S wind at NE by E steerd S S E 10 miles in order to pass the S W point @ 8 hauld to the wind and steerd S E till 1 AM at which time we wore to the northward till 3 AM. @ ½ past 3 wore to the Sd and came to the wind, @ daylight wore to the northward and out 3d reef of the Topsails, and Made sail in chase to a strange sail bearing E by S. @ 8 saw 2 strange sail E S E apparently steering south. @ 9 the wind bore round to S E made all plane Sail to chace E by S, 8 or 9 miles Saw the land bearing N N W to N by E. @ ½ past 11 fired two Guns to bring too the chace
@ 12 Moderate breezes from the S E. the S E point of Hencauga NE by E ten or twelve miles. the chace East two miles
Latitude Observed 20°41' N.

[NYHS, NHS.]

Monday, 27 January 1800
the first part Fresh Breezes and Cloudy
at 4 P M Saw the Land bearing from S S E to N W b N Dist 3 Leagues which proved to be the Double Headed Shot bore AWay and Hauld to the Northward
at 5½ the North part of the Land bore N W 3 Leagues Dist
Close Reel'd the Top Sails
at 12 Midnight Wore Ship to the Southward and Sounded with
100 Fath Line no bottom
Middle part Moderate Breezes & Light Rain
at 4 A M wore Ship to the Northward
at 6 bore away Saw the North part of the Double Headed Shot bearing from W N W to W S W [sic] Dist 3 Leagues at 8 the N E part of the Land bore South Dist 4 or 5 Miles it Still Continuing to the
Westward
Made Sail fore and Aft
at 9 A M Saw a Sail bearing W b S 6 Miles Dist
at 12 Meridian the Western part of the Double Headed Shot bore
S W Dist 3 Leagues the Sail we Saw proved to be A Ship
Latter part Moderate Breezes and Dark Weather
Lat Double Headed Shot 24°8' North N W. part
Long 80.00 West

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

To Stephen Higginson & Company, Navy Agents, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]
Navy Department 28th January 1800

STEPHEN HIGGINSON & CO
Boston —

GENTLEMEN Captain Brown will now receive his sailing orders — If there be any vessels ready he may take them under Convoy — His destination St Kitts —
I am Gentlemen
Yr obed Servt

[NDA.  GLB, Vol. 3, 1799–1800.]
To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]
Navy Department 28th January 1800

Capt. Thomas Truxtun
of the Constellation, St Kitts

Sir Captain Brown in the Merrimack, is ordered to join Your Squadron and to act under your orders — his ship is a valuable cruiser, and I hope may be profitably employed — Not having heard from you since your arrival on your station I cannot be minute in my observations respecting the object of your command — It appears however that Porto Rico, is more within the range of Capt Talbots cruisers than yours, consequently his attention must be directed to that point — Captain Baker in the Delaware, & Lieut Fernald in the Scammel having been sometime cruising off Curracoa with little effect, and Captain Bakers crew having become so sickly as to render it necessary for him to put into Port, it may be proper to Recal him, probably indeed to order him home — of this however you must be the Judge, and to order another Cruiser to that station but whether to continue on it altogether or to take a larger range of action & only to look into Curracoa occasionally, is with you to determine, which you can much better do than myself —

It appears there are still some captures made about Saint Thomas — I request your particular attention to this Island — I shall not add but relying on your Zeal & Abilities, I assure myself that the utmost protection will be afforded to our Commerce of which the force under Your command is capable —

Congress have not progressed Rapidly in public business since the commencement of the present Session — It appears that a reduction of the Army is pretty generally contemplated, and that a good disposition prevails in a large proportion of the Members to promote the progress of the Navy, and to authorize the appointment of Officers of higher grades than that of Captain

I send you some news papers, from which you may collect details —

Wishing you a successful & glorious cruise —

I have the honor to be
Sir  Yr most obed Servt


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

[PHILADELPHIA]
Navy Department 28th January 1800

Capt. Moses Brown
of the Merrimack Boston

Sir With this you will receive circular instructions for your government on a cruise, which being full & particular, I have nothing to add but the Presidents command, that you proceed from Boston without delay to Saint Kitts with the Merrimack, at which place or in the vicinity of Guadeloupe, you will fall in with our Squadron on that Station, which you are to join under the command of the Senior Officer who will be Captain Truxtun, unless some accident has
happened to him — The President desires me to express his confidence, that you will maintain the character you have already acquired —

Wishing you great success & Glory — I have the honor to be Sir Yr obed Servt

B[ENJAMIN] S[TODDERT].

