

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

**Volume V
Part 3 of 4**

**Naval Operations
from January to May 1800**

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[About April 1800]

Circular Letter to the Masters of American Vessels in the Port of Alicante, from
Richard O'Brien, U. S. Consul, Algiers

(Received by the Brig *Greyhound*, arrived at Boston.)

To the masters of the American vessels in the port of Alicant, &c.

GENTLEMEN, THE underwritten Consul for the United States, will thank you to be informed of what vessels were preparing in Philadelphia, or any of the ports in the United States, destined with stores for Algiers and Tunis, and particularly relative to Captain Smith, of Philadelphia, who sailed from Algiers in April last, destined for said place, and whom I expect shortly at Algiers. This information, if favorable, will be of essential service to the affairs of the U. States with Algiers and Tunis, and be thankfully received, by Sirs,

Your most obedient Servant,

RICHARD O'BRIEN.

CAUTION.

If your stipulations for Tunis and Algiers, do not shortly arrive, the Commerce of the United States in this Sea, might run a great risque of being the subject at least of detention.

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

To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

Navy Department 1st April 1800

THE SECRETARY OF THE TREASURY

SIR Every person in my Office including the principal — being hard pressed for money, I must request the favor of an advance of Twenty three Hundred and fifty Dollars for the salaries due for the quarter ending yesterday —

I am &c —

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

[1 April 1800]

Extract from letter written on board the U. S. Ship *Warren* concerning her cruise, while on the Havana station

NEWBURYPORT, April 22.

(The U. S. sloops of war *Warren* and *Norfolk* have been very active and serviceable on the Havanna station. Although no captures have been made, they have effectually cleared the coast of privateers; and convoyed several valuable fleets. A letter from on board the *Warren* of the 1st April, says,)

"we see nothing but the stripes, and occasionally St. George's cross, and are convinced there is not a French cruiser on the north side of the Island.

"Our crew is very healthy, but to day Elijah Williams, a worthy sailor, fell from the fore top sail yard — broke his scull all to pieces, and fractured his lower jaw. He lived about three hours."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 1 May 1800.]

[1 April 1800]

Unofficial List of Vessels Conveyed by U. S. Brig *Norfolk*, from Havana

Saturday last [12 April 1800] the armed brig *Norfolk*, commanded by lieutenant Bainbridge, arrived here [Philadelphia] from Havana, which she left the first April, having under convoy the following vessels:

Ship <i>Dispatch</i> , Ward	New-York
<i>Potomack Chief</i> , Wattle	do.
Brig <i>Neptune</i> , Bragdon	Boston
<i>Union</i> , Bartlett	do
<i>Clinton</i> , Barr	Warren R. I.
<i>Hope</i> , —	Baltimore
<i>Gov. Clinton</i> , Winslow	Philadelpha
<i>Nonpareil</i> , Ridick	Norfolk
<i>Wm. Pennock</i> , Newton	Charleston
<i>Susannah</i> , Spencer	do
<i>Two Brothers</i> , Robertson	Norfolk
Schr. <i>Almira</i> , White	Boston
<i>Milford</i> , Hitton	do
<i>Success</i> , Jones	do
<i>Polly</i> , Murk	Baltimore
<i>Felicity</i> , Bely	do
<i>Sally</i> , Bragdon	Newburyport
Sloop <i>Mary</i> , Burd, Philadelphia, and five others names unknown.	

[LC, "Claypoole's American Daily Advertiser", (Phila.), 14 April 1800.]

To Isaac Cox Barnet, U. S. Commercial Agent, Bourdeaux, France, from Secretary of State

DEPARTMENT OF STATE
Philad^a 1 April 1800

ISAAC COX BARNET Esq^r

SIR, The President has given permission to M^r Nathaniel Prime of New York to enter his ship *Titus*, now lying at Bourdeaux, in any port of the United States, with American passengers from France, provided she does not take on board nor bring hither any cargo or lading whatever other than necessary sea-stores. I have contracted with him to bring home such distressed seamen as you may put on board, at the rate of 45 dollars per man, he supplying them with provisions, water and fuel, during the voyage. The contract does not include such as may be employed by him to navigate the vessel. You may furnish them with such few articles of light cloathing as may be necessary to health or cleanliness, should the voyage be entered upon in season to be performed during the warm weather; otherwise with whatever may be absolutely necessary for their comfort in the winter, paying the strictest attention to economy. I hardly suppose the voyage can be delayed so long as to require provision for a winter's passage.

I request you to communicate to M^r Dobrée at Nantz such parts of my letter of yesterday's date, as may be necessary for his government in relation to claims for captured property.

I am, Sir &c. &c.

TIMOTHY PICKERING

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

[1 April 1800]

Complaint of Captain Charles Henderson, commanding the American Brig *Sally*,
against the Sloop *Bermuda Packet*, George Wiseman, commanding

The following was handed for publication by capt. Henderson:

Whereas, the American brig *Sally*, Charles Henderson, master, sailed from Jamaica on the 31st March bound to the Bay of Honduras, and on the first day of April, being then fifty leagues west of Jamaica, at 2 P. M. saw a sloop to the N. W. standing to the Southward, with an English ensign union down, we then took in sail and bore down upon him under our topsails in order to give him assistance, and hoisted the American Colours; at 3 P. M. the said sloop hailed us from whence we came, we answered from Jamaica, we likewise hailed him, but he gave me no answer. She appeared to have about 60 blacks, had a teer of ports and shewed some guns; we filled our topsails in order to go round his stern and take a good sight of him, when he hailed us, and said he would fire a broadside into us if we did not heave too immediately, he accordingly fired about twenty muskets unto us, being then within half pistol shot, the balls fell alongside but fortunately did no mischief; he then hauled down the English colours and fired another volley of small arms into us, but done no damage, only making the people dodge and putting them in fear of their lives; we then made all sail we could in order to get away from him, when he took a position to lay across our stern, and fired one of his great guns at us, in order to rake us. We can all hands declare the said sloop was full nigh when he spoke us to ask any assistance he could wish; and absolutely (according to our opinions) fired into us with an intent to kill the ships company. As the said sloop is now in port, we the subscribers wish to seek redress for the mal-treatment we have received, and can swear our lives against the said master with propriety.

CHARLES HENDERSON, *master*
WM. VANDERKAMMOM, *mate*
GEORGE SCHAPMAN, *seaman*

Sworn before me April 16, 1800.
THOS. ROBERTSON. }

[LC, "The Daily Advertiser", (N. Y.), 4 June 1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*,
Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 1 April 1800

Moderate breezes and Rain, Tackd as nessasary to keep our stations. at 1 saw a strange Sail bearing E by S which appeard to be bound to the cape Made sail and Gave chace, at 4 shortnd sail and boarded the chace an American Schooner from plymouth bound to Cape francois, at 5 wore and came to the wind to the N W, at 6 the weather cleard up saw the Cape S S W 4 leagues the N W part of Tortudas to N° 34 [or 38] 6 or 7 leagues parted company with the *Herald*

Fresh breezes during the night Sounding every two hours

At daylight saw Cape francois S S W 6 or 7 leagues and the *Herald* East 3 or 4 leagues

Musterd the Ships company and Examind the Quarter Bill,
At 10 Tackd to the Northw^d Monte a christo S E by E $\frac{1}{2}$ E 5 or 6
miles, Employd wouling a Topsail Yard

At 12 fresh breezes and cloudy the Cape S W by S $\frac{1}{2}$ S, 6 leagues
the Monte S E by S $\frac{1}{2}$ S, the *Herald* E by S In sight from the deck

[NDA photostat.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship
Warren, Master Commandant Timothy Newman, U. S. Navy, commanding, Tues-
day, 1 April 1800

[In Harbor of Havana] Moderate Breezes this Day Received on
board A sufficient Quantity of Water 2 Boxes of Candles for ships
Use at 2 P M Eligah Williams fell from the Fore Top Sail Yard
When Assisting the Fore Top Men to Hand the Sail at 5 $\frac{1}{2}$ P M
Expired by the Fracters [which] His Body Received

(Received on board A Spanish Pilot)

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

To Naval Constructor Josiah Fox, U. S. Navy, from Captain Thomas Truxtun,
U. S. Navy

NORFOLK 2^d April 1800

SIR You come to me and make a complaint that Captⁿ Sever
wished your men all employed on the *Congress's* Spars &c — and a few
minutes after — produce me a letter from the Sec^y of the Navy —
desireing that no Object should interfere with the dispatch of that
ship — I am not pleased with this sort of proceeding — I have to
desire therefore, that you comply with the Sec^{y's} orders, and as far as in
your power lies — mine also & if you cannot do the business of the
Constellation, without interfeerring with that of the *Congress* inform
me — in order that another Shipwright be employed — for the
Constellation cannot be detained here with a full compliment of men
on board.

I am your Ob^t S^t

THOMAS TRUXTUN

P S I came into this Bay — on account of the excellence of the
spars in its neighbourhood — and expected to find a disposition to
dispatch the ship, and I hope yet that I shall not be disappointed.

T T

M^r JOSIAH FOX

[Fox Papers. Peabody Museum of Salem.]

To Naval Constructor Josiah Fox, U. S. Navy, from Captain Thomas Truxtun,
U. S. Navy

NORFOLK 2^d April 1800 —

SIR You will proceed with all the dispatch that is in your power — to
make the main mast for the *Constellation* and other Spars — as I
intend that ship shall be ready for sea in a very short time.

I do not mean by this, that you are to take any hands off from other work particularly ordered by the Sec^y of the Navy — but that you should procure a proper gang for to make the *Constellations* Spars — as there are men in abundance. Again I desire that you proceed to obey this order — And that I hear no excuse in future.

Your Ob^t S^t

THOMAS TRUXTUN

M^r JOSIAH FOX

[Fox Papers. Peabody Museum of Salem.]

To Auditor of the Treasury, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 2^d April 1800. —

RICHARD HARRISON ESQ

Auditor of the Treasury

I have the honor to enclose you a list of the names of all the Revenue Cutters which have been employed under orders from this Department —

This list exhibits the periods at which they respectively received their first orders to do duty in the Navy, and the times at which those dismissed were returned to the Revenue Service. — Three of these Vessels are permanently placed on the Navy establishment, — Viz. the *Eagle*, the *Pickering* and the *Scammel*. — To this list I have annexed amo^t of the sums which have been paid on accounts finally adjusted, and also the amounts of the respective sums with which each Vessel stands charged which yet remain to be settled, on the books of the Accountant of the Navy. —

I am &c &c

[List not located.]

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

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

[PHILADELPHIA]

Navy Department 2nd April 1800

JAMES & EBENEZER WATSON

New York —

GENTLEMEN In my letter of the 29th Ult^o I informed you that the Guns for the Frigate *New York* should be sent from hence — Since which I am advised that it will be proper to have some of the nine pounders longer than those made at this place, and as you have some of the proper length, you will be pleased to furnish all the 9 pounders agreeably to Captain Robinsons directions. — The 18 pounders are already ordered to be shipped. — In addition to the articles mentioned to be sent from hence, a camboose is ordered — Pistols, Boarding pikes, & cutlasses you may furnish — Be so good as to ascertain whether one pair of 32 pounders Carronades can be had in New York — One pair of those you sent here for the *Philadelphia* are left and may be returned, if you can find others to match them — Enclosed

is the copy of a letter to the Committee for building the Frigate You will be pleased to confer with those Gentlemen — Assuring myself that you will facilitate by every means in your power the completing the ship —

I have the honor

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

[2 April 1800]

Protest of Lewis Young, Master of the Brig *Nancy* boarded by French Privateer.
After being plundered, she escaped

COMMONWEALTH OF MASSACHUSETTS.

Boston ss.

By this public Instrument of Protest be it known and made manifest, that on this twenty second day of April, in the year of our Lord One thousand Eight hundred, before me William Stevenson Notary Public, by legal authority admitted & sworn and dwelling in Boston aforesaid, personally came and appeared Lewis Young and on Oath declared that he sailed from Acra, on the Coast of Africa, on the twenty third day of January last, in and with the Brigantine *Nancy* laden with sundry articles of merchandise and bound for Boston, said Vessel being then tight and staunch & every way equipped and provided for such a Voyage. — That he proceeded on said voyage without any remarkable occurrence until the twenty ninth day of March following, being then in Latt: 17.42 N. and Long: 52 West when he fell in with a French Privateer Schooner of eight Guns, & engaged her for four Glasses, after which she sheered off and the deponent kept on his course; nothing more material happening until the 2nd day of April in Latt: 21.50 N & Long: 55 West he fell in with an armed french Brigantine, mounting 16 Guns, name unknown, that after receiving three shot from the said Privateer he hove to, and was boarded by an Officer and several men, who took the deponent, with all his papers on board the Privateer, after examining his papers they sent him on board the *Nancy*, together with a prize-master and several men, who broke open the hatches of said Brig *Nancy* and plundered therefrom two hundred and twenty five and one half Ounces of Gold Dust — and a quantity of Ivory and Wax, and hove overboard the Guns, Boat & considerable rigging &c. The Privateer being at a considerable distance and night coming on, and the Frenchmen having gone in a Boat loaded with Ivory &c for the Privateer, the deponent taking advantage of a squall, made sail and was soon out of sight of the said Privateer, & stood on his course for the Port of Boston — That on the passage he met several heavy Gales of Wind, and arrived this day — He now desires a protest reserving to himself the right of extending this protest for such cause and in such manner as he may find necessary.

(Signed) LEWIS YOUNG.

Attested by CHRISTOPHER BEETLE
JESSE INGLEE

Wherefore I the said Notary have protested and by these Presents Do solemnly Protest against the aforementioned french armed Brigantine, her Owners, Officers & Crew for all things plundered from said

Brigantine *Nancy*, & for all Losses, costs, damages & expences which has arisen, or which may arise and accrue to the said Brigantine *Nancy* and her Cargo, or any part thereof, or to any person or persons concerned therein — and also against the Winds & Seas for all loss & damage that may have happened in consequence of the several heavy Gales of Wind as mentioned in the preceeding Declaration. —

Thus done & protested at Boston aforesaid & my Notarial Seal affixed this twenty second day of April A. D. 1800. in presence of Christopher Beetle first mate & Jesse Inglee 2nd mate on board said Brig in & upon the Voyage aforesaid who severally made solemn Oath to the truth of the foregoing declaration & subscribed the same. —

(Signed) WILLIAM STEVENSON *Not Pub*

[Ct. of Cl. French Spol. Case No. 343.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 2 April 1800

Fresh breezes and cloudy, At 1 set T G^t Sails to work to Windward at 4 Saw 2 strange sails to windward of the Monte made sail and Gave chase *Herald* in comp^y Tackd as Nessasary to chase to Windward

At 5 Observed the chase to haul in towards the land bent the Small bower cable and chaced in to 15 fathom water, wore Ship and lay by, at 7 Spoke the *Herald* who Informd us that the 2 sail were Americans bound to the cape, at 7 filld to the Northw^d under an easy sail, wore and tackd as nessasary during the night to keep clear of the land

Departed this life James M^r Night Seaman from the U S Schooner *Experiment*

At daylight wore to the Northward the Mont bearing SSW 7 or 8 miles, At 9 wore In towards the land of Monte a christo

Employd Setting up Fore top mast Rigging and cleansing between decks

Received ten seamen from the *Herald*

At 12 Moderate breezes from the Northw^d the monte S S W 6 miles

[NDA photostat.]

Extract from log book of the U. S. Schooner *Enterprise*, Lieutenant John Shaw, U. S. Navy, Commanding, 2 April to 20 April 1800

April 2, boarded the schr. *Polly*, of Charleston, bound to Jamaica, lat. 21, 35, long. 67, 4. — April 7, boarded the United States frigate *Constitution*, Capt. Talbot, on a cruize. Same day, spoke the U. S. sloop of war *Herald*. — April 13th, spoke the U. S. schooner *Experiment*, lieut. Maley on a cruize — had a French prize in tow — 14th spoke the U. S. Brig *Augusta*, lieut. M'Elroy, on a cruize. — 20th, spoke U. S. sloop of war *Connecticut*, capt. Tryon, on a cruize. — Same day, boarded the sloop *Minerva*, of New-York, capt. Hannefein, bound to Curracoa, St. Croix bearing S. eight leagues.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 28 May 1800.]

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

Still in Chace discovered the sails to be a Ship and two schooners.
At ½ past 12 fired a Shot at them and beat to quaters
At 3 spoke the Ship *Terrifick* Capt Kingston the Sloop *Enterprise*
and the Schooner *Olive Branch* took them under our Convoy.
At 9 a Sail ahead made sail in Chace.
At meridian lost sight of our Convoy.
[NA.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Wednesday, 2 April 1800

Pleasant Land Breezes at 4 A M Cald All Hands unmoored got Ready for Sea at 7 Weighed Anchor Run out to Sea at 10 spoke the ship *Angenorea* from Boston 3 Miles from the Moro out 37 Days Bound into the Havana Benjamin Hutchings Master Buried the Body of Eligah Williams at 12 Mer The Moro bore South 5 Miles Dist
[HS of Old Newbury, Mass. NDA photostat.]

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

[PHILADELPHIA]

Navy Department 3rd April 1800

Captain STEPHEN DECATUR
of the Frigate *Philad^a*

SIR Having already given you all the instructions necessary for the general government of your conduct on a cruise it only remains for me in this letter to direct your particular destination, and to add such observations as may result from the nature of the service in which you are to be employed. —

You will as soon after the receipt of this as practicable proceed with the *Philadelphia* to join our Squadron on the Guadeloupe Station, rendezvousing at St Kitts. — Our Squadron at present consists of the

Frigate	<i>Adams</i>	—Morris
	<i>Jn^s Adams</i>	—Cross
Ship	<i>Merrimack</i>	—Brown
	<i>Connecticut</i>	—Tryon
	<i>Delaware</i>	—Baker
Brig	<i>Eagle</i>	—Campbell
Ship	<i>Baltimore</i>	—Cowper
Sch ^r	<i>Enterprise</i>	—Shaw
Brig	<i>Pickering</i>	—Hiller
"	<i>Scammell</i>	—Fernald

You are to assume the command of these vessels & use your utmost efforts to keep them constantly cruising, and in the same manner you will employ your Frigate for the protection of our Commerce which will be best effected, by capturing or destroying the Enemy Vessels which issue out of Guadeloupe & other places in the vicinity of that

Island — Still you are to grant convoy to American Vessels when you judge it to be essential, but by no means to employ your whole force in this kind of Service for that would be to protect only a part of the Trade, at the certain expence of the residue — nor are you to grant convoy to the importunity of Captains or owners of vessels, when opposed to your own Judgement which ought alone to govern you in this particular — for every individual Captain or Merchant will wish security to his own property, although a much greater amount belonging to others may be exposed from the circumstance of the very partial aid given to him. — But in all cases where any vessel belonging to your Squadron is returning to the United States, you should be pointed in your endeavors to get as many Merchant vessels as possible under her Convoy, & whenever the Merchant vessels collect in Fleets, you should afford them Convoy to a safe Latitude — In short you are to render them all the service in your power consistent with the greater object of protecting the whole of the Trade, by capturing or destroying the Enemy Vessels which annoy it —

Our Commerce is often infested by Privateers issuing from Porto Rico, and they will now be increased to prey upon our Trade to Saint Domingo. — It will be necessary that you frequently send one or more cruizers to scour the whole coast of that Island — but your great attention must be given to Guadeloupe & the small neighboring neutral Islands, from whence our trade is much distressed. —

If your force should admit it, you should sometimes send a cruizer to Curacao. — You cannot well be too adventurous — We have nothing to fear but from want of enterprize, and it almost amounts to a reflection on our Navy that not a single small vessel has yet been seriously engaged, which shews too great a degree of caution — it has not I am sure proceeded from a want of Spirit — Let it be your endeavor to wipe off this seeming reproach from our smaller Vessels by encouraging a spirit of enterprize and by giving every Commander opportunitys of distinguishing himself by daring at least if they are still so unfortunate as not to meet an Enemy, with force & courage to fight them, we cannot help it.