NB — Any vessels bound to the vicinity of St Kitts or Guadeloupe you will take under your Convoy, but wait for none that are not ready —

[NDAY, OSW, Vol. 3, 1799-1800.]

[25 October 1799 to 28 January 1800]

Extracts from log book of American Merchant Ship Carlisle, Captain Bryden, commanding

October 25, on our passage to Liverpool, fell in with a British man of war, of 74 guns, with a fleet under her convoy, consisting of 30 sail; we went under the lee of the man of war and hailed him; saw the English and French coasts the next day, about 7 o'clock, p. m. and a number of vessels in sight.

January 19, about 7 o'clock, p. m. saw an English sloop of war of 19 eighteen-pounders; at 7 A. M. he came up with us and fired two guns at us, which we returned with our stern chasers, and then we hailed him, asked where bound, answered to Jamaica; but he was bound to Newfoundland; he came on board of us with his boat, looked at our papers, and let us proceed.

January 28, at 2 A. M. saw a sail about one quarter of a mile distant; which kept on her course till she got right astern of us, then tacked about and gave chase to us, and came up with us; but squalls commencing at the time, she was obliged to heave to astern, and when she was coming the third time, we hoisted our colors and gave her a shot, then she came a little closer, hoisted French colors and gave us a shot; and at 10 minutes past 4 A. M. commenced a hot action on both sides till half past 5, A. M. when she bore away from along side of us, but chased us till dark, and then altered her course; she had upwards of 60 or 70 men on board, had three guns, and a great number of small arms; we only had one man wounded, though the shot flew like hail about our ears, and every broadside we gave her, we could perceive did great execution; we saw she would not venture again, and we made sail.

Left Liverpool the 7th of December in company with the ship Fabius, of Norfolk, captain Black; when we made Fayal, (one of the Western Islands) we left him. In lat. 24, 00, long. 66, 00, fell in with a French privateer, who engaged us an hour and 25 minutes, within pistol shot the whole time, and sometimes closer; I supposed her to be just come out, as she was quite clean and had not less than 60 men on board; she kept a constant firing on us with small arms under our quarter, so that we could only get our stern chasers to bear on her, until she came up with an intention to board us; but he met
with too warm a reception, and thought proper to sheer off with the loss of about 20 or 30 of his men, and her fore gaff and rigging about their ears; I am happy to say that our officers and men behaved like brave Americans during the whole action, and I have only to lament the loss of one man who died of his wounds next day.


Extract from journal of the U. S. Frigate Constitution, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 28 January 1800

Moderate breezes and clear weather. In chase to the southw'd along shore on the south side of Heneauga, @ 1 shortnd sail Tack'd and boarded the chace, an american arm'd schooner from Port au Prince bound to Baltimore, @ 2 the wind S E fill'd and made sail to work to windward Round the S E part of the Island we sounded on a reef 6 or 7 miles from the shore bearing S ¼ E from the S E extrem of heneauga our depth did not exceed 7 fathoms white sand and Coral rocks, when we approach'd the Reef we sounded 12 fathoms, the next Cast 6¼. Tack'd Imediately and fill'd to W S W, there sounded with 70 fathoms of line, No bottom, @ half past 4 Tackd to the South-w'd @ ¾ past 5 the S E exteme NW ½ N ten miles the North Extrem N by W, the land to the westward W by N shortnd sail and double reedf the Topsails, Steerd S E 15 miles and E S E 27 miles @ daylight Saw Cape francois bearing S S E 9 or 10 leagues, @ 6 moderate & variable Saw a strange sail bearing E by N wind south, made all plane sail and Gave chace, @ 10 the wind vore round to NW by W made the private signal to the chace, which she did not answer, employd Trimming sails, @ 12 Moderate breezes from NW by W the chace N by E, 10 or 11 miles Cape francois S ½ E 8 or 9 leagues

Latitude Observed 20°15' N.

[NYHS, NHS.]


the First part of these 24 Hours begin with Fresh Breezes and Pleasant Weather.

at 2 P M Spoke the Citizen of and from New York bound to the Havana 26 Day out ——— Reyman Master Asked him if he wanted Assistance Answer no the N W part of Double Headed Shot bearing South 2 Leagues Distance

at 3 P M the N W part of Double Headed Shot bore E ½ S Dist 4 Leagues

Shortened Sail for the Citizen to Come up

at 5 Double Reedf the Top Sails

at 7 Shew a Light for the Citizen no Answer

at 8 Shew a fals fire for the Citizen no Answer Filled away the Top Sails

Midnight took in fore Sail & Jibb Close Reef the Top Sails Fresh Breezes and heavy Rain After 10 P M

at 7 Saw a Sail W b S from us and one North Made Sail fore and Aft out two Reefs Set the Fore Sail and Main Sail
at \( \frac{3}{4} \) past 11 A M Saw the Mountain Call'd Pan De Matanza 9 or 10 Leagues Distance bearing S S W 20 Leagues East off Havana
Latter part Fresh Breezes and flying Clouds
Latitude Observed 23°40' N.

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

To Captain Thomas Truxtun, U. S. Navy, presumably from Benjamin Hammell Phillips, U. S. Consul at Curacao

CURACAO Jan'y 29th 1800

THOMAS TRUXON Esq,

Sir In the Month of Sept last I wrote to our Gov't & requested assistance & protection for the Reasons then stated; briefly a Vile combination against the Americans Persons & Property & a threatened Invasion from Toussaint of St' Domingo. In consequence thereof the Sec'y at War directed the Commanding officer in the Windward Station to dispatch 2 Ships, the Delaware & Baltimore were mentioned — the latter, being then on some other service the Scammel was dispatch'd with the Delaware — many letters have been written home but we have no intercourse with St' Kitts Capt B[aker] will detail to you
The principal Commerce, carried on here is with American & the Spanish Settlements on Terrafirma & is by no means inconsiderable, & prior to the Delaware & Scammel's coming here was entirely unprotected. —
Privateers frequently call in here to fitt out & clean &ca. but there are not any at present owned here they have lately been very troublesome about Guayra & Cumana Capt BAKER made an attempt last Week to get up there but was not able to Stem the Current w:h runs at the rate of 4 to 5 Knots. —
I am sorry to tell you that the crews of both vessels have been and are very sickly & for w:h reason it is not possible to send either of them up to you as soon as the Scammels Crew is sufficiently well she will go &c. — I recommend that such a Vessel as the Enterprise be sent here in her stead. — If we had, had her here last Week a Privateer formerly the Eleanor of Baltimore with the officers of the Trois Amis on board & bound to Guadaloupe w:h [not?] have been taken. — It may happen that you come accross them one of these days & for w:h reason I give you the Names of the Offrs who sign'd the Verbal Process. —

Joseph Rival Capt
De Granche 1st Captain
Brisson 2nd Ditto
Pierre Chariot Prize Master
Resson
Nicla Mongiardino

These Vagabonds have escaped so far maugre all Capt Bakers & my own endeavours — This Gov't do not choose to consider them as Murderers & consequently will not be convinced.
The U. S. Cruisers, will allways find in me a zealous friend, & their Offrs as much attention as they merit —
I have the Honour to be most respectfully
Sir
Your Mo't Ob't Serv't

[SDA. French Spol. CA, Curacao, 1797–1801.]
To Lieutenant Samuel Hayward (also spelled Haywood), U. S. Navy, from Secretary of the Navy

**[PHILADELPHIA]**

*Naval Department 29th January 1800*

Lieut. Samuel Heyward
of the General Pinckney
Charleston, S. C.

Sir,

The Pinckney must be officered, & manned agreeably to the following List

<table>
<thead>
<tr>
<th>Rank</th>
<th>Pay</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commander</td>
<td>50 Dollars &amp; 4 rations</td>
</tr>
<tr>
<td>2 Lieutenants</td>
<td>40 &quot;</td>
</tr>
<tr>
<td>1 Surgeon</td>
<td>50 &quot;</td>
</tr>
<tr>
<td>1 purser to act as Captains Clerk</td>
<td>40 &quot;</td>
</tr>
<tr>
<td>1 Sailing Master</td>
<td>40 &quot;</td>
</tr>
<tr>
<td>2 or 4 Midshipmen</td>
<td>19 &quot;</td>
</tr>
<tr>
<td>1 Boatswain</td>
<td>20 &quot;</td>
</tr>
<tr>
<td>1 Gunner</td>
<td>20 &quot;</td>
</tr>
<tr>
<td>1 Steward</td>
<td>18 &quot;</td>
</tr>
<tr>
<td>1 Cook</td>
<td>18 &quot;</td>
</tr>
<tr>
<td>20 able Seamen</td>
<td>17 &quot;</td>
</tr>
</tbody>
</table>

24 ordinary Seamen and Boys at from 5 to 14 Dollars according to merit.