The French privateers never cruise in company, nor should we in company pursue them. — By dispersing our vessels the chances will be greater of meeting them and the rest may be safely trusted to the superiority of American Valor & Skill

Should it so happen that you are driven from the Station assigned you, by a superior force, which however is far from being probable, you will endeavor to join our Squadron at S^t Domingo, where the force with the addition of yours will be too powerfull for any thing the French can have to spare for the Islands — Captain Talbot will be on that Station with several other strong vessels — On the subject of supplies — provisions have heretofore been sent to D. M. Clarkson of Bassatterre S^t Kitts, and it is meant to continue sending to this same place, so as to prevent the return of any vessels for want of provisions — They should return only, (unforeseen events excepted) when justice to the Crews who engage only for 12 months renders their return necessary — No vessel should return with more provisions than necessary to bring her home — the residue should always be left with the vessels most in want, and no Vessel should return without prisoners — if there should be any on hand — Every prudent means should be taken to avoid the expence of supporting them in the Islands where

you should procure no supplies of any kind, on acco^t of the expence, but absolute necessaries

Every vessel returning, should come by way, and along our Southern Coast, calling at the Havana, as long as they continue to receive our Trade, to convoy any American Vessels returning & should cruise along our Southern Coast from Georgia to their place of destination Shewing themselves if practicable at Charleston unless in cases where powerfull reasons, make a different rout necessary — Whenever a prize vessel is sent in, some of the persons taken on board of her, and all her papers should be sent with her — Every person belonging to the Navy sent home with a prize should bring the Pursers Certificate of the balance due him the day of his leaving his own Ship — Pray attend to this —

Although I have already said so much on the subject, I cannot conclude without again attempting to impress upon your mind the disadvantages of suffering our vessels to cruise in company — Cruising in Squadrons for small privateers seems of all means the best to avoid Capturing them It teaches the Commanders of the small vessels a reliance on force — not their own, for their protection. — It is enough to make them Cowards. It prevents all means of knowing who are brave among them — because none are exposed to danger

I pray you not to fall into this error. — It is better to have our vessels sometimes beat, than to let them cruise for months without meeting or beating an Enemy — Even the smallest vessel we have should cruise by herself — at least this should be the practice until the Enemy cruise more in squadrons, than singly — Your Command will be distinguished or otherwise as you avoid the too common error we have fallen into and which must be remedied — Should any casualty compel your return, earlier than you receive orders to that effect, you will deliver these Instructions to the officer next in Command who will in that case assume the Command of all the vessels that may remain on the Station, & consider these Instructions as his own. —

The *Delaware* & the *Scammel* have been a long time at Curraçao to very little purpose — Should they be still there on your arrival at your Station, it will be proper for you to dispatch a vessel to order them to join you — after which you can occasionally send a single cruiser to that Island, to cruise about it for a few days — but with positive orders never to lay a single day in port. — The *Delawares* men must be discharged the middle of July — the *Eagle*, the middle of August, before which time you will send these vessels in that good faith may be kept with the men. —

The *Patapsco* will soon join you, and will take under her convoy, a vessel with provisions. — M^r Clarkson the Agent at S^t Kitts has already some provisions on hand & you must keep me advised when more will be wanted. — I have it in command from the President to communicate to you his entire confidence that every thing which can be effected by great zeal, vigilance, Enterprize & bravery for the protection of our Trade & to raise high the character of our Navy, will be effected by you & his best wishes for your Success & Glory, to which I cordially join my own

I have the honor to be

Yr obed Servt

To Samuel Humphreys, U. S. Inspector of Timber, Georgia, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 3^d April 1800

M^r SAMUEL HUMPHREYS
Georgia —

SIR I have received advice from New London of two vessels since the *Non Pariell* bound to the West Indies with orders to return by way of Georgia for loads of Ship timber — they are the Sloop *Polly* Jn^o Bliss Master, & the Sloop *Ann* Rheuben Barns Master the first may be expected at Saint Marys about the middle & the other the last week in May —

Captain Bliss may request to be loaded for Virg^a as it is his owners wish — this is inadmissable — She must go to New York or Boston agreeably to former directions, and if you cannot load the *Ann* with Timber proper for one of the places, load her for Portsmouth, New Hampshire

I am Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799–1800.]

To Captain Robert Gill, Navy Storekeeper, from Abishai Thomas for Secretary of the Navy

[PHILADELPHIA]

Navy Department 3^d April 1800

Captain ROBERT GILL
Navy Storekeeper —

SIR Be pleased to Ship on board the Brig *Florida* for Saint Christophers for the use of the United States Ships of War on the Windward Station

150 Barrels Beef	500 ^{lbs} Candles
150 D ^o Pork	600 Gallons Vinegar
550 Bbbs Bread	179 Bushels Beans or pease
800 lb W ^t Butter	25 Bbbs Flour
75 CWT Rice	24 d ^o Indian Meal kiln dried —

to be delivered to David M Clarkson Esqre, Navy Agent there.

By order of the Secretary

AB THOMAS

[NDA. GLB, Vol. 3, 1799–1800.]

To Lieutenant James P. Watson, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 3^d April 1800

Lieut JAMES P. WATSON
of the Brig *Conquest of Italy* [*]
Norfolk —

SIR I suppose you have received orders from Captain Truxtun — But if you remain in the same situation as at the date of your letter to

me, you will immediately proceed to this place with the Brig *Conquest* [of *Italy*]

I am

Sir

Yr obed Servt

[* French privateer captured by U. S. Ship *Connecticut*, *L'Italie Conquise*.]
[NDA. OSW, Vol. 3, 1799-1800.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding, U. S. Ship *Ganges* 3 April 1800

At 1 Still in chace.

At ½ past 5 fired two Shot at her which brought her too. proved to be a Spanish Schooner from the Havanna bound to Honduras —

At ½ past 9 Saw a sail ahead. At 10 She fired a Shot at us hove too was boarded by His Majesties Line of Battle Ship *Queen* of 98 Guns Capt Dobson.

At meridian light breezes and pleasant —

[NA.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Thursday, 3 April 1800

The first part Fresh Breezes and pleasant

Saw a sail to the Eastward Tackd ship at 1 P M spoke the Brig *Two Friends* from Charleston Bound into Havana 17 Day out Samuel Campbell Master Capt Banbridge in the Sloop of War *Norfolk* came out of the Havana with a fleet Bound Home

Tackd ship & took in sail Occasionally

at 10 Close Reefd Top sails Handed Mizen Top Sail

Middle part Fresh Gales & Cloudy

at 2 A M wore ship to the Southward

at 6 Set Mizen Top Sail Stay Sail & Mizen

at 8 the pan of Matansa bore S S E Dist 7 or 8 Leagues

at 9 more Moderate Made Sail

at 10 Tackd ship to the Northward

at 12 Mer Under Single Reefd Top Sails and Courses the pan of Matansa bore South 8 or 9 Leagues

Latter part Fresh Breezes & flying Clouds

Latitude Observed. 23° 31' North

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

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

CAP FRANCOIS April 4th 1800.

DEAR SIR Having some Reason to beleive that my Dispatches of the 9th Dec^r 1799, which I transmitted you by the Ship *Spy*, Cap^t West, have never been delivered, I now have the Honor to send you a Duplicate of the Documents they contained, together with some additional Papers. —

1: They consist of my Correspondence with Cap^t Little of the U. States Frigate *Boston*.

2: Duplicate of Papers respecting the Capture of Dulucq's Lugger.—

3: Protest of Cap^t Anthony of the Schooner *Mary* of Charleston. —

4: Copies of Letters from Gen^l Toussaint. —

In addition to what I wrote Cap^t Little respecting the Passport I granted to the french Corvette *La Diligente*, it may not be amiss to observe, that before this Vessel obtained such a Protection she had pass'd from the State of a *national Ship* to that of a *Batiment D'Etat*, which she has continued to be ever since. The Fact is, that Gen^l Toussaint being in absolute Want of such a Vessel, put her into Requisition, contrary to the Wish & Consent of the particular Agent, who was very desirous of sending her back to France. As soon as she got into his Possession, he determined to retain her *altogether*, as a Reprisal for a Corvette given to him by the English at the Surrender of Port au Prince, which he had sent with Dispatches to France, & which had never been returned him. — This Circumstance being fully explained to me, and being strongly solicited to give her a Protection I complied. Such a Compliance I did not deem inconsistent with the Regulations made with this Colony & might, I thought, tend to preserve the Harmony that subsisted between *it* and the U. States.

Ever since the *Diligente* has been sent to the Bite she has been employed in cruising between Petit Goave & Port au Prince; & has, I am convinced, render'd essential Service to our Trade, by keeping that Quarter free from Barges. She has shewn the utmost Respect to the American Flag, & has cooperated with our armed Vessels whenever they have accidentally met together in the same cruising Ground.

Of all these Circumstances I gave you the earliest Information, and am sorry that my Letter was not handed you as securely as I expected. —

The Agent having made an Attempt to give a Commission privately to Dulucq, by which he might be authorised to cruize against the Rebels of the South, (or in other Terms to attack an unarmed Merchantmen, whenever he could do it with Impunity) I opposed it. This drew from him a long Letter, of which I send you a Copy. Knowing that he had recommenced this Business for no other Reason than to persuade the Public that his Powers were still undiminished, I thought it best to avoid a written Altercation with him. I had an amicable, verbal Conference on the Subject with him, which satisfied him, and so the Matter dropt. I, however, thought it prudent to write to Gen^l Toussaint and advise him to take effectual Measures to prevent such Commissions from being granted in future, or, if the Agent would amuse himself in giving them privately, to direct his military Commanders not to suffer the Vessels furnished with them, to arm in his Ports. — I have no doubt that he will immediately issue his Directions accordingly. —

Cap^t Anthony's Protest, & the Letters which M^r Ritchie has, no doubt, already written you on the Subject, will sufficiently acquaint you with the unfortunate Capture of his Schooner, and the Murder of his Crew. These frequent, melancholy Occurrences are much to be deplored. But I hope, for the future, they will be more rare, as Cap^t Talbot has very judiciously established a Convoy between Port au Prince and the Mole, which will pass & repass every 14 Days. —

The Letters of Gen^l Toussaint are expressive of his Impatience and Anxiety to be furnished with Provisions at Jacmel. As I have inform'd him that American Vessels cannot *yet* be permitted to go there, he has purchased a large Vessel & loaded her with Provisions from the Administration Stores. She has already sail'd, & he means to use her for the double Purpose of a Cruizer & Transport, until our Vessels can be authorised to supply him. —

I had the Pleasure of spending a Day on board of the *Constitution*, as I hinted to you in my Last. In a Conference I had with Cap^t Talbot on the best Mode of answering Gen^l Toussaint's Views, until the southern Ports were legally open'd, he thought the Plan he mentioned to me in his Letter, (a Copy of which I have already sent you) would be the most prudent & least liable to Censure. — I expect Gen^l Toussaint in Town every Moment. When he arrives it is probable Cap^t Talbot may come into the Harbor, & that some Plan may be *then* adopted, which may not be inconsistent with the Laws of the U. States. —

In two or three of my last Letters I acquainted you with the Capture of Jacmel, & informed you of Gen^l Toussaint's Wish that the Port might be open'd, & indeed all the others as they might successively fall into his Hands. If it meets the President's Approbation, Sir, I think a Measure of that Kind would be advantageous to our Commerce, and would tend to advance the Interests of the U. States. —

Since the Surrender of Jacmel two strong Camps of Rigaud have been taken in the Neighbourhood of Benet, & his Army is rapidly losing Ground and retreating to the Westward. Toussaint's first Plan was to establish a strong Cordon of Ports from Jacmel to Leogane, & suspend his military Operations for a short Time, until he could establish some order in the civil Administration of the Colony. He has, however, changed his Intentions. He is now determined to push on with Vigour, until he meets with some Check. This will probably shorten the War, 'tho' it will retard that Reformation of Abuses which I have been so long and so ardently wishing to see effected. —

The *Herald* join'd the *Constitution* on the 30th Ult. There are none of our armed Vessels in this Port, at present. The *General Green* is momentarily expected from the Southward. The *Augusta* & *Experiment* are cruising off Jacmel, — the *Boston* & *Richmond* in the Bite. —

Things are very tranquil here. A french Frigate is expected with two Commissioners, but she will not be permitted to enter the Harbour; & if the *Constitution* meets with her, she will probably change her Destination for the U. States. Such an Event would give infinite Pleasure to all those in whose Hands the real Power is lodged at present. —

I have the Honor to be with the highest Esteem & Respect,

D^r Sir

Your most obed^t Serv^t

EDWARD STEVENS

The Hon^{rs} T. PICKERING

&c — &c — &c

[Most of documents mentioned herein, are included in fourth volume of "Naval Documents, Quasi-War with France."]

[SDA. CL, Cape Haitien, Vol. 2, 1799-1800.]

To Lieutenant James P. Watson, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 4th April 1800

Lieu^t WATSON

of the *Conquest of Italy*
Norfolk, Virg^a

SIR The Brig *Conquest of Italy* must be put into the Court of Admiralty for condemnation

M^r Campbell is Navy Agent at Baltimore to whom you will apply for aid if you want it It is proper to discharge the men, if you have their Accts as I presume you have to pay them, & proper Officers should be left on board to take care of her, and you must take care to leave evidence enough for her condemnation

After doing this, there can be no objection to your going to New York —

I have the honor to be

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 4th April 1800

Mess^{rs} JAMES & EBENEZER WATSON

New York —

GENTLEMEN The anchor sent from New York to the Frigate *United States*, and which I believe was of Townsends make, Cap^t Barry informs me broke in Spain, with a strain which would not have broken a two inch rope — He has brought both pieces in with him to shew how very slightly they were held together. The Frigate had nearly been lost through this defect of the anchor — Some proper mode was to be adopted to prove the anchors you have at New York, & if they are not infinitely better than heretofore we must be done with M^r Townsend

I have the honor to be

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 4 April 1800

Moderate breezes and clear weather, *Herarld* out of sight from the Mast head to the Northw^d, at 2 bore up and Ran down for Monte a christo, at 4 brought too ships head to the N^d the Mont S S W 3 or 4 leagues, Musterd the Ships company at Quarters, At ½ past 5 wore and came to the wind to the S^d and E^d at 8 Tackd and sounded In 17 fathoms water the Monte S S W 2 or 3 leagues continued working to windw^d till 2 A M at which time we brou^t too Ships head to the Southward

AM at 4 Sounded with 100 fathom of line No Ground continued lying too till 6, at which time Wore ship and came to the Wind to the Northward

At ½ past 7 Saw 3 strange sail to windward running down before the wind Made Sail and Gave chase Tackd as nessasary to work to windward At 10 Saw the chace hoist American Colours. at 11 Answerd the *General Greenes* Signal Shortnd sail and brou^t too Main topsail to the mast, At 12 Joind company with the *Gen^l Greene* and two prizes which she had taken during her cruise Round the Island

Monte a christo S S W 4 leagues

[NDA photostat.]

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

U S FRIGATE *Constitution* April 5th 1800

SIR, As my Orders from the Secretary of the Navy, are, not to interrupt any of General Toussaints armed Vessels, so long as they respect the flag of the United States: And further, to endeavor by all means to cultivate a Friendship, and good understanding between him, and all others under his Jurisdiction, and to render them Justice, always. — I am after mature consideration, decidedly of the Opinion; that the Schooner named *Gen^l Toussaint*, which you have detained as prize, ought to be given up to her owners. You will therefore please to restore the said Schooner, and all her men, to her former Commander, and permit him to proceed with her, as he may think proper. without delay.

I have the honor to be with
great respect

Sir Y^r Obed^t Servant

SILAS TALBOT.

To Capt. CHRISTOPHER R PERRY
Commander of the United States
Ship *General Greene*

[NDA. CMR, Vol. 1, 1799-1805.]