After discharging your present crew, you will proceed to the entering a new one with all possible dispatch, to serve one year from the Brigs first weighing anchor on a Cruize —

As I have no information that I can rely on, respecting the Officers of the Pinckney, I have written to Mr. Crafts to supply any material defect that may exist — With respect to your crew you will suffer none to be entered but such as are sound and healthy, and suffer no indirect or forcible means to be used to induce persons to enter the Service.

You may allow two months advance, but previously take care to obtain sufficient & responsible security to resort to in the event of desertion —

Major Burrows will take orders respecting the detachment of Marines — When you have completed your crew, you will take care to transmit me a list thereof —

Enclosed you have a complete sett of recruiting papers with the form of an oath, which you will require each person entered to take — You will have all these papers kept with the utmost accuracy — You will be supplied with the monies necessary to effect this business by Mr. Crafts. Your Recruiting Officers besides their pay & rations will be allowed two dollars for each Recruit duly entered — in full for every expense of attesting & £ & $ — Prior to sailing you will transmit your Accounts & Vouchers to Thomas Turner Esq. the Acc of the Department for settlement —

I have the honor to be

[NDA. OSW, Vol. 3, 1799-1800.]
To William Crafts, Navy Agent, Charleston, S. C., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 29th January 1800

WILLIAM CRAFTS Esq'
Charleston S C

Sir I have this day sent on Lieutenant Heywards recruiting instructions — As he has never made any sort of return to this Office, I am ignorant whether he has his quota or not of Officers —

He is intitled to 2 Lieutenants, 1 Surgeon 1 Purser to act also as Clerk, 2 or 4 Midshipmen, 1 Boatswain & 1 Gunner, besides petty officers — The Steward & Cook If he should not have his proportion of Lieut® but should have only one Lieutenant & a Sailing Master, he can very well do without the other. — Those ought to be at Charleston, if not on board the Pin[c]kney, Joseph Pritchard Jacob S Motte & Alex' Alexander Jun' who have been sometime appointed Midshipmen & were originally intended for the John Adams but I find from the returns of that Ship, that she sailed without them — If they are at Charleston you will be good enough to order them on board the Pinkney — Captain Heywards Comm® is sent on this day —

I have the honor to be

Sir
Yr obed Servt

NB. Captain Heyward must receive from the 31 October 1798 to the 25th February '99 40 Dollars p't mo and 3 rations p't day, and from the 25 Febr' 50 Dollars & 4 rations. —

[NDA. GLB, Vol. 3, 1799-1800.]

Extract from journal of the U. S. Frigate Constitution. Captain Silas Talbot, U. S. Navy, Commanding, Wednesday, 29 January 1800

Fresh Breezes and cloudy In chace, @ 3¼ past 12 the chace tack'd passing nearly two miles to windward with a private signal flying which we did not understand, Cleard ship for action and hoisted our colours, the chace then bore up and made the English private signal which we answer'd and shortnd sail she then wore and hauld to the wind in towards Tortudas, we then wore and pursued him till 4 P M with an equal proportion of sail in order to try him at sailing, @ half past 4 shortnd sail and spoke with his Brittanic Majestys Ship Maidstone Captain Otway who informd Captain Talbot that two days ago he chac'd a French privateer, and recapturd her prize which was american @ 3¼ past 4 Bore up and parted company with the Maidstone and steer'd towards Cape francois till 8 in the evening, at which time we wore to the Northward and came to the wind under an easy sail wore and tackd as nessasary during the night: @ daylight saw Cape Francois bearing SE by S 5 or 6 leagues, Employd filling salt water in the Ground Tier, and cleansing out the sail room, @ 12 Moderate breezes from N N E cape francois S ½ E 8 or 9 leagues

Latitude Observed 20°13' N.

[NYHS, NHS.]

the first part of these 24 Hours Fresh Breezes and flying Clouds
at 2½ P M past the Ship Citizen Blowing Fresh did not Speak her
Judging she did not want our assistance by her not Answering our
Light and She being 3 Miles Dist when Shown
at 3 pm Matanza bore S b E Dist 6 Leagues three Sail in Sight
to Windward
at 6 P M the pan Matanza bore S E b S Dist 8 Leagues the Western
point in Sight S b W ½ W Shortened Sail
Middle part Fresh Breezes and Cloudy
at ½ past 1 A M Hauld up to the Wind Northward
at 4 Hauld to the Eastward
at 9 A M the Moro Castle bore from us S b E Dist 5 Leagues Made
Sail
at 12 Meridian the Moro Castle bore S S E ½ S Dist 4 Leagues
at ½ past 2 P M Anchored in the port of Havana Hove out the
Barge and Cutter Handed Sails and Warped in the Harbour and
Came to with the Starboard bower and Moored with the Kedge to
the Westward the Moro Castle bearing N W b W the City bearing
S E b E Six American Vessels in Company Capt Silsby, the Schooner
Lucy Capt Smith, the Ship Citizen and 3 others
Latitude Observed 23°26' N.