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

[PHILADELPHIA]

Navy Department 5th April 1800

Captⁿ STEPHEN DECATUR
of the *Philadelphia*

SIR You will receive herewith a letter for Captain Morris, open for your perusal — please seal, & deliver it to him. — If you find you can do well without his ship, & you can plan any cruise for him, so as to admit of his return to the United States in August I shall have no objection — But remember that great things are expected from you in restraining depredations in the Windward Islands & it will be your own fault if you part with any force that can be usefull —

S^t Thomas's, S^t Bartholemews & the other small neutral Islands require great attention from you — Wishing you great success & Glory, I remain

Sir

Yr obed Servt

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

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

[PHILADELPHIA]

Navy Department 5th April 1800

Captain RICHARD V. MORRIS
of the *Adams* — S^t Kitts

SIR I have not received a line from you since the action between Captain Truxtun & *La Vengeance*, — nor have I received any information from the other Commanders of vessels on the Guadeloupe Station — of course I am under great anxiety to hear from you —

This will be delivered to you by Capt^a Decatur, who being your Senior Officer will assume the command on the Guadeloupe Station — Your men or at least a considerable number of them being [due] to be discharged in August it will be proper for you to arrive at New York in that month. — You will please to give such orders to your Purser, as shall make him have all his Accounts against the Officers & men prepared for settlement on the day of his arrival. — This indeed should always be done. — If there should be but little to do in the West Indies, you may as well arrive at New York, the beginning of August, but if there is any harvest to be reaped in the Islands you will then delay returning as long as you can with justice to the men —

It is not determined whether you are to have the command of the Frigate *New York* — indeed at present small vessels are more usefull than larger ones — but I do not think the *New York* will be ready to sail before your return —

I have the honor to be with Great respect

Sir

Yr most obed Servt

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

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

[PHILADELPHIA]

Navy Department 5th April 1800

Captain STEPHEN DECATUR

SIR You will be pleased to write to Captain Rodgers of the Ship *Maryland* near Surinam by different opportunities to join you — He can do nothing there — When vessels return to the United States, let them return to the Ports from whence they were fitted — At foot are the dates when the different Vessels times of Service will be out —

I have the honor to be

Yr obed Servt

B[ENJAMIN] S[TODDERT]

<i>Adams</i>	23 ^d	Sept. 1800	
<i>Jn^s Adams</i>	12	Nov ^r	"
<i>Connecticut</i>	21	Oct ^r	
<i>Merrimack</i>		December	1800
<i>Baltimore</i>	26 th	Sept	"
<i>Scammel</i>	13	July	"
<i>Delaware</i>	14	d ^o	"
<i>Eagle</i>	13	August	"

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


[5 April 1800]

Capture of American Schooner *John* by four barges, in the Bite of Leogane

Mr. W. M. RIDG, late supercargo of the schooner *John*, of Philadelphia, furnished the following information:

On the 5th of April 1800, the schr. *John* from Philadelphia, John Prior, master, was captured in the Bite of Leogane, opposite the east end of the island Gonaives, by four barges, which came from said island and boarded the schooner between 8 and 9 o'clock, A. M. It being calm, they immediately began towing us towards the said island. — There was on board one of these barges a mulatto man, an inferior officer, who spoke English, he informed me that he resided some years in Philadelphia, and was taken about 5 months ago by those barges, with five French gentlemen, on their passage from Cape Francois to Port Republican; that all except himself were murdered, that his color saved his life; he has ever since remained prisoner to them. I enquired of him what they could do with us after we arrived at their port, and informed him at the same time I was determined not to desert the schooner before she was condemned; he replied "we never take the crews of any vessel we capture, into port, but generally PUT THEM TO DEATH. — That they were undetermined with respect to our fate — their officers being divided in opinion; that part were for murdering us, and part for preserving us, that their commander in chief was with the latter. We remained in this horrible suspense until about 4 o'clock, when it was decided in our favor, and we were ordered to hoist our boat out and prepare for departure. They searched our trunks, and took the best of our clothes, the remainder we were permitted to take, with some provisions. We arrived at Port Republican in 24 hours after we left the schooner contrary to our expectations as our boat leaked so much that it was difficult to prevent her from sinking. I am confident that had it not been for their chief commander, we should all have been murdered, for the mulatto from whom I received the foregoing information, also informed me, that the day before, they had taken an American schooner with 4 guns, from New-York, and that every soul was put to death — he could not inform me of the vessel's name, or captain.

W. M. RIDG.

 In this manner I wish to communicate to the public my most sincere and grateful acknowledgments to captains JAMES, and HELMS, for their polite and attentive treatment to me while on board the schooner *Buckskin*.

W. M. RIDG.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 30 April 1800.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Saturday, 5 April 1800

the first part Light Breezes & pleasant
at 1 P M spoke the Brig *Austri* from New York Bound to Havana
18 Days out [space] Alcot Master Who spoke the Sloop *Venice* of
Warren Rhode Island from Africa with Slaves on board bound to the

Havana in Distress took out the Capt people & Forty Six Slaves which we found on board the before Mentioned Brig *Austri*

Spoke the Ship *Potomack Chief* of Alaxandria from Havana 3 Days out sprung A Leak bound into Havana Capt Wattle

at 6 P M the pan of Matansa bore S W $\frac{1}{2}$ W the Land being 2 Leagues Dist stood into the bay of Matansa at 7 Tackd ship took in all sail but the Three Top Sail

Middle part Light Airs from the Land

Tackd Ship Ocasionaly

at 5 A M made sail

at 8 the pan of Matansa bore S W $\frac{1}{2}$ W 3 Leag

at 12 Meridian stood in for the Bay of Matansa with the Wind from the North^w and Westward to make signals for the Americans to come out the wind so far to the North could not come out

at 2 P M Anchored in the Bay of Matansa in 4 Fathoms water Handed sails Hoisted out the Barge Dropped Jolly Boat Moored with the Kedge to the South East

at 4 the *Potomack Chief* Entered the port

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

[6 April 1800]

News item regarding arrival of Captain John Barry, U. S. Navy, at New York, from France, the U. S. Frigate *United States* being in the Delaware

AMERICAN ENVOYS.

Captain BARRY, in the frigate *United States*, is arrived in the Delaware; and yesterday afternoon he came himself to this city [New York].

He has brought dispatches from Messrs. Ellsworth and Davie, our Envoys to the French Republic, dated the 10th of February, at Burgos, in Spain. They had received, the day before, a letter from M. Talleyrand, the Minister of Foreign Affairs, covering their passports; expressing impatience for their arrival at Paris, and informing them, that the form of their letters of credence (which were addressed to the Executive Directory) would be no obstacle to the opening of negotiations.

The Envoys arrived at Lisbon the 27th of November, and after some detention in the Tagus by contrary winds, sailed from thence for L'Orient on the 21st Dec. but encountering, for three weeks, violent and adverse winds in their attempts to gain that place, they were at last constrained to make the first safe port in Spain: and they arrived on the 11th of January, at Corunna, whence they dispatched a courier to Paris, for their passports; and at Burgos received an answer, as above-mentioned.

[LC, "The Daily Advertiser" (N. Y.), 7 April 1800.]

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

A Copy

U S Frigate *Constitution*
6th April 1800.

SIR, I have just been honored with a letter from the Secretary of the Navy. he directs me to Order the *General Greene* to go immediately to New Orleans to receive on board General Wilkinson, and his Family, and to return by the way of the Havannah, in Order to convoy any Vessels homeward bound. You will therefore proceed accordingly, after taking in your Water &c^e at the Cape.

Enclosed, I send you an Act of Congress for your information.

I have the honor to be Sir,

Your Obed^t Serv^t

SILAS TALBOT

Capt CHRISTOPHER R PERRY
of the U S Frigate
General Greene

[NDA. CMR, Vol. 1, 1799-1805.]

[6 April 1800]

Extract from a letter from James F. Ledlie, Supercargo of the American private armed schooner *Triton*, Daniel Kenney, Commanding, concerning her capture by the Schooner *Enterprize* a British Privateer manned by Frenchmen and commanded by Captain L. Jaile

Dated KINGSTON, JAM.
12th April, 1800.

On the 5th inst. we [Schooner *Triton*, mounting six 4 pounders, and a crew of 14 men] were becalmed between the capes Dona Maria and Tiburon; in the evening we observed a schooner bearing for us from the land. Capt. Kenney finding she gained upon us by the help of her sweeps, ordered every thing in readiness to receive her, supposing her to be a French privateer, at 9 o'clock she was a-breast of us, when she fired on us, which we immediately returned — the action commenced and continued untill near twelve, when she sheered off, without having sustained any injury. Next morning we were again becalmed off Dona Maria, when we saw the same schooner to leeward, but by one P. M. she was along side within pistol shot, when we found her to be an English privateer of twelve guns, four, nine, and twelve pounders, and 50 men, the captain officers and most of the crew Frenchmen. She is called the *Enterprize*, Capt. L. Jaile. — On examining our papers, the captain said we were a good prize, sent a prizemaster on board with 7 men, took us all out except the mate and cook, and ordered the vessel for Kingston, where both vessels arrived in the evening of the 8th inst. On the 10th, after having unstowed and examined the hold, the owner of the *Enterprize* returned Capt. Kenny his papers, and told him he was at liberty to proceed on his voyage.

[LC, "Claypoole's American Daily Advertiser" (Phila.), 20 May 1800.]

390 NAVAL OPERATIONS; JANUARY 1800—MAY 1800

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*,
Captain Silas Talbot, U. S. Navy, commanding, Sunday, 6 April 1800

Moderate and clear weather, *General Green* in company employd as nessasary. Received from the *Gen^l Green* Twenty three seamen turnd over to the *Constitution* supplyd her with 40 Gallons of water, at 8 in the even^s the Monte bore S E by S, 6 leagues continued lying too till 2 AM. at which time wore ship, to the Eastward and parted company with the *General Green*. —

at daylight saw a strange sail bearing S S E hauld to the wind and Gave chase, Observed the chase to have a Signal flying at the Main which we did not understand

at 6 Shortn'd sail brought too and Joind company with the United States Schooner *Enterprize* Lieu^t Shaw who waited on Captain Talbot with dispatches from Philadelphia, Rec^d from the *Enterprize* one barrel and Six boxes of Shott for the United States Schooner *Experiment*. Supplyd the *Enterprize* with a small spar for a Jib boom

From 8 AM till 12 Calm, Ships head round the compass Monte a christo S E by S 4 leagues the *Gen^l Green* W S W In sight from the Mast head with two sail in company

A Strange sail E by N In sight from the Mast head

[NDA photostat.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Ship *Ganges*,
6 April 1800

At meridian Standing off[f] and on the Harbour of the Havanna having Sent the cutter on Shore for a pilot. At 2 P M the Pilot came on board At 3 PM came too with the Small bower in 10 fathom water — At 4 the American Agent came on board Moored Ship.

[NA.]

Extract from log book of U. S. Ship *General Greene*, Captain Christopher R. Perry,
U. S. Navy, commanding, Sunday, 6 April 1800

At half an hour p. M. took a breeze from the Eastward, made all sail and run in for the Cape — At 5 took a Pilot on board — at 6 came to Anchor in the Harbour of Cape Francois — got the Boats out and moord Ship — Ends light Breezes —

[NDA, NO.]

[After 7 April 1800]

To Captain Silas Talbot, U. S. Navy from Toussaint L'Ouverture, General in Chief
of the Army of St. Domingo

Liberty.

Equality.

Eighth year of the French Republic, one and indivisible.

TOUSSAINT L'OUVERTURE,

General in chief of the Army of St. Domingo, to Silas Talbot, Esq.,
Commander of the United States Frigate *Constitution*.

SIR, — I have the honor to acknowledge the receipt of two letters, which you have been so good as to write me, one under date of the

first, and the other of the seventh of April inst. I shall, in the first instance, answer the first. What I have said of the services rendered to me by the frigate *General Greene*, during the siege of Jaquemel, is very sincere, and it is again agreeable to me to repeat it. I pay with thankfulness as well you, sir, as Captain Perry. Your good intentions for the prosperity of this colony and that of your government, loads me with satisfaction. I beg of you to continue them, and to be convinced of my zeal in keeping the harmony which so happily exists between the two nations. I should have been desirous that the Adjutant-general D'Hebecourt should not have come away so soon, and that he might have seen you, and conversed a moment with you; but having seen the Consul-general, Stevens, the object of his mission was in the same way fulfilled. I should have seen you with pleasure cruising with the *Constitution* on the station of the south; since you have reasons of such a nature as to prevent you coming that way, I depend upon your promise that you will consult the Consul-general, Stevens, in order that means may be taken to get succor to our army. On my part, I will communicate to him my plan on the subject, and point him out my want. Your prudence and loyalty will crown the undertaking.

You write me, sir, that you will render me all the service in your power. I feel all the value of your generous offers, on which I have founded all my hopes. At this moment the army of Jaquemel is in motion, and surely it is in want. I am going to write to Mr. Stevens, who no doubt will communicate to you my letter and what I want. I can but invite to continue your good offers.

I will pass over, sir, to your letter of the 7th of April. You inform me, and I learn it with joy, that you have given orders to the ship *Herald*, of twenty guns, to join the brig *Augusta* and the schooner *Experiment*. I am infinitely obliged for so much honorable proceeding from you, and I shall never forget it.

Lieutenant Russell may be assured, although I may not be present, he will obtain from the general and commandant what he may ask, either coasting pilots or any thing else. I have already given orders in consequence of it. You flatter me with the hope that you are going shortly to send the *Boston* frigate of thirty-two guns; may you soon be able to realize it; God grant, likewise, to favor my expectation. It remains, sir, to beg of you to recommend to the captains of vessels of your nation, that are going to cruise on the south side, to let pass freely the French vessels that have a passport signed by the Consul-general, Stevens, or by me; and that until we have taken such new measures with the President of the United States, on my part I have already given the most strict orders, that the most perfect understanding and intelligence may exist amongst all the cruising vessels, both schooners and barges. Good harmony is necessary, and I flatter myself that our effects shall be mutual in the maintenance of it. I am penetrated, sir, with the affection and esteem that your good and generous conduct has inspired me towards you, and beg you to believe me, with the utmost consideration,

Your very obd't servant,

TOUISSAINT L'OUVERTURE.

To Hugh Henry, Philadelphia, Pa., from Surgeon Isaac Henry, U. S. Navy

Constellation Frigate (HAMPTON ROADS)

7th April 1800 —

DEAR SIR I wrote you since we arrived and have nothing more to impart — I am waiting anxiously for a Relief by some other Surgeon — as I expect fully to be on board the *President* with the brave Comodore — when I will leave this is very uncertain — No news respecting the Draft on M^r Pennock in favour of Lieu^t Brooke — poor, poor, *subterfuge* — I suppose I must pay the amount myself — I am afraid *Brandy* — destroys all the Law & equity — that might have been heretofore in his *Brain Case* — I loose all temper when I think of it — I have but one or two sick on board —

Give my love to all my Friends —

Your Aff^e Son

I HENRY

Your letter dated in December came to hand a few days since

I H.

[NDA. Copy, A-7.]

[7 April 1800]

List of Vessels under convoy of the U. S. S. *Merrimack*, Captain Moses Brown, U. S. Navy, commanding

bound for America, and Islands.

Schr. *Industry*, Trefortham, Portsmouth, N. Hampshire,

Brig *Federal George*, Joshua Brewster, Plymouth, Mass.

Ship *John & Phebe*, E. Diah, Casteen.

Brig *Recovery*, M. Hatch, Norfolk, Virg.

Schr. *Amity*, B. C. Shipley, Charleston.

Hero, J. Foblet, Boston.

Hope, J. P. Swan, Marblehead.

Victory, L. Barns, Norfolk, Virg.

Sally & Mary, E. Cross, Portland.

Brig *Adventure*, B. Farelile, Halifax.

Mary, W. Leeds, New-York.

Mariner, B. Mason, Wilmington, N. C.

Schr. *Two Friends*, R. Ducking, New-Bristol, Mass.

Ship *Richmond*, J. Glin, Philadelphia.

Neptune, J. Daton, Plymouth, Mass.

Caroline, H. Symmes, Boston.

Brig *Christian*, P. Chase, New-York.

Schr. *Rebecca*, J. Virgin, Plymouth, Mass.

Hawk, C. Bryant, Savanna.

Sloop *Rosanna*, H. Gordon, New-York.

Maria, T. Dier, Wilmington.

Schr. *Two Brothers*, ———, New-York.

Brig *Franklin*, J. Watson, New-York, join'd the fleet in lat 20, N.

Lydia and John, ———, Norfolk, Virg.

Ship *Hannah*, R. Stephens, Alexandria.

Capt. Brown quitted the convoy in latitude 25, about 16th March.

[LC, "Claypoole's American Daily Advertiser", 7 April 1800.]

To Lieutenant Robert Haswell, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 7th April 1800

Lieu^t ROBERT HASWELL

Boston —

SIR I beleive with you that it will be best to pay off and discharge at once the men who came in the *Two Angels* [French privateer *Deux Anges* captured by U. S. Ship *Boston*], retaining only as many in service as may be necessary to take care of the vessel until trial, when they also may be discharged & paid

Orders have been sent to Mess^{rs} Higginson & Co to this effect —

I have the honor &c &c

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

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

[PHILADELPHIA]

Navy Department, 7th April 1800

W^m PENNOCK Esqre

Norfolk Virginia. —

SIR In the execution of the business confided to you by the President of the United States, respecting the valuation of Gosport, you will be pleased to observe that there is no specific appropriation made by Congress for the purchase of this Ground that the only money I can direct to this object is part of the appropriation made for building the 74 Gun Ships — You will at once see the propriety indeed the absolute necessity of a strict regard to economy, in the valuation of the ground, and I hope the Gentlemen appointed on the part of the State of Virginia will so far coincide with the views of Government in this particular, as not to consider the Soil of higher value on account of its being laid off in Town lots, but will be content at estimating it at a fair & adequate price for the Ground, independent of that consideration. — You will also please to take into consideration that the less money we pay for the Land, the more we shall be able to lay out in improvements on it. —

If the price demanded on the part of the State should be very high, the United States cannot buy, without an Act of Congress to authorize it which cannot be obtained —

I have the honor to be

Sir

Yr most obed Servt

B[ENJAMIN] S[TODDERT]

P.S — Would not 100 D^{rs} per acre be a high price for this Ground?

[NDA. GLB, Vol. 3, 1798-1800.]

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

[PHILADELPHIA]

Navy Department 7th April 1800

W^m PENNOCK Esqre
Norfolk Virginia

SIR Col Parker informs me there will be good economy, in making a bridge from Gosport to the Navy Yard. — If you think so, please to have it done, on the most frugal terms —

I have the honor to be

Sir

Yr most obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*,
Captain Silas Talbot, U. S. Navy, commanding, Monday, 7 April 1800

Light airs from the N^d and E^d. At 1 parted company with the United States Schooner *Enterprise* hauld to the wind and Gave chase to the Eastward Tackd as nessasary to work to windward

At 5 Shortnd sail brought too Shortnd Sail and boarded the chase an American Schooner from S^t Thomas^s bound to Cape Francois ½ past 6 In 2^d reef in the Topsails the Mont S ½ W 4 leagues

from 8 P M till 12 Midnight Moderate breezes and Variable from the E^d wore and tackd as Nessas^y to keep our station

At daylight saw the Monte bearing south 9 or 10 leagues, and a strange sail to the Southward Made all sail wind very light at 9 a light air from the Eastward Gave chase to the southward

Ships company Employd washing and cleansing between decks

At 12 light breezes from the E^d the chase S S E 10 or 12 miles. Monte a christo South 8 or 9 leagues

[NDA photostat.]

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

(Copy)

[U. S. Ship] *General Greene*

CAPE FRANCOIS Ap^l 8th 1800

SIR, I am duly honored with your letter of the 6th Instant, and shall immediately on my taking in my water &c^a proceed according to your directions —

I beg leave Sir, to represent to you the Risk there will be in those invalids remaining on board my ship — The unhealthy climate, together with the probability of my remaining for some time at the mouth of the Massasippy makes it absolutely necessary that they should be removed.

You are well acquainted Sir, with Y^e Sickness that so fatally prevail'd on board the *General Greene*, on her last cruise, which was then Occasioned by the Ballast.

During the present cruise unweyried attention has been paid to every thing that might tend, to preserve the health of my crew — My endeavors thus far have been attended with success, and should be

extremely sorry at this late period to have my endeavors frustrated — And indeed should they remain on board, I cannot be able to answer for the consequences: many of my crew's time of service will be expired before I leave this place & I should not be able to prevail on one of them to remain on board the Ship.

Both Y^e Surgeon, and his Mates have represented to me, their situation in a very candid manner, and stated their Opinion as to the Consequences naturally to be expected from such a number of sick remaining on board.

Another very strong Objection to those men remaining in the ship, in my Opinion is the Impropriety there would be in making a Hospital of the Ship that is to receive General Wilkinson, and his Family on board.

Under those Considerations I presume Sir, my Conduct would be warrantable, in either leaving them in the Care of the navy agent at the Cape; Or if the Schooner, *Prize* to the *General Greene*, should go to America, to send them home in her — One or the Other I shall do.

I have the honor to be

Sir,

With great respect Y^r

Hble Servt —

CHRIS RAYMOND PERRY

SILAS TALBOT Esquire

Command^t of the Havannah &

St Domingo Stations

[NDA. CMR Vol. 1, 1799-1805.]

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

[PHILADELPHIA]

Navy Department 8th April 1800

Captain DANIEL McNIELL

of the *Portsmouth* New York

SIR Your orders will be sent tomorrow to proceed in the *Portsmouth* to France, to bring back our Ministers who will probably have finished their business by the time you arrive at Havre, which is to be your port of destination. — It is proper that you should carry provisions enough to bring you back Six months I suppose will be sufficient. It will be proper too that you should carry about 2,000 D^{rs} in specie with you for your Ships supplies in France — In port your men should have fresh meat for your crew. — Should not this money, with which Mess^{rs} J & E Watson will supply you, be sufficient, you can immediately obtain a credit at Havre, and sell bills on me for the amount. The Ministers & their Suite will be well accommodated in the *Portsmouth*. The President desires that great attention should be paid to them, and that such Sea Stores be laid in for them, as shall be suitable for Gentlemen of their high character — But there must not be the slightest appearance of any thing like extravagance — This indeed would only serve to give the Gentlemen themselves a very bad opinion of our management — There is a just medium between profusion and meanness, and this you must observe, in laying in the Stores —

I am so particular on this subject now, because I shall not advert to it tomorrow. —

I have written to Mess^{rs} James & Ebenezer Watson, to furnish you with 2,000 D^{rs} and with every thing else you may want —

I have the honor to be

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

[8 April 1800]

Extract from letter from Captain Asa Bodwell, commanding the American Ship *Industry*, of Portsmouth, N. H., to her owner, concerning encounter with the French National Frigate *Berceau*, Captain André Senès, commanding, from Guadeloupe

“In lat. 20, long. 55, 6 o'clock, A. M. a French National frigate, *Berceau*, commanded by Capt. Jenies, from Guadeloupe, mounting 24 guns, came up with us, and ordered our colors down — then came on board, took me and all my crew except two, and put us on board the frigate, and then put a prize master on board, took out two oxen, and some provisions, and ordered the ship for Guadeloupe, — the sloop of war had captured (the evening before) brig *Delight*, captain Glazier from Philadelphia, loaded with dry goods, it being fine weather they unloaded her in about 4 hours, and delivered her to us, and took the principal part of our clothing, instruments, charts, &c. then sent us on board the brig, which we found in a miserable situation, her rigging cut, cabin windows and camboose, stove to pieces. The next day we spoke the schooner *Peggy* Capt. Montgomery, from Norfolk who supplied us with water and provisions for the French had left us but very little of either (except flower,) but no small stores, in six hours after, we were chased by the privateer schooner *Patriot*, capt. Rough, from Guadeloupe, mounting 14 guns, boarded us, took some flour, clothing, spars, sails, &c. then put on board the crew of the ship *Commerce*, from Portland, and the crew of the brig *Mary* from Middleton, both of which were captured on the 15th May, on the next day we spoke the brig *Drake*, of Portsmouth, from N. Carolina, bound to St. Thomas's who supplied us with provisions. On the 18th a privateer schooner from Guadeloupe, mounting 14 guns, hove in sight, and after hailing, boarded us, and took out some flour, then put on board us the crews of the schooner *Thomas* from Philadelphia, capt. Hasty, and schooner *Betsey*, capt. Sillick from New York, then left us with upwards of forty people on board, and very short of provisions and water: we were then obliged to go upon a short allowance and endeavor to make the first port in America.

The aforementioned sloop of war brought out *Buonaparte's Commissioners* to Guadeloupe — The commander also informed us twelve privateers had lately sailed from Guadeloupe together, and three of them bound to the American coast.

[LC, “The Daily Advertiser”, (N. Y.), 20 June 1800.]

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

[PHILADELPHIA]

Navy Department, 8th April 1800

JAMES & EBENEZER WATSON

New York —

GENTLEMEN M^r Thomas who transmitted the estimates for the Frigate *N York* will correct the mistakes — I fear Townsends anchors will never do. — We must not lose our Frigates by having bad anchors. — How many are now at New York? They must very quickly be tried, that we may have time to get a supply from Boston, if these are defective. — I have this day written to Captain M^cNeill that he will tomorrow receive orders to proceed to Havre de Grace [France] to bring back our Ministers—presuming that by the time he arrives, they will have finished their business. — I have desired him to apply to you for 2,000 D^r specie to take with him to France, and for every thing he may still want to prepare him for the voyage — Perhaps he may want money for his Officers — if so please to supply him — I will tomorrow send you a remittance of \$5,000

I have the honor &c &c

B[ENJAMIN] S[TODDERT]

P S — For any money furnished Capt M^cNeill, please to take his receipt, & the pursers, for what money may be required for the Officers, which however ought not to exceed D^r 1500 —

[NDA. GLB, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 8th April 1800

W^m PENNOCK Esqre

Norfolk —

SIR Not doubting but the Ground at Gosport will be valued on terms which the United States ought to agree to, I request you will have a plan immediately made of a house to secure masts & spars & of a Dock for docking Timber, and furnish me with Estimates of the expence of each of them. — They must be so arranged as to form part of the necessary improvements for a building Yard —

I have the honor to be

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 8 April 1800

Moderate breezes and clear weather In chace to the Southw^d

At ½ past 12 observd the chace to tack and stand towards us and hoist American Colours. ½ past 1 shortn^d sail and Joind company with the U S ship *Herald*

At 2 fild in towards the Monte *Herald* In company

At 4 Shortn^d sail and brought too Monte a christo S by E two leagues, Supplyd the *Herald* with two hogshheads of Mollasses and a pair of main Trussletrees sent on board the *Herald* 1 cask and 4 small boxes of Shott for the U S Schooner *Experiment* At 7 filld and parted company with the U S Ship *Herald* Tackd as nessasary during the Night to work to windward

At daylight Saw a strange sail bearing N W which we suppos'd to be the *Herald*

from 6 In the Evening till 11 a m Very Squally with heavy Rain

At 12 Fresh breezes and cloudy Monte a christo S by E 5 leagues

[NDA photostat.]

Extract from journal of U. S. Schooner *Experiment*, Lieutenant William Maley, U. S. Navy, commanding, 8 April 1800

Captured the Spanish Schooner *El Carmine* without papers belonging to Porto Rico put James Fleming and a crew on board her & sent her for Cape Francois. —

[NDA. NO, Vol. 1.]

Extract from log book of U. S. Ship *General Greene*, Captain Christopher R. Perry, U. S. Navy, commanding, Tuesday, 8 April 1800

[In harbor of Cape Francois] Employed in watering the Ship, and repairing the rigging — Arrived the United States Ship *Herald* from a Cruise, to repair her rigging — Ends fresh gales —

[NDA, NO.]

To Oliver Ellsworth, William R. Davie & William Vans Murray, Envoys Extraordinary to the French Republic from Secretary of State

(N^o 6 Office Copy)

DEPARTMENT OF STATE. —

Philadelphia April 9th 1800

GENTLEMEN On the 3^d instant Captain Barry arrived here with your letter dated at Burgos the 10th of February, covering copies of your letters of December 7th from Lisbon, and January 17th from Coruna, and your correspondence with M. Talleyrand. These are the first and only dispatches received from you, since you left the United States. We are happy that you escaped the perils of the sea in your attempting a voyage from Lisbon to L'Orient.

The answer of M. Talleyrand confirms the opinion expressed in your letter to him, that the circumstance of your letters of credence being addressed to the Directory of the French Republic, could be viewed merely as a formality, of no moment to the object of your mission. Your powers are full to negotiate and settle by treaty all differences between the United States and the French Republic, and to make commercial arrangements. The person or persons vested with the Executive power of the nation, if really desirous of such an adjustment, could not possibly make any serious objection to the address of your letters of credence, which was perfectly correct at their date. For these reasons, and because no official notice has been received

of any change in the form of the Government of France, or in the persons administering it, The President does not think it necessary to send any new letters of credence. M. Talleyrand having said, that "the form of your letters of credence would be no obstacle to the opening of negotiations, of which he ventured to foresee the happy success," must indeed be considered as removing all doubt on the subject.

The Ship *Portsmouth*, Captain McNiell goes with this letter to Havre de Grace, whence he will send one of his officers to Paris, and receive your orders. The President supposes that by the time of her arrival, your negotiations will be concluded, and that Judge Ellsworth and Governor Davie will take their passage in her to America. Should your negotiations be still pending, and any reasons satisfactory to yourselves (according to the latitude given in your instructions) determine you to wait longer in France, you will, at your discretion, either detain or send back the *Portsmouth*, as you shall think expedient for the public good.

I have the honor to be with great respect,

Gentlemen,

Your obed^t Servant

TIMOTHY PICKERING

OLIVER ELLSWORTH } Esquires, Envoys Extraordinary &c to the
WILLIAM R. DAVIE } French Republic
WILLIAM V. MURRAY }

[Mass. HS. Pickering Papers, Vol. 13.]

Judge Washington's Opinion in the case of the Hamburg Ship *Amelia*, captured by a French Privateer, and re-captured by U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding

NEW YORK, April 9. [1800]

This morning Judge Washington delivered his opinion in the case of the *Amelia*.

The *Amelia* was a Hamburg ship and taken in September last, in going from Calcutta to Europe by a French privateer — after remaining about ten days in her possession, she was recaptured by the *Constitution* frigate, commanded by Capt. Talbot. The ship and cargo were libelled in the District Court, one half of the nett proceeds given to the re-captors as salvage. From this decree the owners appealed to the Circuit Court of the United States. The appeal was argued on Saturday last. Mr. Burr and Mr. B. Livingston contended that the decree of the District Court should be reversed in toto, or that a much smaller salvage should be allowed. Gen. Hamilton and Mr. Harrison, argued in favour of the decree.

Judge Washington, after taking notice of the arguments on both sides, gave his decided opinion that no salvage was due, and therefore reversed the decree of the district court.

It is but justice to Judge Washington to say, that we have never heard an opinion delivered in a manner more amiable, elegant, or perspicuous.

We understand the *Amelia* and her cargo sold for about 200,000 dollars the whole of which will now be paid to the owners, a cir-

cumstance which reflects the greatest honor on the administration of justice in the U. States.

[LC, "New Hampshire Gazette", (Portsmouth), 22 April 1800.]

[9 April 1800]

To Captain James Sever, U. S. Navy, from Lieutenant J. B. Cordis, U. S. Navy

JAMES SEVER Esq^r

SIR, The Charge respecting Partrick Brown [ordinary seaman], of which I enter'd a Complaint — is as follows — when calling him to account for his Quarrell with [Hugh, ordinary seaman] Dunbar — he attempted to colar me the first attempt I clear'd myself, by knocking him down — the second attempt he accomplish'd — which oblig'd me to call for my side arms — and soon disingaged myself — the men surrounding me where supporting me as much as possible —

The Insult recv'd from him Obligates me to request of you a Court Martial —

I am Sir

With Respect

Your Ob^t Serv^t

J B CORDIS

Frig^t *Congress*

April 9th 1800.

Sentence of Court in case of Patrick Brown

On Examination of the Evidence &c the Court are Unanimously of opinion that the Prisoner is guilty of both charges, of quarreling with his Messmates & Laying Violent hands, on his Superior Officer, and that he has been guilty of a great Violation of the Laws & Discipline of the Navy of the United States, but the court taking into consideration the contrition of the Prisoner since, desist from inflicting that punishment which in other circumstances the case wou'd require, and do therefore Award & order that the said Patrick Brown, shall on the 14 day of this Month on board the U. S Frigate *Congress* receive forty Eight Lashes with a cat of Nine tails at the Gangway — the Court was adjourned untill 7 Oclock the 13 inst

(signed) SAMUEL BARRON *President*

I approve and confirm the sentence of the Court Martial, in the case of Patrick Brown, above mentioned

THOMAS TRUXTUN,
Vested with the power of Comd^r-in-
chief of the Navy of the U. S. —

Copy

Test

ISAAC GARRETSON *Judge Adv*

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

To William Crafts, Navy Agent, Charleston, S. C., from Thomas H. Gilliss for Accountant of the Navy

[PHILADELPHIA]

Navy Department
Accountant's Office 9th April 1800.

SIR, Your letters of the 20 and 24 ulto have been duly received at this Office the first covering two vouchers requested of you on the 27th febr^y, the last explaining why the crews of the Gallies were mustered by others than their own Officers. —

It has been lately discovered in the examination of your accounts that there are sundry charges for Cost and equipment of five Gallies viz: the *Mars Protector S^o Carolina Charleston* and *Beaufort* but from information received from the Secretary of the Navy it appears that but three have been built under your agency since there are no appointment of Officers to but three — I presume therefore that the names of two of them must have been changd since the commencement of their building if so you will please to say at what time such change took place & what names were substituted for others and at what period their Cost and Equipment was Completed in order that we may be able to make the necessary transfers of the different charges on the books of this Office. —

I am Sir

Y^r M. Ob^t Servant

THOMAS H. GILLISS for Acc^t of Navy —

WILLIAM CRAFTS Esq^r

[NDA. LB Acct., 1798-1800.]

[9 April 1800]

Decree of Condemnation of French vessel *L'Esperance*, captured by the U. S. Ship *Baltimore*, 20 December 1799

United States Virginia District April 9th 1800

The United States of America

against

The Armed French Brig or Vessel called *L Esperance*
and her Cargo Captured by the Armed Ship *Baltimore*

WILLIAM COWPER Commander

The Libel in this cause having been filed and the Citation returned executed the cause came on to be heard this day on the Libel and sundry exhibits filed and on the testimony of a Witness sworn and examined on behalf of the United States and was argued for the United States on consideration whereof the Court doth order and decree that the said Brig *L Esperance* her rigging tackle apparel and furniture & Cargo consisting of One hundred and four Hogsheads and ten barrels of Sugar be condemned as lawfull prize And it appearing to the Court that the said Brig *L Esperance* was at the time of the Capture of inferior force to the United States Armed Ship *Baltimore* the Court doth order and decree that the Marshal do proceed to sell the said Brig *L Esperance* her rigging tackle Apparel and furniture

and Cargo consisting of One hundred and four hogsheads and ten barrels of Sugar at public Auction after advertising the time and place of such sale fourteen days and that the Marshal do first pay all expences of condemnation & Sale together with the sum due for duties on the Cargo out of the proceeds of such Sale and do pay one half of the residue thereof to the Captors their agent or attorney and make report thereof to the Court

A Copy
Teste

WILLIAM MARSHALL *Cik*

[Enclosure]

Sale of French Brig *L'Esperance*, and Cargo, prize to U. S. Ship *Baltimore*

The following is the return of the Sale made by the Marshal of the Brig *L'Esperance* and Cargo in pursuance of the within decree

Sundry purchasers 103 hhds & 10 Bbls Sugar	} Net Wt 113470 lb.	£2600. 00. 11
Thomas Willock . . Brig		900
		3900. 00. 11
deduct duties on 110389 at 2½ Cents	equal to	\$11666. 80/100
		2428. 59/100
		9235. 21/100

CHARGES

Attorney & Clerk	\$21. 20
Marshals fees & custody	54. 90
Com ^{rs} on Sales	152. 07
p ^d Jn ^o Cowper & C ^o ac ^t Sundry expences on Vessel & Cargo	217. 66
advertising & Bill	3. 00
allowance to Jn ^o M ^r Farlane a Witness	6. 85
	455. 68/100
	\$8782. 53/100
One Moity to the Use of the United States	\$4391. 26½/100
One Moity p ^d Jn ^o Cowper & C ^o as agents to Captors	4391. 26½/100
	8782. 53/100

JAMES HUNTER *D M*

18th JUNE 1800

The Marshal this day returned the account of Sales of the Armed French Brig or Vessel called *L'Esperance* and her Cargo Captured by the Armed Ship *Baltimore* William Cowper Commander which after deducting costs and charges amounted to \$8,782.53 one Moity of which he had paid to Jn^o Cowper & C^o Agents for the Captors and the residue being \$4,391. $\frac{26\frac{1}{2}}{100}$ he paid into Court which the Clerk is ordered to pay into the Treasury of the United States after deducting 1¼ per Centum his Commission on the money deposited in Court

A Copy
Teste

WILLIAM MARSHALL *Cik*

Extract from log book of U. S. Ship *General Greene*, Captain Christopher R. Perry,
U. S. Navy, commanding, Wednesday, 9 April 1800

[In harbor of Cape Francois] Employed in watering the Ship — repairing the rigging & setting it up — The Prize Schooner [*General Toussaint*] was this day given up, by order of Commodore Talbot — Ends pleasant —

[NDA, NO.]

[10 April 1800]

Extract of a letter from an officer on board U. S. frigate *Adams*, published with a view to correct an inaccurate statement

"We have lately been somewhat mortified on board, to see an extract of a letter from captain Tryon, of the *Connecticut*, to his friend at home, in which he mentioned his having fell in with the *Adams* and fairly outsailed her. We are sorry to find captain Tryon so ready to decide without having had a fair trial. At the time we fell in with her (the *Connecticut*) our fore and main top gallant cross-trees were both carried away, the topmasts, both fore and aft, 5 feet 9 inches shorter than common; our ship very much out of trim, having been out nearly a month, and our bowsprit sprung in three places (since carried away entirely) and we absolutely incapacitated to carry a press of sail. This was the fair trial of speed which Capt. Tryon speaks of with such emphasis. However, we have had the pleasure (after waiting and wishing a long time) of seeing this fast sailing *Connecticut*: we fell in with her under the lee of Guadaloupe, wind fresh, when we were in good condition every way, and she only 2 days out. — I believe in hard chasing we could run her hull down in 6 hours. — She is an uncommon looking thing, no ways warlike, and as to her sailing faster than the *Adams* or any frigate in the West Indies, as Capt. Tryon said, it is all fudge."

(Statements from various authorities have been received which uniformly concur in their testimonies, that in point of sailing the *Adams* frigate, capt. Morris, has scarcely a competitor. And the several captures and recaptures made by this vessel are at once a proof of her speed, and of the resolution and vigilance of her commander. It may likewise be added, and with a strict adherence to truth, that hardly a ship in our navy, in so short a space of time, has rendered more services to the country in the protection of its trade, or that has kept pirates more at bay, than the *Adams*. We trust she will long remain a terror to evil doers.)