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

To Lieutenant Samuel Heyward, U. S. Navy from Secretary of the Navy

[PHILADELPHIA]

Navy Department 30th January 1800

Capt\(^2\) SAMUEL HEYWARD
of the General Pinckney
Charleston S C

SIR I have received your letter of the 10th inst\(^1\) and now inclose
your Commission & Recruiting orders — You will also find enclosed
the Circulars of the 29th December '98, 16\(^{th}\) Jan\(^{y}\), 12\(^{th}\) March, 29\(^{th}\)
June, 29\(^{th}\) July, 15\(^{th}\) Sept' '99 containing Instructions for the general
government of your conduct — also two Copies of the Act for the
Government of the Navy & two Copies of Marine Rules & regulations.
I am not in possession of the necessary information respecting the
Officers of the Pinckney — this proceeds from your having never
made any sort of return to this Office —
The Pinckney is now on the Navy Establishment & her officers are
to respect those regulations instituted for its Government — which
you will find in the several dispatches sent herewith.
I have the honor to be
Sir
Yr obed Serv\(^1\)

With respect to your pay and Emoluments you must receive 40
Dollars p' month & 3 rations per day from the 31\(^{st}\) October 1798 to
25\(^{th}\) February '99, the date of the Act for augmenting the pay &
emoluments — from which you are to receive 50 D\(^{2}\) & 4 rations

[NDA. OSW, Vol. 3, 1799-1800.]
To Lieutenant Samuel Heyward (also spelled Haywood), U. S. Navy from Secretary of the Navy

[PHILADELPHIA]
Navy Department, 30th January 1800

Lieut. Sam'l Heyward
of the General Pinckney, Charleston S.C —

Sir For fear of not being understood in the lettr's already written — Be pleased to take notice —

That you are to discharge all your present Crew, whose times expire sooner than 5 months. — That you are to make a complete settlement with Mr. Crafts for the expenditures of the Pinckney till the present time — including the pay of the men &c &c — That you are to obtain a new crew, and as early as possible to be ready to proceed on a cruise, as soon as you receive instructions for that purpose, which I shall send you in ten days, in full confidence that you will then be prepared —

The Returns directed to be made to this Office in the Circular Instructions you will carefully & immediately attend to —

I have the honor to be
Sir
Yr most obed Servt

[NDA. OSW, Vol. 3, 1799-1800.]

Extract from a letter from Lieutenant David Ross, formerly of the U. S. Frigate United States, now commanding the American private armed ship Belvedere

"LONDON, January 30th, 1800.

"I have the pleasure of informing you of the safe arrival here of the ship Belvedere, after a very boisterous passage, and experiencing a succession of tremendous gales of wind.

"On the 23d December, in long. 43, lat. 45, 30, we were overtaken by a hurricane from the north-west quarter, and scudded under it for some time, but the sea running extremely cross and a great number rolling over us, I thought it prudent at 10 A. M. to heave her too under a balance reefed mizen — On the 24th at 10 P. M. the vessel having been for a long time on her beam ends, I consulted my officers on the propriety of lightening the vessel for general safety; they agreed with me in opinion, & in consequence we cleared the lee side of the cabin by heaving 119 bags of coffee overboard, with our lee guns, 7 in number, and the shot in our lee shot lockers; the sea constantly breaking over us, one of them started all our bulwarks, and washed overboard a seaman named John Freeman, who was drowned.

"At 8 A. M. it began to moderate; we set the foresail and close reefed main-top sail, but still a violent sea running; it however subsided by degrees.

"On the 6th of Jan. in lat. 49, 42, long. 10, saw a lugger to leeward, with no sail set; we supposed her to be a French cruizer, that had brought to a Dutch dogger. — At 11 A. M. beat all hands to quarters and stood for her — At 2 P. M. came up with her, but found no person on board. I sent my second officer and three hands to take possession
of her and conduct her to the Downs; but I am since informed she has got into Cowes. She proves to be the St. Seuveur, French lugger, of 33 tons burthen, loaded with wine.

"January 12th, at 7 A. M. saw a brig a stern coming up with us, beat to quarters and got all clear for action — At half past 7 A. M. she hailed us under National colours, within musket shot, and desired me to haul down mine, which was answered by a broadside, that must have raked him fore and aft; she returned us another, and we lay within pistol shot two hours, when she sheered off. She appeared to be a fine cutter built brig, and to mount 18 guns, and have about 150 men on board. Thank God we have lost none of our men, but have suffered much in our rigging and sails, and have about 50 shot, small and large, in our hull; our only wooden gun was dismounted. On the 14th got a pilot from Dover, and arrived in Standgate creek on the 18th, where I lay 8 days performing quarantine."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 11 April 1800.]

To Captain Robert Gill, Navy Storekeeper, from Abishai Thomas for Secretary of the Navy

[PHILADELPHIA]

Capt^a Robert Gill
Navy Storekeeper —

Sir Be pleased to advance & pay to Mr Benjamin Wynkoop One hundred Dollars on account of the Marine Ventilators which he is fabricating for the Frigate Philad^a taking his receipt to be accountable —

I am Sir Yr obed Servt

By order of the Secretary of the Navy

AB: THOMAS.

[NDA. GLB, Vol. 3, 1799–1800.]

To Doctor Moore, Petersburgh, Va., from Secretary of the Navy

[PHILADELPHIA]

Doct^e Moore
Petersburgh Virgin^e

Sir The Insurgente may be expected to arrive at Norfolk in February, I think before the 20^th —

I am &

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from journal of the U. S. Frigate Constitution, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 30 January 1800

Moderate breezes and cloudy, employd working to windward @ 3 the weather clear’d up saw the shipping at anchor in cape francois
huber which then bore S by W 3 or 4 leagues. @ half past 5 double reefed the topsails and single reefed the courses
@ 6 Tackd to the northward Cape Francois south 4 leagues wind
@ 12 Midnight fresh breezes and cloudy Wore and tackd as
necessary during the night to keep clear of the land
Middle part Fresh breezes with light showers
@ 9 Saw Cape Francois bearing S by W five or six leagues, @ 10
fresh breezes and Rain, taken a back wind from E by N wore and
came to the wind to the northward

[NYHS, NHS.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Ship Ganges,
30 January 1800

The Pilot came on board employed unmooring Ship to take her farther in

[NA.]

Thursday, 30 January 1800

[Anchored, Harbor of Havana] Pleasant Weather this Day People Employd on Clearing the Hold for filling water and Stowing Provisions Sent down Top G Yards unbent T G Sails Stearing Sails and Clearing Ship in All parts Arrived the U S Brig Norfolk Capt Bainbridge from A Cruise

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

To General Mountjoy Bayley from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 31st Jan' 1800

Genl MONTJOY BAYLEY

Sir I am honored with your Letter of the 21st instant — In letting out the French Prisoners to labour your arrangements have been judicious — You will be guided by your own discretion; it is not material that you keep them in the neighborhood of or County, nor even in the State, as the Bail you have taken is calculated to secure their return. —

You will please to procure medical aid to such of the Prisoners as need it, on such terms as you think most economical and proper. —

I am &

[Rec'd 25 March 1800
But filed in SDA under 31 January 1800]