[LC, "The Salem Gazette", 3 July 1800.]

Extract from a letter from an officer on board the U. S. S. *Merrimack*, to his friend in Boston

ST. CHRISTOPHERS,
April 10 [1800]

"We left Bassatere, the 8th March, last, and cruised for many days from E to W and from N to S and chased several vessels, which proved to be friends. On the 3d inst. we chased and overhauled a brig deeply loaded with live stock, provisions, &c. which had been taken a

few days before by a French privateer, We shall leave this place in a few days, to cruise off Guadaloupe, where there is an immense number of French privateers, constantly taking our vessels; and it is no more than probable we shall take our share of them.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 7 June 1800.]

[10 April 1800]

Passport issued by President John Adams to the U. S. Ship *Portsmouth* commanded by Captain Daniel McNeill, U. S. Navy

By JOHN ADAMS, *President of the United States of America*

The armed ship *Portsmouth* belonging to the United States of America, & commanded by Daniel McNeil Esq^r being under order to proceed from the port of New-York to Havre de Grace or other port in France, on the service of the United States; We desire all who shall see these presents not only to allow the said ship to pursue her destined voyage, but to afford to her any assistance which she may need, as well in going to France as in returning to the United States: for which we shall be willingly indebted.

Given under my hand and the Seal of the United States at Philadelphia; the tenth day of April, in the year of our Lord 1800, and of the Independence of the s^d States the twenty fourth.

JOHN ADAMS

By the President

TIMOTHY PICKERING

Secretary of State

[Mass. HS, Pickering Papers, Vol. 13.]

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

[PHILADELPHIA]

Navy Department 10th April 1800.

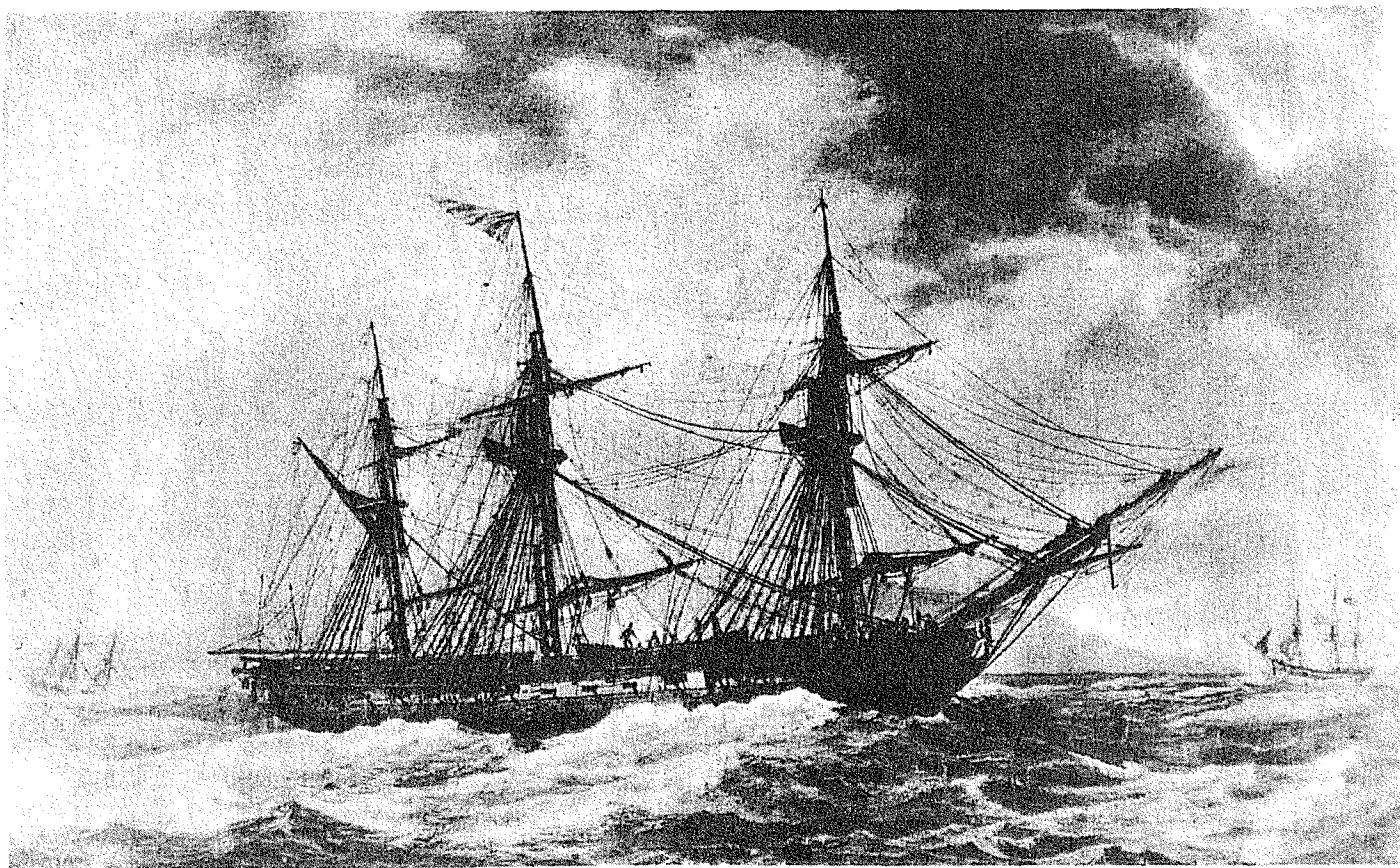
Captⁿ DAN^l McNIELL
of the *Portsmouth*

New York

SIR It is the Presidents desire that you proceed immediately with the *Portsmouth* to Havre de Grace in France.

Enclosed you will receive a passport for your voyage to France. — As you go as a Flag [of Truce], you are not to molest the vessels of any Nation, on your passage to or from France

You have also enclosed two letters for our Ministers at Paris, which on your arrival at Havre, you will send by one of your Lieutenants with orders to deliver them to our Ministers, & to no other person or persons — You will employ on this service, the Officer you think best qualified to execute it with diligence & address — You must furnish him with money to pay his necessary expences & on his return take his account of the same, as your voucher in the settlement



UNITED STATES FRIGATE PRESIDENT.

of your accounts. — No doubt you can obtain for him from the municipality at Havre de Grace a passport to Paris —

You will remain at Havre de Grace until the Ministers are ready to take their passage in the *Portsmouth* — or until you are informed by them, that you may return to the United States without them. — As it is probable the President will be at Quincy about the time of your return, it may be proper that you should land the Ministers at Boston — or Rhode Island. On this point however, you will follow any directions they may give you — Having in another letter mentioned the Presidents directions as to the respect to be paid these Gentlemen, I shall not say anything on the subject in this. — The President has selected you for this service, from his knowledge of your abilities to perform it with judgment & address

In the French ports it will be highly essential that your Officers & Crew should exhibit examples of discipline & propriety — lest we disgrace ourselves in the eyes of foreigners — I need not say more to a Commander of your experience & knowledge of the World —

Wishing you a pleasant voyage, I have the honor to be with Great respect

Yr obed Servt

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

[10 April 1800]

The launch of the U. S. Frigate *President*, and a description of her figure head

NEW-YORK, April 11.

THE FRIGATE *PRESIDENT*,

Was launched yesterday morning, at ten o'clock, in the presence of perhaps as great a concourse of people as ever assembled in this city on any occasion. At nine, captain Ten-Eyck's company of artillery, with 4 six-pounders, accompanied by the uniform volunteer companies of the sixth regiment and the corps of riflemen, marched in procession from the Battery to Corlaer's Hook, and took their station along-side the frigate.—Every thing being prepared, and the most profound silence prevailing, not only amongst the spectators, but amongst the workmen employed in conducting the ceremony, at a given signal she glided into the waters, a sublime spectacle of gracefulness and grandeur. Immediately on touching the water federal salutes were fired from the sloop of war *Portsmouth*, the revenue cutter *Jay*, (which on this occasion was decorated with the flags of all nations) and the *Aspasia*, Indiaman. These were returned by the uniform companies on shore, who fired a a feu-de-joye, and marched off the ground to the battery, where they performed various military evolutions in a correct manner, and were dismissed.

Notwithstanding the immense croud of witnesses, we are happy to announce that no accident happened at the launch: the whole business was conducted with the greatest propriety under the direction of Mr. Cheessman the builder.

The frigate *President* is rated at 44 guns, but pierced for 64; and is represented, by those who are best qualified to give their judgment on the subject, to be one of the finest pieces of naval architecture ever exhibited.

Design of the head and stern ornaments of this Frigate.

Head—The Bust of our late President Washington, supported by two female figures, Truth and Justice, standing on a Rock, an emblem of strength, an oak growing out of the fertile part thereof, representing the strength and fertility of his Genius; the right hand of justice supporting the bust; in the left a medallion, on which are the scales balanced; she wreathed with laurel, the emblem of victory; the figure of truth holding in her right hand the mirror of prudence, and the left resting on the fasces, the emblem of union; on her head a wreath of palm, an emblem of virtue; both figures cloathed in light flowing drapery. At the back of the bust the standard of America, representing him as commander in chief of the army and navy of the United States; in the trail boards the American Eagle, one claw resting on the American Scutcheon, with the other darting thunder and lightning at the Hydra, the emblem of anarchy and confusion.

Stern — In the center of the taff[rail], the figure of America, the right arm resting on the base of a monument, and three books representing the three branches of government; in the right hand a pen, to record the heroic actions of her sons; in her left, the constitution of the United States; at her feet the American fasces, erect, supported by the standards of the army and navy; on her right the figure of wisdom, and the left the figure of strength, both inclined, and looking to the centre; in the right hand of wisdom a spear, the left resting against the Port, and the bira of vigilance at her feet: the left hand of strength resting on a Herculean club; the right hand resting against the port, as the grand supporters of America. In the quarter pieces Liberty and Union, supporting the general design as the basis of a Republican government. The figure of Liberty on the starboard quarter, and Union on the larboard, both figures inclining to the centre; in the right hand of Liberty the staff and cap, in the left the rights of man; the figure of Union or concord, the right hand resting on the emblem of union, and in the left the olive branch of peace.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 14 April 1800.]

To Thomas Appleton, U. S. Consul, Leghorn, from William Eaton, U. S. Consul, Tunis

"CONSULATE OF THE UNITED STATES,
Tunis, April 10, 1800.

"Sir — Having at length amicably adjusted the affairs of the United States with the Bey and Regency of Tunis, I desire you would communicate this agreeable intelligence to the masters of American vessels, who may come within the limits of your Consulate.

"The principal Minister of the Bey, has pledged himself that the last clause of the 12th article of our treaty with this Regency, inserted by Joseph Etienne Famin shall have the same effect with respect to

American merchant vessels as the custom of all other nations at peace with Tunis, has established with their respect to their own, and no other. — There is therefore no danger to be apprehended from American vessels visiting this coast. Perfect health prevails here.

I am, &c.

(Signed) WM. EATON.

“Thomas Appleton, Esq.

“*American Consul, Leghorn.*”

[LC, “New Hampshire Gazette” (Portsmouth, N. H.), 22 July 1800.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding Thursday, 10 April 1800

The first part Light airs from the Westward
at 2 A M Cald All Hands Unmoored Ship at 3 got under way with the Cutter A Head

at 8 got out Clear from the Bay

at 9 bore away to the N West

at 12 Meridian the pan of Matansa bore S B E 5 Leagues Dist Latter part pleasant

Latitude Observed. 23° 23' North

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

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

[PHILADELPHIA]

Navy Department April 11th 1800

JAMES & EBENEZER WATSON

New York

GENTLEMEN In making the Estimates of Military Stores for the Frigate *New York* in haste to enclose it by the mail of the day, I did not take time to examine it, consequently some inaccuracies have occurred. — It had not been customary till lately, to estimate Lanthorns with the Military Stores — however the practice is now adopted and 1 Top, & 1 poop Lanthorn were inserted, as well for the *New York* as the *President*, at least my Copy of the Estimate has it so, and I believe it is correct. — I do not find that they are *twice* inserted in the *Presidents* estimate, if they are 'tis once too often. — Besides the top and poop Lanthorns, the following which I believe were not contained in either Estimate, should be provided Vizt — 1 Magazine Lanthorn, 12 Ship Ditto, 12 signal ditto — 36 side ditto for each Ship. — Spermaceti Candles may be provided for both now, or omitted until Indents for the outfits are handed in as you please — The same in respect to the Ships Drum & fire Screens, Aprons, Tompions Cartridge Boxes of Wood, Crow barrs, Hand spikes, are articles of which a spare number should always be provided — therefore it was that I mentioned as many for the *New York* as for the *President* there being but 4 Guns difference between them The Musket Cartridge paper is in both Estimates in my Copies which are press ones —

Thanking you for making the communication without troubling the Secretary on the subject & assuring you that although I do not make a practice of committing blunders, yet when I do commit them that it will afford me pleasure to correct them without an application to him I have the honor to be Gent

Yr obed Servt

AB THOMAS

[NDA. GLB, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 11th April 1800

Captⁿ DANIEL McNEILL
of the *Portsmouth* New York

SIR I am honored with your letter dated Wednesday noon, saying that you had discovered a most dangerous mutiny of about 17 of the Crew of the *Portsmouth* to take the Ship as soon as opportunity answers. — You add that you had taken the advice of General Hamilton & Richard Harrison Esq^{re}, and should proceed accordingly, & that you wish to have my advice — I wish you had told me the substance of the advice given by these Gentlemen, who are very well qualified to advise you properly. — The 24th Section of the Act for the Government of the Navy, prescribes the punishment for mutiny — But you cannot wait for the trial of the Offenders on board your Ship. Your best course will be I believe to lodge them in goal, and to leave the Witnesses against them, & recruit imm^y as many men as will enable you to proceed on your voyage —

I have the honor to be

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

[11 April 1800]

To Willings & Francis, Merchants, Philadelphia, Pa., from Captain Richard Dale,
U. S. Navy, commanding the merchant ship *Canton*

Mess^{rs} WILLINGS & FRANCIS

GENTLEMEN, Notwithstanding there is full 200 Tons of Stone in the Ship, and every precaution taken in stowing the cargo to make the Ship stiff — still on the contrary she is very crank, I allways thought she would be crank, but had not the Idea that she would be so crank, as she was when we sailed on the passage and is at present, (but not som much as she was). I am fearfull some of the cargo is dammaged. She has layed a long very much at times, and particularly in a very heavy Gale of wind off[f] the Cape of Good Hope — in fact our situation has often been very alarming, in Squally weather. I could nev[e]r be below with ease

When I sailed from China it was my intention to have gone through the Straits of Alass, but the Ship being so very crank I thought it most prudent to keep company with Cap^t Sims in the *America* and go through the Straits of Mallaca — after I got to Sea the ship being so very crank, was under the necessity to git down the fore & Mizen top Gal^l Yards, Masts and Rigging — notwithstanding I was able to

keep way with the *America* in Moderate breezes, and beat her from the wind — We put into Mallaca to fill up our water which detained us one day, There I sold the Kedge Anchor for 86 dollars (which will replace it again) not haveing money enough to answer our Expences, I made use of my own money that I intended to take with [me] incase of accidents, to pay the ship Compradore at Wampoa, the Anchor was no use on board, as the hawser belonging to it was lost in transporting the Ship below the Shipping at Wampoa —

After I got clear of the Straits of Mallaca, I thought it prudent to put the Long boat over board, she being very heavy and high on deck, likewise every thing els that I could prud^y spare that tended to make the Ship Crank — That I might be able to carry the Fore and Mizen top Gal^l Masts Yards &c aloft to expedite the passage, also make the Ship look more war like in cas I should fall in with an Enimy — Hearing at Mallaca there was a number of privateers in the Indian Ocean, I thought it prudent to agree with Cap^t Sims to keep company as far as the Cape of Good Hope, there not being much difference in the Ships sailing, (of the two the *Canton* has it) but not so much, as the Security, the two ships gave each other in case of meeting with an Enimy — Laying too in a heavy Gale of wind off the Cape of Good Hope, the sea stove in the Starboard Quarter Gallery, and shipt much water in the Cabin, I was under the necessity to put the Ship before the wind to secure the Gallerys which we did in three hours, then hove the ship too a gain, the *America* was laying too at the same time, she was out of sight some Time before I got the Gallerys secured —

Had the *Canton* fortunatly been stiff, and I have gone through the Straits of Alass (which I certainly should) I think we should have been the first ship home, which no dout would have been much advantage to the concerned — I under stand the *New Jersey & Jane* has been in but a few days —

It has been my wish, and constant studdy through this Voyage, to to do eve[r]ly thing that I thought was most to your advantage —

I remain Gentlemen

with much respect your Ob^t S^t

RI^d DALE

DELLAWARE BAY. April 11th 1800 —

[Boston Public Library.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, 11 April 1800

Saw an American Sloop of War off the Harbour Sent the Cutter on board proved to be the *Warren*

[NA.]

Extract from log book of U. S. Ship *General Greene*, Captain Christopher R. Perry, U. S. Navy, commanding, Friday, 11 April 1800

[In harbor of Cape Francois] Employed filling water — Rec^d a Boat load of Ballast from the U. S. Ship *Herald* — Rec^d 1275 feet Merch^t Boards and 13 spruce spars, from the *Juno* Prize Schooner retaken from the French — filld all our water — Ends light Breezes —

[NDA, NO.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding Friday, 11 April 1800

The f[i]rst part Fresh Breezes and pleasant Weather
at 4 P M saw two sail to Leeward gave Chase to A Brig at 5 came up with & spoke her from New Providenc[e] Cruising Mounting 16 Guns

at 6 saw a ship in the offen Hauld in for the Land we being 5 Leagues East off the Havana

at 7 shew signals which the ship Answered

at 8 P M Hauld off the Land under short sail Spoke His Majestys Ship *Acasta* on A Cruise 3 Months out of Port Royal Jamaca Capt Fellowes

Tackd ship Occasionally

Middle part Light Breeses & pleasant

Tackd ship Occasionally

at 5 A M saw the Moro Castle bearing S W b S 1 League Distance

at 7 the U S ship *Ganges* sent her Boat off to us to make Enquires

at 12 Meridian the Moro bore S $\frac{1}{2}$ E 3 Leag 2 English Frigates in sight with A Tender

Latter part pleasant Weather

Latitude Observed. 23° 17' North

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

[12 April 1800]

Unofficial list of captures and re-captures, made by U. S. Ship *Adams*, Captain Richard V. Morris, U. S. Navy, commanding, since her arrival in West Indies, furnished by a gentleman on board the *Adams*

CAPTURES.

<i>L'Onze Vendem[i]aire,</i>	} French privt. schrs.
<i>L'Fouquiese,</i>	
<i>L'Gombeau,</i>	
<i>L'Heureuse Rencontre,</i>	
<i>L'General Massena.</i>	

RE-CAPTURES.