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

Sir I have the honor to refer you to my Letter of the 1st Instant herewith transmitted. Since writing which I have receiv'd a Letter
from His Excellency the Govt in answer to mine, mentioned therein. You Sir, will observe, that He avoids remarking on that part of my Letter relating to the General; and that He confirms the credit He gave to my Commission before the Capitulation. — The Office is now of no importance to any body under any view. This appears even from our own Government; for, altho' The Honble Secretary of the Navy by Letter desired me to furnish Captain MCNeill with what necessities he might want for the Portsmouth & take bills on him for payment; He has thought proper to instruct Capt MCNeill and Capt Rodgers in such a manner as to make them conceive it is their duty to provide for their Ships themselves at the lowest possible prices in the market. — The business is confided to the purser — and he is running about Town to know who will supply the Ship and take bills on the U States for payment. When Capt MCN. was watching the HUSSAR, he was exceedingly glad to receive Supplies from me. He, however, was not displeased with my account. When he came up to Town — he wanted a great number of articles — and undertook to purchase them himself by orders drawn on me. As He said it was more convenient for him, I assented to it — but I soon saw in it a great inconvenience. — Hourly some person was calling to know where articles were to be found. I therefore told him, it should be the last time I would supply him on that plan. — Capt Rodgers sent up his Purser — with instructions to purchase provisions — and to present the bills to me for payment: with a Letter, — promising to give me a draft for the Amount. — I answered — something to this effect; that ["I observed the instructions to the Purser were very particular, in order to get the articles at the lowest rate — for which purpose — He must go to all the Merchants: — that I was not disposed to become an under bidder of any cheating Jew or needy Merchant in the place — and therefore did not think proper to make any proposition for supply: — that if He or the Govt had more confidence in his Purser than in me — the bonds that I had given to render a faithful account of Public Monies &c were unnecessary; & might as well be cancelled. Nevertheless, rather than the service should be impeded — or delayed I would advance him money on his bill — altho' I did not want — having those I had taken of Capt MCN. yet on hand — some of the money for which was advanced in August last"]. — The Purser addressed himself to an Englishman, (altho here are 2 Americans doing business) — got a dinner, got drunk, and made a bargain. — I assure you Sir, I should not have given you this detail — were it not a matter of some speculation among Americans now here; and were it not, an indication of a want of confidence. If this indication is just — it is my duty not to retain my Commission — and would not a moment longer had the intimation come from you. The respect which the Character, as well as Office of The President demands, — obliges me to defer a resignation, until an explanation is made. More particularly, as in a former Letter I intimated a desire to be appointed in some other Country. Almost 5 months are elapsed, and but One English Ship has arrived here from Europe. Several Americans & Danes have kept up a full supply of European Goods. The British Custom House has lately demanded of these Vessells — and of Vessells direct from the U States — 5 per Cent, on all articles not of our Growth. This 5
Per C\textsuperscript{c} is put into the Pockets of the Officers, \& is considered as a fee for permission to Land. — The Planters now feel the want of Fish (now at 10 D\textsuperscript{c} per Quintal) and other Negro provisions. — New Beef is worth 12 D\textsuperscript{c}. — This, and the ill success of the expedition to Holland — occasions — wild \& various speculations in Politics as well as in Commerce. Should France \&\textsuperscript{c}, have any success at sea — I should not be surprised if this place were attempted — and if Victor Hugues is in fact appointed at Cayenne — I should strongly suspect — the design. — I assure you many have expressed to me their fears.

Two Vessels under American Colours lately came in, laden with Slaves from the Coast of Africa. — Herman Smith, who says he was a passenger on board the Brig \textit{Eliza} of Boston, gives me the following account. — That He sailed from Boston master of said Brig, with a Cargo for the Coast, where, He disposed of it — and also sold the Brig to an Englishman, who gave the Command of the Vessell to his mate, whose name was Henry Mayo: that She was laden with 99 slaves and ordered for this place: that in order to get home to Boston, he took passage in her, and on his arrival here having some business that detained him, and having it in contemplation to make a voyage to Europe — He sent home the papers of the Brig by the first Vessell that sailed after his arrival: at that time, Eight persons belonged to the Brig — 7 of whom — including Mayo — the master — are since dead — the other took passage in a Vessell to Salem, Brig \textit{Neptune} Capt Flint: — that, when he sailed from Boston Timothy Gay — of that place — (who is since dead) was the owner. — In this story is readily discerned an attempt to evade the Law of the U States against the Slave Trade.

The Schooner \textit{Clarissa} of Boston, Ellis Cook, master, is the other Slave Vessell. I understand she brought in 81 Slaves, and that Samuel Blake jun\textsuperscript{t} of Boston is an owner. — This Ellis Cook and J. Stookman mate having come before me to make Oath to the delivery of some [to] N England from the said Schooner, I asked him for His Vessells papers — who answered that he had delivered them to the owner now here — to be returned into the Office, the Vessell having been disposed of.—

It is very evident that the Laws should be thoroughly executed, or a new modification of them is necessary; for at present the penalties are so great — that the Slaves transported in this clandestine way, are more liable to bad treatment and to be crowded in large numbers on board small Vessells. I had written the foregoing observations before I saw there was a motion in Congress on this subject. — Slavery ought not to be known in Northern Countries, \& blacks should not even be allowed to be transported there. In hot Countries blacks should live, \& they are scarcely susceptible of the distinction between freeman \& slaves. They know it only by the manner of treatment.