Brig *Zylphia*, Boston, Nath. Chew, master.
Margaret, Liverpool (Eng.) Richardson,
Polly, Kennebunk,

Schr. *Nancy*, Boston, Danl. Lincoln,
Isabella, Portland, Randall Smith,

And a re-capture by the *Eagle*, in compnay with the *Adams*, name unknown to us.

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

To Captain Henry Geddes, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 12th April 1800

Captⁿ HENRY GEDDES
of the *Patapsco* —

SIR Instead of sending your man to the Hospital be pleased to discharge him, allow him an extra months pay & direct your purser to pay him off. The wounded men belonging to the *Enterprise* left in the Hospital by Cap^t Shaw should also be discharged if they are not well enough to be taken on board the *Patapsco*. — If they remain in the Hospital it must however be at Public expence so long as necessary to

You will therefore leave directions to this effect with Mess^{rs} Riddle & Bird. — Some cordage is sent down by Captain Gill for our Vessels on the Windward Station and sails for the Brig *Eagle* which be pleased to receive on board the *Patapsco*. — These articles could not be taken on board the Provision Vessel, without leaving out at least 50 Barrels of Bread or other essential articles — These things you will please deliver to D M Clarkson Esqre Navy Agent at St Kitts or to the order of the Commanding Officer of our Vessels on that Station — If you meet the *Eagle* at sea you may deliver the sails to her at once, & to her or any other of the Vessels you meet a portion of the cordage, should they be in immediate want The Warrant for your Midshipman is altered and enclosed — Captain Gill has sent down all your stores — The provision Vessel too is gone down I shall send your sailing orders on Tuesday — The Blanks are forwarded from the Accountants Office

I am
Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

P S — Take Duplicate receipts for all the articles you deliver, & transmit them by different Vessels to this Office

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 12th April 1800

Captⁿ PATRICK FLETCHER
Boston —

SIR I am honored with yours of the 6th Inst — You will imm^{dly} repair to this place — prepared for any service that may be assigned you —

I have the honor to be
Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*,
Captain Silas Talbot, U. S. Navy, commanding, Saturday, 12 April 1800

Moderate breezes and clear weather, Running down for the Cape, At $\frac{1}{2}$ past 2 Saw a strange sail to the Eastward of the Monte, Took In studding sails and came to the wind to the Southward In chace Tackd as nessasary to work to windward, At 3 we observed the chace to be running before the wind, at 4 Sounded between the Monte and the Brothers in 16 fathoms water Tackd Ship to the Northward Shortnd sail brought too and Joind company with the United States Ship *Trumball* Captain Jeuet [Jewett] who waited on Captain Talbot with dispatches from the Secretary of the Navy.

At 5 filld and Made sail for the cape *Trumball* in Company, at 6 Double reefd the Topsails and brou^t too Ships head to the Northward Cape Francois S S W $\frac{1}{2}$ W, 3 leagues, at 10 In the evening parted company with the *Trumball*, Wore and Tackd as nessasary during the night to keep clear of the land

At daylight saw Cape francois S S W 5 leagues dist Employd Scrubbing hammocks and washing between decks

At 10 AM saw the *Amphitheatre* made Signal for her to Join us

At 12 Cape Francois S S W six leagues

[NDA photostat.]

Extract from journal of the French privateer schooner *Ester*, 12 April 1800

[Translation]

22 GERMINAL Year 8

Fitted out at and sailed from Gonaïves. Got under way at four in the afternoon and anchored at fond à Chaux [Fours à Chaux] at seven in the evening.

[SDA. CL, Cape Haitien, Vol. 1.]

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

[PHILADELPHIA]

Navy Department 13th April 1800

Captain DANIEL M^cNEILL
of the *Portsmouth* N York

SIR M^r [Jo.] Parrott who will deliver this is going to France on private business. — You will be pleased to give him a passage in your Ship, and I recommend him to your civilities. — He has been a long time employed in my office, and will be a very proper person to send from Havre with the dispatches to our Ministers at Paris —

I have the honor to be

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*,
Captain Silas Talbot, U. S. Navy, commanding, Sunday, 13 April 1800

Moderate breezes and clear weather, Employd working to windward of Cape Francois, Joind C^o with the Tender, *Amphitheatre* supplyd her with several articles, at [word missing] parted company

with the Tender, At 6 fresh breezes double reefd the topsails and Wore to the Northward Cape francois then bore S W by S 6 leagues

Wore and Tackd as nessasary to keep our station during the Night

At daylight saw two strange sail Standing down for the Cape, Made sail and gave chace at 10 shortnd sail and board^d chace an American Ship from New York with Stores for the United States Ships of War, took the Store ship In tow and filld to the Northward, Employd Receiving stores out of the Storeship

At 12 Light breezes from the Eastw^d Cape Francois bearing S by W 4 Miles Store ship In tow

[NDA photostat.]

Extract from journal of the French privateer schooner *Ester*, 13 April 1800

[Translation]

23 GERMINAL Year 8

Got under way at four in the morning having sighted at dawn a small schooner and having made her out to be running out from the cape and bound for Gonaives belonging to the Citizen Dechaud the boat was sent to her and brought a man passenger who was coming to Gonaives in order to embark and [who] came on board. At seven in the morning we sighted a brig opposite Coridon heading for Gonaives we chased her and having made her out to be coming from the cape and going to Gonaives we let her proceed and we anchored at 10 o'clock in order to take in fresh water at Coridon where we met the Captain of the port bound for Gonaives and at eleven o'clock the Barge *Bayacere* [?] commanded by Captain Villegrain [?] belonging to Léandre returning from a cruise going to Gonaives and we remained at anchor for the night.

[SDA. CL, Cape Haitien, Vol. 1.]

Extract from log book of U. S. Ship *General Greene*, Captain Christopher R. Perry, U. S. Navy, commanding, Sunday, 13 April 1800

[In harbor of Cape Francois] Employed in sundry [duties] preparing for Sea — received 10 Bbbs Bread from the navy Agent — The purser of the *Constitution* came into port this day — Arrived the Store Ship with necessities for the fleet in the offing —

[NDA, NO.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Sunday, 13 April 1800

The first part Moderate Breeses and pleasant

at 1 P M spoke the Brig *Argus* from Portland bound to Havana 34 Day out Samuel Colby Master

Spoke the *Eagle* privateer from New Providence on a Cruise in Company with Another schooner at 6 P M Tatas of Camarioca bore S E b S 6 Leag Dist the pan of Matansa bore S W b S 4 Leagues Dist took in sail and Tackd ship to the Northward

Middle part Light Breezes from the South^{wd}
 Tackd ship Occasionally
 at 8 A M Key Moro off Point Jacko bore E b N 3 Miles Dist, point
 Jacko S S E 20 L[e]agues Dist
 at 11 took in the Close Reefs in the Top Sails
 Latter part Fresh Breezes and Squalls with Thunder and Rain
 [HS of Old Newbury, Mass. NDA photostat.]

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

[PHILADELPHIA]

Navy Department 13th April 1800

Captain JAMES SEVER
 of the *Congress* Norfolk

SIR Enclosed you will receive the copy of a letter from Lieut Cordis to me, which has been communicated to the President —

Your reputation, no less than Justice to the Public, requires that there should be an enquiry into the causes of the loss of the Masts &c of the *Congress* — and the President has therefore constituted Captain Truxtun, and the other Naval Commanders at Norfolk, a Court for the purpose of making this enquiry, and to report to him the result — It is hoped that this affair will not impede the preparations of the *Congress* for sea. — It is not meant that you should be considered under arrest, or that there should be any interference with your command, at least until the result of this enquiry be known. — I cannot conclude without adding my Since[re] wishes, and I am sure I might also add those of the President that the investigation now ordered may remove every prejudice from the Public mind respecting your conduct in this unfortunate business —

I have the honor to be with great respect.

Sir

Yr most obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 14th April 1800

Captain THOMAS TRUXTUN
 of the *Constellation* — Norfolk

SIR The President has appointed you to be President of a Court of enquiry to investigate the causes of the loss of the Masts &c of the Frigate *Congress*, with power to call to your aid Captain S. Barron, & Captain J. Barron, or any other Commanders who may be at Norfolk but the Court is not to consist of more than 3 Members, including the President. —

The Public mind has been & continues to be a good deal dissatisfied on account of the misfortune which occasions you this trouble. — Opinions are entertained injurious to the reputation of Captain Sever. — It will be your task, and that of the other members of the Court, by strict and impartial investigation to shield this officer from censure, or if indeed he should have proved himself unqualified for his important command, to give the President such information as shall enable him to pursue the course which duty to the Public shall prescribe

I send this by a pilot boat, which may be detained four days, if you find you can in that time, send the result of this enquiry, as it is extremely important that the delay of the mail should be avoided —

You will judge whether it will be best to hold the Court on board of the *Congress* — or elsewhere. — I enclose the copy of a letter from Lieutenant Cordis to me — another copy has been sent to Captain Sever —

You are the Commanding Officer in the Chesapeake, and should there appear danger of disorder on board of the *Congress*, — You must apply the proper remedy —

I have the honor to be with Great respect

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 14th April 1800

Captain THOMAS TRUXTUN }
of the *Constellation* —
Norfolk Virginia }

D^r SIR I send down by the Pilot Boat, standing rigging for the *Constellation* I hope it will arrive in time to arrest M^r Pennocks progress. — also some running rigging. — This vessel would carry no more — but more will be sent — The sails are making I wish it was possible to ascertain what sails were making at Norfolk. — Capt Murray must succeed you in the *Constellation*. He cannot leave this before next monday — You must have patience. — The *President* is launched, and has a very well qualified Lieutenant attending to her rigging &c —

As to removing all your officers with you, you must not think of it — if you have made these, you can make others — the men will be enough dissatisfied to change their Commander — an entire Sett of new Officers would produce a mutiny. — You may go as far as one — or if you are very desirous, two of your Junior Lieutenants — and a few midshipmen — all the other officers must remain in the *Constellation* — until the time comes to discharge the present crew — Perhaps the *President* will not be ready for sea until this period, & in this case you can get as many as you want of the officers.

I wish the *Constellation* to go to sea as early as possible — the change of officers if in other respects it was proper, would delay the

Ship, God knows how long — Such things are unprecedented in any Service —

I have the honor to be with great Esteem

D^r Sir

Yr most obed Servt

B[ENJAMIN] S[TODDERT]

P. S — A Cable will be sent, which was made for you last year, — If you do not want it, deliver it over to M^r Pennock —

[NDA. OSW, Vol. 3, 1799–1800.]

To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

Navy Department 14 April 1800

The SECRETARY OF THE TREASURY

SIR The *Norfolk* has arrived — her men are to be paid off — In addition, orders appear on me from the West Indies to a considerable amo^t and I have a quantity of Hemp to pay for — I must therefore request you will be pleased to place with Sam^l Meredith Esq Treasurer of the Navy, out of the appropriation of 1000000 Dollars — Forty thousand Dollars, in addition to a requisition of 10000 Dollars, also of this date — for demands at this place. —

I am &c —

[NDA. Req. on US T, 1798–1803.]

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

[PHILADELPHIA]

Navy Department April 14th 1800

Captain RICHARD V. MORRIS
of the Frigate *Adams* —

SIR Enclosed is a Bill Lading of Provisions shipped on board the Brig *Florida*, Capt. James Long for the Squadron under your command If the vessel having the provisions falls in with you previous to delivery of them to M^r Clarkson you will please have taken on board your vessel at once her proportion, and order the same to every other Vessel of the Squadron imm^d with you, and let the residue only be delivered over to M^r Clarkson — this will save storeage &^e &^e — There is also sent by the *Patapsco* — 52 coils of cordage, which be pleased to apply in the same manner as the provisions — a list is in the hands of Captain Geddes —

I am Sir

Yr obed Servt

P. S — The *Patapsco* convoys the Provision Vessel —

[NDA. OSW, Vol. 3, 1799–1800.]

To Captain Henry Geddes, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 14th April 1800

Captain HENRY GEDDES
of the *Patapsco* —

SIR Presuming the Ship *Patapsco*, is in readiness to proceed to sea. I have it in command from the President to direct that taking under your convoy the Provision ship *Florida* Captain Long, and such Merchant Vessels as may be ready to sail with you you proceed to join our Squadron on the Guadeloupe Station, rendezvousing at S^t Kitts

You will see the *Florida* safe to S^t Kitts — her cargo is to be delivered to David M Clarkson Esqre our Agent there — unless you should meet the Commanding Officer on your passage, by whose orders you will then be governed. —

After performing this service you will cruise in the Vicinity of Guadeloupe, until you fall in with Captain Morris, or the Comm^d officer on the Station, under whose command you are to act until further orders —

Wishing you great success and many opportunities of distinguishing yourself, your officers & crew, I have the honor to be with great respect
Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

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

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

TUNIS 14. April 1800 —

SIR The *Heroe* anchored in the Bay of Tunis day before yesterday — Yesterday I rec^d her letters — and to day communicated such as concerned him to the Bey — Keels and knees are wanted —

I told the Bey this transport of the government sailed with convoy till she was *out of danger*. The latitude this phraise will bear may exculpate me from misrepresentation — I told him also that the stores now shipping for Tunis at New York, would Sail *with a Squadron* — One apology must fit both cases — Hope it will occur that all the *beneficence* of the Jehovah of the Jews would never have rendered him *respectable* among that horde of Savages, if he had not *thundered from Mount Sinai!* And that the government of the United States will send the residue of the Regalia with *something Masculine*.

My next will be more in detail — My present concern is to discharge the *Heroe-ine* (or she never would have relied upon her means of defence) within the lay days —

Have the honor to remain, Sir,
with perfect respect, your m^o
Obed. Serv^t

WILLIAM EATON

Honl^e SEC OF THE U STATES —

[SDA. Tunis. Vol. 1, 1797-1800.]

Extract from journal of the French privateer schooner *Ester*, 14 April 1800

[Translation]

24 GERMINAL Year 8

Got under way at five in the morning at six we hove to at the Coridon salt bed and sent the boat ashore to get salt — having stood on at three in the afternoon we sighted a three-master having made her out to be a frigate and having approached us [and] chased [us] she made us abandon the Platform at half past five we anchored and brought our broadside to bear immediately fearful that she had sent barges night coming on.

[SDA. CL, Cape Haitien, Vol. 1.]

[15 April 1800]

To Secretary of State from Alexander Hamilton

D^r SIR I send you the paragraph of a News Paper just published. I hope it is an Electioneering lie — but as it is likely to do mischief I will thank you by return of Post to inform me whether you have any thing to confirm or refute & particularly whether you have heard of the list with which Commodore Truxton's name is connected —

Y^r truly

A HAMILTON

APRIL 25. 1800

T PICKERING

[Enclosure]

NEW-HAVEN, April 15. [1800]

Capt. James Stewart, of Chatham, in the brig *Sally*, arrived at New London on the 4th instant from Jamaica, brings the most unpleasant accounts from that quarter. He states that the British capture all American vessel that afford the slightest pretext for condemnation, and impress all their seamen without discrimination. Capt. Stewart was taken by his majesty ship *Acasto*, of 44 guns, the commander of which, Edward Fellows, came on board the *Sally* himself, ordered capt. Stewart's chest open, and with his own hands took out 4250 dollars, besides plundering the capt. of other articles. On the arrival of the brig at Kingston, every man on board except the captain and boy, all natives of Connecticut, were impressed, and are left there. Capt. Nathan Allyn, of Groton, had all his people impressed, with their protections in their hands. Capt. Waterman of New-York, was treated in the same manner, with many others. — And Mr. Savage the American agent in Kingston informed capt. Stewart, that he had forwarded to the secretary of State, by commodore Truxton, an attested list of the names of one thousand and one *bona fide* American seamen who have lately been impressed by the British in that single port. American vessels and cargoes were constantly condemned in that place, a full account of which must soon be made public. Several masters and supercargoes of condemned vessels came home with capt. Stewart, who, besides the general usage, was himself treated with personal incivilities and contempt.

[Mass. HS. Pickering Papers, Vol. 26.]

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

[PHILADELPHIA]

Navy Department 15th April 1800

Captain JAMES SEVER
of the *Congress* —

SIR I am honored with your letter of the 6th Inst —

You have certainly acted properly in respect to the Mutineers. — It is essential to the good of the service that the guilty be severely punished.

Captain Truxtun might at once have ordered a Court Martial, & I am sorry he did not do it — He is now directed to order one — Be pleased therefore to apply to him —

I am Sir

Yr most obed Servt

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

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

[PHILADELPHIA]

Navy Department 15th April 1800

Captain THOMAS TRUXTUN
of the *Constellation*, Norfolk

SIR Captain Sever has reported to me, the mutinous conduct of some of the Crew of the Frigate *Congress*. — As Commander of the Squadron, you might have ordered a Court Martial at once, without appealing, to me, & I am sorry you did not do it. I do not like this method of appealing to the head of the Department, by officers, who are themselves competent to the object of appeal — I have now directed Captain Sever to apply to you for a Court Martial, which be pleased to order

I am D^r Sir, with great Esteem

Yr obed Servt

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

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

[PHILADELPHIA]

Navy Department 15th April 1800

W^m PENNOCK Esqre
Norfolk Virginia

SIR I send down another pilot Boat, the last not having brought from you or anybody else, such information as to enable me to know what was indispensibly necessary to be sent from hence, to prevent the Frigates at Norfolk remaining there the whole year. — I send by this boat standing rigging for the *Constellation*, and hope it will arrive in time to prevent its being made at Norfolk. — There is a great deal more rigging here which this Boat cannot carry — I have directed Blocks to be made for the *Constellation* and sails — I understand you are also preparing these things — Let me know explicitly what Blocks & what Sails you can at once Supply, that no more be sent from hence than necessary.

I have ordered anchors to be sent from Boston for the *Chesapeake* — Why are not the defects of those sent by Dorsey pointed out? They have it seems been examined by Officers, who pronounce them unfit for service —

I have the honor to be

Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

Should any of our Vessels arrive at Norfolk while one of the Frigates remain, order them up to Baltimore — provided they draw not more than 18 feet water —

[NDA. GLB, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 15th April 1800

STEPHEN HIGGINSON & C^o

Boston —

GENTLEMEN Be pleased to ship as soon as may be to Norfolk to be delivered to W^m Pennock Esquire Four anchors of 4,900 ^{lbs} each, or as near that size as you have for the use of the Frigate *Chesapeake* of 44 Guns — if you have not four, send three or even two — and I request you will be pleased to have made as soon as practicable by M^r Cushing 3 anchors of about 5600 lbs & 3 of 4900 each — His price is 19 cents per lb for the largest & 17 cents for the smallest of these sizes agreeably to his own proposals, to be made out of the best Russia sable or Iron — or Bar Iron equally as good — to be well & handsomely wrought with the Eagle cut in the Crown of each and the letters U. S. A. — to which he may add those of his own name —

The Anchors now to be shipped must be sent off as soon as possible — the Ship will be waiting for them, & write me imm^{dy} the number you send & the weights —

I have the honor to be

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from journal of the French privateer schooner *Ester*, 15 April 1800

[Translation]

25 GERMINAL Year 8

We remained at anchor and sent a look-out aloft at seven we sighted a frigate which was cruising off the Platform having made her out to be the same one of yesterday At four in the afternoon we sighted a league and a half to windward of the Platform a frigate with a merchant brig sailing in the channel. By nightfall they were only a short distance from the Platform which made us pass the night at anchor there being little wind.

[SDA. CL, Cape Haitien, Vol. 1.]

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

[PHILADELPHIA]

Navy Department 16th April 1800

Captain THOMAS TRUXTUN
of the *Constellation* — Norfolk

D^r SIR I did not see Lieu^t Robinson until this morning — nor receive your letters by him until I had sent off the pilot Boat —

You must assume all the authority belonging to your rank, at Norfolk, which is as much as if you were already an Admiral, as I hope you will quickly be — or as if you had the Command of the whole Navy — and apply the proper remedies to the disorders on board of the *Congress*, and any other disorders. —

You have full powers to order Courts Martial for the trial of the offenders on board the *Congress* — Lieutenant Robinson tells me the whole officers of that Ship are at variance with the Captain. — No wonder that the men are disorderly — I will send down as quickly as possible, two or three Lieutenants. Lieu^t Boush & Ballard are already at Norfolk. You must assist in arranging a proper Sett of officers for that Ship — aid the Captain, if you find him worthy, in restoring order and discipline. — If in the enquiry ordered by the President, you find the Captain must be tried by a Court Martial, in that case it will be best for you at once to suspend him from command, and put one of the Barrons — both of whom are prudent men — on board of that Ship —

Perhaps you may find it useful to speak to the men yourself — What you say will have weight — It will not do for you to leave Norfolk, after Murray arrives, until perfect order is restored — indeed not I think before the *Congress* sails —

I am with perfect Esteem

D^r Sir

Y^r obed Servt

B[ENJAMIN] S[TODDERT]

P S — Lieu^t Cordis was once tried by a Court Marshal — & escaped — not with honor — If he deserves it now, we should break him — If he does deserve it, you must adopt the means. — You can at once have him arrested — and I expect to send in a day or two, a Law admitting Junior Officers to sit on Courts Martial But perhaps this may be a meritorious officer — You know how to do Justice to such men —

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

To Garrett Hulsekamp, of Pilot Boat *Flying Fish*, from Abishai Thomas, for Secretary of the Navy

[PHILADELPHIA]

Navy Department 16th April 1800

M^r GARRETT HULSEKAMP
of the Pilot Boat
Flying Fish.—

SIR You will receive herewith letters for Captain Thomas Truxtun of the Frigate *Constellation* Captain James Sever of the Frigate

Congress & W^m Pennock Esq^r Navy Agent at Norfolk, to which place you will proceed in your Pilot boat with the utmost dispatch & deliver personally to these Gentlemen the packets & Letters as they are respectively addressed

You have also some cordage for the *Constellation*, which you will deliver on board that Ship, & some letters besides those mentioned which you will deliver to M^r Pennock.

When you have performed this service, you will prepare for your return, report to Capt. Truxtun your readiness, and take your orders from him which when you have received you will return with them to this place without the least delay

By order of the Secretary of the Navy, I am

Sir

Yr obed Servt

AB THOMAS

[NDA. OSW, Vol. 3, 1799–1800.]

[16 April 1800]

Extract from a letter to Bedient, Kimberly and Company, Merchants of New York, from Henry Warning, Master of the American Brig *Delia*, concerning her capture by a French Privateer and subsequent experiences

ST. BARTHOLOMEWS, May 20.

“On the 16th of April, within one day’s sail of Turks Island, I was captured by a French privateer of eight guns from Porto-Rico, who took out my mate and four men, but permitted myself and two boys to remain on board the brig. They put on board of us a prize master, and four men, and ordered us for Porto-Rico, the privateer keeping company with us for four days. On the 5th finding her out of sight, I laid a plan to retake the brig, which I accordingly effected; but have since seen trouble and hardship in consequence of it. — The plan I formed was as follows: — Knowing the prize master to be entirely unacquainted with a vessel, I persuaded him to set the fore top mast studding-sails, and whilst they were all forward, except one Frenchman at the helm, I went into the cabin and bro’t up a pair of pistols, which I had secreted there, and gave one of them to one of the boys, who I shipped in New York, as cook, by the name of Isaac Marley. I then got possession of the Frenchmen’s arms, and drove the man from the helm. On seeing this, they all ran aft, but when I met them with the boy armed, they retreated and we drove them all into the forecabin, without any injury, except to the man at the helm who made some resistance, for which I cut him with a sword; he soon yielded, & was not materially hurt. Charles Cook was the other boy I had on board; but, he being forward to assist them in setting the sail, he had no chance to give us any assistance, nor did he even know what we were going to undertake. But the misfortune of all was, that after we had them in confinement for 13 hours, and I was endeavouring to make the nearest port, which I judged to be Tortola, we fell in with a Spanish armed brig of 16 guns, from Bilbao, in Spain, who immediately let the Frenchmen out of confinement, hauled down the American colours, took me on board the Spanish brig, and there detained me two hours; broke open my chest, took out some money

with considerable clothing, and plundering the vessel, took her papers from me and gave them to the French prize master together with possession of the brig *Delia*, and the arms. They then forced me on board the *Delia* again, where I was confined in the forecastle, together with the cook, who assisted me in taking the Frenchmen. I was there kept the most of the time for five days, when we arrived in St. Eustatia. I was there kept in prison for ten days, and was then sent over to this place, where I have been waiting these two weeks for a copy of condemnation, but it has not yet arrived. I expect it in a few days from Gaudaloupe. With respect to the Spaniards, I hope this will be made public, as I conceive they had no right to meddle with me, as I had complete possession of the vessel, and knowing we were not at war with them. I hope this business will be taken notice of."

[LC, "Connecticut Journal", (New Haven, Conn.), 9 July 1800.]

Extract from journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate *Essex*, Wednesday, 16 April 1800

Passed the Island of St. Paul, distant three leagues. At 11, hauled to the southward by the wind, under easy sail. At 6 A. M. made sail for the Island of Amsterdam. At 8 A. M. saw it bearing S. W. by S., six leagues distant. At noon close in with the Island; the wind too strong and sea too high to send a boat on shore. Saw several huts on the east side, on one of which an American Ensign was displayed. Several men on the shore, supposed them some of our countrymen left by some vessel to catch seals. Bearing of the Island of Amsterdam from St. Paul by compass is S. 23. W.*

(* The Northern island is now known as Amsterdam, and the Southern as St. Paul, just the reverse of what he has named them. The hut and men must have been seen on what is now known as St. Paul. Note made in 1870.)

[NR&L, Nr P 922¹⁴.]

Extract from journal of the French privateer schooner *Ester*, 16 April 1800

[Translation]

26 GERMINAL Year 8

At daybreak we sighted the same frigate with the same brig off the Platform a little way from shore. At half past seven a schooner arrived from Port Republican commanded by Jerome armed with four swivel-guns anchored with us there being another frigate in the channel which came to join the other and a brig which appeared to be coming from the direction of the Mole but all assembled off the Platform having [hoisted] American flags and all four armed after having recognized each other they proceeded in the channel with a westerly breeze and heading east at seven in the evening we got under way and stood on.

[SDA. CL, Cape Haitien, Vol. 1.]

Extract from journal of Lieutenant John Mulloyny, U. S. Navy, commanding
U. S. Ship *Ganges*, 16 April 1800

At 2 Came on board M^r Morton the American Consul at the Havana, M^r [Joseph] Iznardy the American Consul at Cadiz M^r Palyart the American Consul — [space] and a number of Gentlemen to dine during the afternoon fired 21 Guns to the Toast that we drank at Table —

[NA.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Wednesday, 16 April 1800

The first part Fresh Breezes & and pleasant
Tackd ship Occasionally
at 6 P M the pan bore South being 3 Miles from the shore Wore ship & shortened sail
at Midnight Wore ship
Middle part Fresh Breezes and Cloudy
Tackd ship Different times
at 8 A M spoke the Schooner *Hannah* from Boston bound to Havana
30 Days out William Blanchard Master Received Some papers from Her
at 12 Meridian point John bore West 2 Leag point Savanilla S W b S 2 Leagues Dist Tetras De Camarioca S E b S 3 Miles Dist Matansa Bay the Mouth S S W 4 or 5 Miles
Latter part Fresh Breezes & Cloudy Wore ship to the Northward
[HS of Old Newbury, Mass. NDA photostat.]

Extract from journal of the French privateer schooner *Ester*, 17 April 1800

[Translation]

27 GERMINAL Year 8

At seven in the morning being abeam of the careening beach of the Mole we sighted a small craft in the offing and a small coaster leaving the Mole which was sailing up tacking [?] about noon and until evening we sighted several coasters the weather being very fine for sailing up with the westerly breeze we stood on during the night light wind and squalls.

[SDA. CL, Cape Haitien, Vol. 1.]

Extract from journal of the U. S. Schooner *Experiment*, Lieutenant William Maley, U. S. Navy, commanding, 17 April 1800

Manned the Sloop *L'Bon Amitie* and sent her for Jacquemel.

[NDA. NO, Vol. 1.]

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

PHI^a April 18th 1800

BENJ^a STODDART ESQ^t

SIR, Impressd with the strongest conviction, that any Ideas suggested for the improvement of our Naval service, will at all times call forth your serious attention. I have taken the liberty to recommend an encrease of our Marine Corps —

The experience that I have had during the time of my Command in the Navy; justifies me in giving an opinion, that the greater part of that discription of Men called Landsmen would be more beneficially applied as Marines, for several reasons, Marines are procured on cheaper terms than Landsmen, & are healthier Men, they are generally well drild before they go on Shipboard, & before their time expires are well inured to the sea service, they become compleat at the Musket, & may be made tolerable seamen and at all times they do the laborious part of Ship duty under this impression. I think the greater part of my Brother Officers will concur with me, in thinking it a public good if the Marine Corps was increased to double the present number for exclusive of their service at Sea, they can supply the place of Artilerist or Infantry when on shore, and the great advantage arrising from having more of them raised, is, that if by sickness, desertion. or Death, we are deprived of them on Ship board the moment we make a port, we can be supplied with fresh healthy Men, at present we have no reserve —

Wishing your concurrence with me in promoting these Ideas —
I am

with very great respect

Your Most Ob^t

Humb: Serv^t

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

To Uriah Tracy, Chairman of Committee, United States Senate, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 18th April 1800 —

HON. URIAH TRACY ESQ.

of the Senate.

SIR The appropriations in this Bill are agreeable to the Estimate of the expense of maintaining the Navy for the present year. —

In line 25th the words "while employed in the Navy service", should be added, after the word "Cutter" — The Revenue Cutters are paid in the Treasury Department to which they appertain; but it was supposed there might be occasion to employ one or more, as Dispatch Boats, for a few months, and that whilst so employed, they should be paid by the Navy — hence this appropriation of 10000 Dollars. —

In a report which I long ago, did myself the honor to make to the Committee of the house of Representatives, on naval affairs, I suggested the propriety of an appropriation, — for the purchase of Timber — If we are to have a Navy, on the best terms, there certainly should be an annual appropriation for this purpose — and the public faith should be at once pledged, that there should be such an appro-

priation — Two Hundred thousand Dollars annually expended, would in a few years fill half a dozen Docks with Timber enough to build as many Ships as would be necessary for our defence — The timber would always be ready — it would daily become better by being better seasoned — and the cost of safe keeping would be very trifling —

I have the honor to be &c

[NDA. Con. LB, Vol. 1.]

To Comptroller of the Treasury, from Abishai Thomas for Secretary of the Navy

[PHILADELPHIA]

Navy Department 18th Ap^l 1800

SIR The Brig Gen^l *Pinckney* being condemned as a cruizer has been sold by order of the Secretary of the Navy, and the money arising from the sale applied to the use of the department by W^m Crafts esquire at Charleston — It is desirable to know how this money is to be brought into account, will you be so good as to instruct me?

With great respect

I have the honor to be

Sir

Y^r mo ob^t Ser^t

AB. THOMAS

JN^o STEELE Esq^r

Comptroller

[Answer]

The following proceedings appear to be necessary in regard to the money mentioned within.

1. The precise amount should be in the first place ascertained by some kind of settlement in the Accountant's office.

2. A warrant must be drawn at the Treasury on Craft's the Agent, in favor of the Treasurer of the United States.

3. Another warrant may be drawn at the same time on the Treasurer of the United States, for the same amount, in favor of Samuel Meredith as Agent for the Naval Department. —

[4.] A warrant for the same amount will be drawn by the Secretary of the Navy in favor of Crafts who will be debited in the Accountant's Books.

[NDA. A-11.]

To Secretary of the Treasury from Secretary of the Navy

[Philadelphia]

Navy Department 18th April 1800

The Secretary of the Navy presents his Compliments to the Secretary of the Treasury and encloses for his information sundry Papers received from Cap^t Bainbridge of the *Norfolk* relative to the Ship *Starling*, Brig *George*, Brig *Sally*, Schooner *Maria* & Sloop *Mary*, which appear to have been concerned in the Slave trade. —

[NDA. Req. on US T, 1798–1803.]

Memorandum concerning journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate *Essex*, 18 April to 4 May 1800

From April 18th to May 4th., when Capt. Preble's private diary closes abruptly on his reaching the neighborhood of the straits of Sunda, there is nothing recorded but the wind, weather, and ship's position, and after that date we extract from a copy of the Log Book of the *Essex* preserved among his papers, viz.:†

†Journal kept on board the United States Ship *Essex* of 32 guns by [Sailing Master] Rufus Low, [U. S. Navy], Edward Preble, Esq., Commander, begun December 16, 1799.

[NR&L, Nr P922¹⁴.]

Extract from journal of the French privateer schooner *Ester*, 18 April 1800

[Translation]

28 GERMINAL Year 8

At daybreak we were opposite the Borgne We sighted a little schooner ahead of the coasting craft which was sailing down squalls bad weather brewing stiff breeze with rain The mainsail and the jib were up the Barge being under bare poles near the shore She was surely anchored at Limbais [Limbé] for an instant after the rain we saw her no more having continued on our way expecting that she was going to follow us we were not able to see her until evening we were anchored in the evening in the Limonade Passage inside the reefs where we passed the night.

[SDA. CL, Cape Haitien, Vol. 1.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, 18 April 1800

At 7 the *Warren* Appeared off the Harbour made Signal N° 13 which was not answered but she made Sail and Stood off.

[NA.]

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

[PHILADELPHIA]

Navy Department 19th April 1800

Captain ALEXANDER MURRAY

SIR You will please to proceed to Norfolk, and as Captain Truxtun is to have the command of the *President* you will take the command of the *Constellation* — You may if you think proper, order 3 or 4 Midshipmen to join you, as it is probable Cap^t Truxtun will wish to have some of his officers removed with him — He was also desirous of removing nearly the whole of his officers, but this could not be done without confusion in the accots and perhaps producing dissatisfaction — yet if you and he agree upon an exchange of one of the three Senior Lieutenants, I shall not object, tho I think it better that they should all remain until the time of the men expires which will be in a few months — The Rigging — Blocks, Sail, & Shot, wanted from

hence for the *Constellation* shall be forwarded with all possible expedition —

I have the honor to be
Yr obed Servt

P S — I will endeavor to get M^r Gordon appointed a Lieutenant — & will send his Commission to Norfolk — You may order him to join you there —

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 19th April 1800

Captain THOMAS TRUXTUN
Norfolk — Virginia.

SIR Captain Murray goes to Norfolk, to relieve you from the *Constellation* but I think it will be proper for you to remain at Norfolk until every thing is properly arranged on board the *Congress*, which I hope will very quickly be the case —

I have the honor to be with great respect
Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799–1800.]

To William Rawle, Attorney for District of Pennsylvania, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 19th April 1800

WILLIAM RAWLE Esquire
Attorney for the District
Of Pennsylvania — }

SIR The enclosed papers contain all the information I have about the Brig *Los Amigos* sent in as a prize by Captⁿ Maley, [commanding U. S. Schooner *Experiment*]

In spite of Law, and in spite of instructions from this Department, this vessel brings not a man of the crew captured on board of her and what is still more extraordinary not a man who assisted in the capture — Please to return the correspondence between Doctor Stevens & Levy, and I shall be glad to know your opinion, whether this vessel can be condemned —

I have the honor &c

[NDA. GLB, Vol. 3, 1799–1800.]

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

CURACAO Ap^l 19. 1800

SIR The last letter w^h I had the honour of writing you was on the 22nd Ult^o I have further calls on me & for that reason am under the necessity to have resource to you

On the 18th March I drew on you in favour David Maffet
for [D^{rs} 1000] (Not Issued) D^{rs}

On the 28th March in favour of Robert Conn for----- 1000

On the 17th Ins^t in favour of George Lawson for----- 2000

together making four thousand Dollars & I expect previous to my
eparture to be oblig'd to draw for more

Cap^t Baker in the *Delaware* has twice call'd for suplies & rece^d
them since my last, he is waiting near to Bon Air to pay his Compli-
ments to a heavy French Ship now momentarily expected from Guada-
loupe, the information he obtained early that such a vessel was ex-
pected, but yesterday I had information that the vessel did sail
yesterday from Guadaloupe loaded with certain articles for the purpose
of fitting out the French Frigate at this place Nothing will be done
I believe by this Govm^t towards fitting her out & their only hopes are
fix'd on this supply from Guadaloupe, how happy for us & the U. S.
if such a vessel as I recommend, in my Letter of the 27th Feb^y had been
now at hand — It is confidently said that the Ship expected mounts
24 — 9 P^d^{rs} Guns & has 200 Good Men on board — I momentarily expect
to hear that the *Delawar*'s officers have gained a Laurel sprig

I have the Honour to be &c

To the SECRETARY OF STATES

O Per Sch^t Resolution via N. YK.

1st Copy Per *Penelope*

[SDA. French Spol. C. A. Curacao, 1797–1801.]

Extract from journal of the French privateer schooner *Ester*, 19 April 1800

[Translation]

29 GERMINAL Year 8

Lying at anchor at Limenade inside the reefs where the Citizen
Michel First Mate came on board about eight in the morning pretty
fine weather not having seen anything of the barge until noon when
she came to rejoin us at the anchorage at two in the afternoon we
sighted four vessels which entered the Cape two schooners a brig and
a three-master — all Americans pretty fine weather rain and light
squalls during the night.