However excellent \& praise-worth\textsuperscript{y} the prohibition of the Slave trade may be considered by the Philosopher \& Christian; the Merchant, Politician \& Patriot, in my view, justly complain of the \textit{absolute} prohibition by our Laws. It is well known that the Spanish Governors in the W. I. will admit any Neutral to land almost any Cargo in their Ports — if the Vessell brings 4 or 5 Slaves. The profits of their trade is so alluring, and the transportation of 5 Slaves from one State of Slavery to another \& perhaps better, neither in the view of
reason or humanity, producing any compunction to the mind — from the idea of being the real agent of their misery — few people in Trade would scruple or hesitate to adopt such a plan to gain admittance into a Spanish Port. Nothing but the penalties of the Law causes the least fear: and they are so easily evaded — or the transportation of so small a number being seldom or never noticed, — it is pretty generally practised; and those only who respect the Law are injured by it. I conceive therefore that, by a modification of the Law so as to allow of such practice in the W Indies — several important objects would be obtained, and as it would extend our own trade — we should reap the advantage of an Evil with some other nations until it is entirely removed, without deserving any odium or censure on account of the traffic. — In my view, and perhaps in the view of every one acquainted with the particulars of the Slave-Trade in Africa — the criminality of it consists exclusively in the inhuman treatment of the Slaves; for, arguments v's [versus] the mere transportation of them apply with equal force v's [versus] the transportation of an Irishman to the U States and selling him for a Season. — I would not despise any species of Creation, and am not ashamed of the sentiment, that our Species of man is of the first order, and deserves, as it has taken — the first rank and Command on the Globe: that the Blacks are of a lower degree & will from their constitution and nature of things forever remain so. — Reason & feelings dictate toward them good treatment more than toward a Horse — as they are of our form and possess the same faculties of communication, and Interest enforces it. — To raise them to our rank & importance in the scale of being by instruction & example is a magnanimous or rather liberal idea, and it is equally great, as it cannot be effected — when applied to Monkies. Is it therefore that Monkies should be taught to read & write? — To ameliorate the condition of Slaves & to make them Happy is all that can be done. It is not in the power of man to make them Great, unless formidable as a blind instrument of Power or force: — and as slaves they are instruments of good. I have tho’t it necessary to make these observations to justify myself in expressing the wish that our Laws might be modified as above. Otherwise, I should consider them impertinent as addressed to you. —

[Note added to letter in different writing. "T. Tufts 1800. rec'd March 25 This letter is incomplete — it would seem that a sheet or two were left behind"]

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

Extract from Captain Thomas Truxtun's journal, U. S. Frigate Constellation, Friday, 31 January 1800

At half past 4 P M. Got underway and stood to Windward. at half past 7 A M. discovered nine sail of Vessels — made sail and gave chase. at half past 9 made the private signal, and discovered that the headmost of the ships which I early discovered to be a frigate — was L'Insurgente Captain Murray by his answering the signal, and throwing out, that Ship's particular flag.
At half past 10 spoke Captain Murray, who informed me that his foremost was sprung — I went on board and examined it, desired him to proceed to St. Kitts and have it well fished and secured, and call on David M. Clarkson, the Agent for spars and plank, that he was in want of.

Returned from L'Insurgente at half past 11 o'clock, and made sail by the wind as per column of Courses.

Montserrat at noon bore N B E 1/2 E nine leagues distance.

Longitude Account 62° 22' W.
Latitude Observed 16° 17' N.

[HS of Pa. NDA Photostat.]

Extract from journal of the U.S. Frigate Constitution, Captain Silas Talbot, U.S. Navy, commanding, Friday, 31 January 1800

Fresh breezes and rain, Employ'd as necessary, @ 3 saw Cape Francois bearing S by W 1/2 W tackd to the northward, @ 4 Tackd to the southward @ 5 saw Monte a Christo SE by S 6 or 7 leagues and two strange sail bearing south to which we gave chase. @ 6 lost sight of the chase shortnd sail and wore to the northward, Monte a christo E S E, @ 8 Squally with rain lower'd down the fore and Mizen Topsails, @ 2 More moderate wore to the S @ 4 Moderate breezes and clear weather, @ daylight saw Monte a christo bearing SE by S 5 leagues, and two strange sails bearing South, wind @ E by S made all plane sail and Gave chase, @ 7 saw another strange sail bearing S W, with the private signal flying at the fore @ 9 Answer'd the private signal of one of the United States Ships @ 10 Shortnd sail and boarded the chase an American Polacky from St. Thomas, bound to Cape Francois, from this vessel we received 120 gallons of Rum.

@ 12 Cape Francois bore S by W 1/2 W 5 leagues

[NYHS, NHS.]

Extract from journal of Lieutenant John Mullowny, U.S. Navy, commanding U.S. Ship Ganges, 31 January 1800

The Brig Sally arrived

[NA.]


[Anchored, Harbor of Havana] Pleasant Weather this D'y All Hands Employed on Clearing Hold and Watering the Norfolk from our Ship. Got down and up Top Gall Mast Exchanged our Small Ensine with the Norfolk and Received an Old one for the Same Arrived an American Schooner

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