[SDA. CL, Cape Haitien, Vol. 1.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S.
Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding,
Saturday, 19 April 1800

The first part Fresh Gales & flying Clouds

at 4 saw two sail to the Eastward Made sail to Cut the[m] off[f]
from the Havana

at 5½ P M brot to with A shot & Boarded the Schooner *Consolation*
of & from Charleston bound to the Havana 5 Days out Thomas
Mackentire Master the Ship *Gray Hound* of & from Charleston
bound to the Havana 5 Day out John Post [or Prat] Master

at 6 P M 2 Miles from Land 3 Leagues East off Havana Harbour
or Moro Castle Carrayd away the Fore Top Mast stays

Middle part Fresh Breezes and Cloudy
 Wore ship at Midnight to the S E
 at 8 A M the Moro bore S W b W 5 Leag Dist
 at 11 Brot to by A shot the Ship *Mary* of & from Savana bound to
 Havana 12 Days out George Webber 2 Miles from the Moro
 at 12 Meridian the Moro bore South 2 Leagues
 Latter part Fresh Breezes & pleasant
 Latitude Observed. 23° 18' N.
 [HS of Old Newbury, Mass. NDA photostat.]

[20 April 1800]

To Naval Constructor Josiah Fox, U. S. Navy, from Captain Thomas Truxtun,
 U. S. Navy

SIR You will for the good of the Service — the honor of this Yard,
 and your own honor, Compleat the main mast procurred for the *Congress* — for the *Constellation* (tho' it is a little under her demensions)
 and every other article ordered for the latter ship, without loss of
 time. —

The Sec^y of the Navy will expect the *Constellation* to be at sea by
 1st of May at furthest.

I am, Your Ob^t S^t

THOMAS TRUXTUN

NORFOLK 20th April 1800.

M^r JOSIAH FOX.

[Fox Papers. Peabody Museum of Salem.]

[20 April 1800]

Decree of Condemnation pronounced against the French armed Ship *Les Deux Anges*,
 prize to the U. S. Ship *Boston*

A Decree of Condemnation was pronounced yesterday, by his
 Honor Judge Lowell, against the French armed ship *Les Deux Anges*,
 Prize to the United States Frigate *Boston*. The *Deux Anges* is a
 Letter of Marque, captured by Capt. Little, in January last, on her
 passage from Cape Francois to Bordeaux, and is laden with a valu-
 able cargo, consisting of Sugar, Coffee, Cocoa, Tobacco and Cam-
 peachy Wood.

There is an appeal from the decree of Condemnation to the next
 Circuit Court.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 28 April 1800.]

[20 April 1800]

W. Rawle's opinion relative to Schooner *Anna*, captured by the U. S. Schooner
Experiment

The Schooner *Anna* appears to have sailed from Baltimore since
 the operation of the act of 9th feb. 1799. suspending intercourse with
 the French.

Whose property she then was I am not instructed

But I find that on the 14th Dec. 1799 — Richard M. Bell, described as a “mercht of St. Croix”, executes a bill of sale of her to “Benjamin “Dutton of Baltimore a citizen of the United States”

If she belonged to a person resident out of the United States at the time of her sailing from Baltimore, the case is not within the Act: altho’ a resident of the U. S. purchased her afterwards & employed her in the forbidden traffic.

If she belonged to a resident within the U: S. at the time of her sailing from thence — and also at the time of her carrying on — or endeavoring to carry on the traffic prohibited by the act, she is liable to forfeiture.

Should this turn out to be the case the next thing to be proved is that when siezed she was in truth bound to a prohibited port.

On this head the affidavits are very unsatisfactory. It may have been an artifice of the Captain to conceal her real destination but the artifice will prevail unless strong & clear evidence can be adduced of her being otherwise bound.

The affidavits produced will not be sufficient to go into court with— some of the people who were on board should have been sent in with her — From a view therefore of the whole matter, *as it now stands*; I think it would be unadvisable to file an information against her.

W RAWLE
20 Apl. 1800

[NDA. XZ, *Experiment*.]

Extract from journal of the French privateer schooner *Ester*, 20 April 1800

[Translation]

30 GERMINAL Year 8

We remained at anchor until seven o'clock and set sail heading for the Caracole Passage where we anchored about one o'clock in the afternoon and where we stayed the rest of the day pretty fine weather — having sighted a frigate outside.

[SDA. CL, Cape Haitien, Vol. 1.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, 20 April 1800

The Pilot on board at 7 Unmoored Ship and made the Signal for the fleet to Get under way. In attempting to weigh the Stream anchor parted Cable — At 11 Spoke the *Warren* —

[NA.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Sunday, 20 April 1800

The First part Fresh Breezes and flying Clouds
at 6 P M Carrayd away the fore Top sail Tye

at 6½ spoke the Schooner *Charles Pinckney* of New York from Wilmington bound to Havana 14 Days out Thomas Holden Master about 3 Leagues of Havana Wore ship to the Northward

at Midnight Wore ship to the South East

Middle part Fresh Breezes & Cloudy

at 6 A M spoke the Ship *Good Friends* from Philadelphia bound to Havana 13 Days out Capt Earl

at 8 spoke the Schooner *Adventure* from Philadelphia 13 Days out bound to Havana Thomas Lillabridge Master 6 Leagues East of the Havana bore away

at 12 Meridian spoke the U S Ship *Ganges* off the Mouth of Havana with A fleet of Merchantmen under Convoy Hove out the Barge the Capt went on board

Latter part Fresh Breezes and pleasant

this Day the Steward Broachd one Hogshead of Brandy and did not Acquaint me Joseph Whitmore Sailing Master nor Mates nor the Capt of the *Warren* he Broachd it in presance of James Keasy the Capt of the Hold and the Steward has Broachd other Cask of provisions in the same Line Michael Keatan was present when the Hogshead of Brandy was Broachd

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

To Secretary of the Navy from William Rawle, Attorney for District of Pennsylvania

PHILADELPHIA April 21. 1800.

SIR I have carefully perused the papers which I had the honor to receive from you this morning and I cannot from any of them discover the cause of capturing the Spanish brig *Los Amigos*

Perhaps Capt. Maleys letter may state his reasons and if you will favor me with a copy of it I shall be better enabled to judge

But whatever those reasons may be nothing can be judicially done with her till some of her crew or some of the captors attend. It may however be expedient to retain possession till the arrival of some of the captors unless Capt. Maley's letter should disclose facts manifestly inconsistent with the idea of a legal capture

I have the honor Sir to be

with sincere respect & esteem

your obed^t

humble Servant.

W: RAWLE.

HON. BENJAMIN STODDERT

[NDA. XZ, *Experiment*.]

[21 April 1800]

Extract from Log-Book of the American Sloop *Union* of Newburyport, Mass., Abraham Jones, Commanding, captured by the French privateer *L'Hazard*, Commander Blandineau, who also captured the American vessels *Hope* and *Chance*, 18 April to 6 May 1800

April 18. Sailed from St. Bartholomews, in company with the following vessels, under convoy of the United States ship *Merrimack*, Moses Brown, esq. commander

Brigs *Fortune*, Tuck, for Boston; *Dove*, Dobb, for St. Thomas; schr. *Jane*, Mayhew, for Newburyport; *Friendship*, Rutherford, for do. *Chance*, King, for Norfolk; *Hope*, Beal, for Georgetown, S. C. *Polly*, Andrews, for Salem; ———, Savage, for Old York.

April 20. Convoy left us.

April 21. Was taken by the French privateer *Hazard*, Blandineau master, who informed that the day before he had captured the *Hope* above mentioned; she being under Sweedish colours, let her go. — The privateer then saw a sail, which proved to be the schr. *Chance* above mentioned; captured her, and sent her crew on board of my vessel. In going on board of my vessel again, it blowing hard, and a high sea, the boat upset. Captain David King, of the schooner *Chance* above mentioned, with alertness, to his praise be it recorded, launched his boat, and picked up two men who were on the bottom of the boat. The rest of us had caught hold of ropes thrown us by the privateer.

May 1. Spoke the brig *Three Brothers*, of St. Johns, N. P. from Wilmington for Jamaica, supplied us with provisions at an extravagant rate.

6. Spoke the schooner *Mary-Ann*, from Virginia, bound to Jamaica, in lat. 34 22, long. 74, 4 days out; blew hard, could not accept his offer of supplies.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 16 May 1800.]

Extract from journal of the French privateer schooner *Ester*, 21 April 1800

[Translation]

1 FLORÉAL Year 8

In the morning we received on board the Citizen Michel with six men of the crew about seven in the morning at the Caracole Passage we sighted at about two or three o'clock a three-master to the windward and three schooners heading for the Cape with the ordinary wind Fine weather we passed the night at anchor.

[SDA. CL, Cape Haitien, Vol. 1.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, 21 April 1800

Made the Signal for the fleet to beat to Windward

At 5 Made the Signal for the fleet to keep close to the Commodore which some of them did not attend to — At 12 fired a gun and wore Ship

[NA.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Monday, 21 April 1800

The first part Fresh Breezes and Cloudy
at 3 P M single the Top sails fore & Aft
Tackd ship Different Times Occassionally

in Company with the U S Ship *Ganges* & 22 sail of Merchantmen
under Convoy
at Midnight wore ship to the Southward
Middle part Moderate Breezes and Cloudy
at 3 A M Wore ship to Northward by A signal of 1 Gun from the
Ganges
at 11 Hoisted out the Barge Sent her on board of the *Ganges*
brot Capt Mullowny on board of the *Warren*
4 of the *Ganges* Convoy in sight
Latter part Light Breezes & pleasant
Latitude Observed. 23°52' N
[HS of Old Newbury, Mass. NDA photostat.]

[22 April 1800]

Act pertaining to the Navy

United States Statutes at Large. Sixth Congress. Sess. I

An Act to continue in force the act intituled "An act to authorize the defence of the merchant vessels of the United States against French depredations."

[Note: This Act, approved 22 April 1800, may be found in the Statutes at Large, Volume II, pp 39.]

[Statute II.]

[22 April 1800]

Act pertaining to the U. S. Marine Corps

United States Statutes at Large. Sixth Congress. Sess. I

An Act fixing the rank and pay of the Commanding Officer of the Corps of Marines.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a lieutenant-colonel commandant shall be appointed to command the corps of marines, and shall be entitled to the same pay and emoluments as a lieutenant-colonel in the army of the United States; any thing in the act for the establishing and organizing a marine corps to the contrary notwithstanding; and that the office of major of the said corps shall thereafter be abolished.

Approved, APRIL 22, 1800.

[Statute II, p. 39.]

To Captain John Rodgers, U. S. Navy from certain Officers on board his ship, U. S. S. *Maryland*, congratulating him on his former association with Captain Thomas Truxtun, U. S. Navy, with particular reference to engagement between U. S. Frigate *Constellation*, and French National Frigate, *La Vengeance*, and Captain Rodgers reply

On board the United States Ship *Maryland*,
off ST. CHRISTOPHERS, *April 22, 1800.*

SIR, PERMIT us, the undersigned Officers on board the United States Ship *Maryland*, under your command, to offer you our sincere congratulations on the late great, important and interesting naval engagement between the United States Frigate *Constellation*, of 36 guns, THOMAS TRUXTON, Esq. and a French 54 gun ship with 575 men, wherein the Frenchman, only an unavoidable accident preventing, must have surrendered his Ship to the American flag.

Although kind fortune has yet in no instance enabled us to do ourselves the honor, since your command of this ship, to obtain a Naval Victory, and for which you are so eminently qualified, we feel a peculiar satisfaction in having this opportunity to congratulate you, on the late engagement of your inestimable friend, for which, and for whom you appear to be so much interested, and who on a former and similar occasion, was assisted by your personal and zealous co-operation.

GEORGE COX, 1st. Lieutenant.
WILLIAM DAVIES, 2d. Lieutenant.
ANDERSON WARFIELD, Surgeon.
WILLIAM WESCOTT, Master.
PETER GARTS, Purser.

JOHN RODGERS, Esq.

[Captain John Rodgers' reply]

U. S. ship *Maryland*, off ST. KITTS,
April 22, 1800.

GENTLEMEN, It is with great pleasure I return you my thanks for your congratulations on the late action between the *Constellation* of 36 guns, and 313 men, commanded by my gallant friend Capt. TRUXTON, and the French National ship *Vengeance*, of 54 guns and 575 men, which action on the part of the American flag, certainly deserves to be numbered among those of the most gallant since the commencement of the French revolution, and I feel much pleased to find you have so just a sense of the honor it has done your country's flag.

I thank you for your encomiums on my qualifications as a Naval Officer, and lament with you, that we have not an opportunity in a similar case, of deserving our country's applause, yet I do not despair, although fortune has been unkind.

I am, gentlemen, with much friendship, your obedient humble servant,

JOHN RODGERS.

GEORGE COX, &c. &c.

[LC, "Mass. Mercury", (Boston), 27 May 1800.]

To Captain James Sever, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

NORFOLK 22^d April 1800 —

SIR The President of the United States, has appointed me to be President of a Court of enquiry, to investigate the causes of the loss of the Masts &c, of the Frigate *Congress*, and in conformity thereto, I have summons'd Captains Samuel & James Barron, to attend on board the *Chesapeake* on Saturday, at ten o'clock in the forenoon, where you will appear with your log book first Lieu^t and Sailing Master, and such other Officers &c as you & your first Lieu^t may think necessary to meet the investigation — but as this is merely a court of inquiry, it does not appear to me necessary, that more than the first Lieu^t Master and two or three other Officers should be present.

The charges against the Mutineers from the *Congress*, now confined in the Jail of this Borough — You will be pleased to exhibit to me in writing — in order that I direct a Court Martial to be held on them. Should you have any particular or well founded Objection, to any of the members of the Court of inquiry above mentioned, Be pleased to inform me, and the inquiry shall be postponed untill other Captains arrive.

I have the honor to be Sir with very great Respect —

Your Ob^t humble Servant

THOMAS TRUXTUN

Captⁿ JAMES SEVER
Frigate *Congress*

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

Extract from journal of the French Privateer schooner *Ester*, 22 April 1800

[Translation]

2 FLORÉAL Year 8

At daybreak the Citizen Doluc [?] came on board with provisions at six o'clock we got under way At about eight o'clock we saw two small craft to windward of us which were sailing down at two in the afternoon being abreast of Manceni [Manzanillo] Bay a schooner was sighted and a moment later a brig to windward of us sailing down in the channel at half past two a large three-mast frigate or vessel about three leagues to windward of us sailing down before the wind with sea breeze brisk gale we anchored in the evening at seven o'clock in the bay of Môteris [Monte Cristi Bay] in seven fathoms of water in order to expect the Barge.

[SDA. CL, Cape Haitien, Vol. 1.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Tuesday, 22 April 1800

The first part Light Breezes and pleasant
Tackd ship Made sail and took it in Occasionally
at 7 P M Hoisted a signal Lanthorn at the Mizen Peak & Led the
Van

Middle part Light Breezes & Cloudy
 at 2 A M fired a Gun A signal to Tack ship Northward
 at 6 A M Capt Mulloany came on board to Consult with Capt
 Newman Returned at 7 A M, 5 sail of the fleet in sight
 at 11 A M saw Salt Key bearing E N E 4 Leagues Dist
 Latter part Light Breezes & pleasant
 Latitude Observed. 23° 50' N
 [HS of Old Newbury, Mass. NDA photostat.]

[23 April 1800]

Act pertaining to the Navy

United States Statutes at Large. Sixth Congress. Sess I

An Act for the better government of the Navy of the United States.

[Note: This Act, approved 23 April 1800, may be found in the Statutes at Large, volume II, pp. 45 to 53 inclusive, and in it are set forth rules and regulations for the government of the Navy of the United States.]

[Statutes II.]

To Captain Robert Gill, Navy Storekeeper, from Abishai Thomas for Secretary
 of the Navy

[PHILADELPHIA]

23^d April 1800

Captain ROBERT GILL

SIR Please furnish the following articles for the use of the Frigate
Philadelphia Captain Decatur, now at New Castle

- 2 dozen Duck Ball Hooks & Thimbles
- 30 lbs Marline & Houseline
- 4 lb Black Lead 5 Quires Writing paper
- 25 Quils, 4 lb Sewing Twine, 2 dozen Breech Thimbles
- 4 Marline needles for Grape, 5000 pump tacks
- 1 dozen Hooks & Thimbles Spare Small
- 6 Sheep Skins — 1 dozen pad Locks for Arm Chests
- 2 Sheets of Sheet Iron to make Boxes to case head in
- 6 lb cast steel to make Drills and small tools
- 3 Lb Sheet Brass for brazing & other purposes
- 6 rattail files — 6 three square files
- 2 dozen Muskit Ball Screws
- 50 Hammocks —

By order

AB THOMAS

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

[23 April 1800]

Extract from a letter to Secretary of the Navy from Lieutenant John Shaw, U. S.
 Navy, concerning his action with a Spanish Packet of Havana

[U. S. SCHOONER *Enterprize*]

St. Thomas's May 1 [1800]

"On the 13th I fell in with the U. S. brig *Augusta* and schooner
Experiment — nothing particular occurred until the the 23d October

[April], 2 P. M. saw a sail to the S. E. stand to the S. W. made all sail and gave chase: found her to be a brig of 18 guns and well manned — made every necessary preparation to engage her if a Frenchman, and showed my colours; but when under her guns, she hoisted the Spanish flag at the main and commenced a smart fire from her quarter and stern guns on me; still kept raining on her, and took a position, 150 yards, on her larboard quarter, when I thought it was full time to return her salute; a warm and brisk fire ensued; and I gained the wind on her. I should not have delayed so long bringing her to close action had I not conceived her to belong to a nation not at war with us, and that carrying her by force, might be the means of involving us in some national dispute hereafter, I consulted my officers respecting her, and one of them recognized her to be a Spanish Packet from the Havannah, I therefore discontinued the action."

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

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

Frigate *Philadelphia* off
NEW CASTLE, April 23^d 1800 —

DEAR SIR I have the satisfaction of informing you of my having reached this place on the 21st Ins^t but my patience was nearly exhausted by delays occasioned by head winds & getting on shore

Your son is at present in good health, but was for a little time unwell, caused by a felon on his thumb, — I rec^d the note you were pleased to favor me with, and shall not fail giving the information you request, by the return of Pilot —

As I observe by the Papers that Five Admirals are to be appointed, I have to beg the favor of your freindly interference in my behalf and which will be acknowledged with gratitude by me.

My crew are in good health & spirits, I expect to get under way to proceed to sea, either this evening or in the morning

Please make my respects to M^{rs} Pickering, and assure her that she not entertain any apprehension on account of her son, as I shall at all times, pay the same attention to him that I would to my own son —

M^{rs} Decatur & M^{rs} M^r Knight join in their respects to your lady

I am Sir

Your M^o Obed^t Serv^t

STEPHEN DECATUR

[Mass. HS. Pickering Papers, Vol. 26.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Wednesday, 23 April 1800

The first part Light Breezes & pleasant Weather Still in Company with the *Ganges*

at 6½ P M the South part of Double Head Shot bore S by E 2 Leagues Dist the Northern part bore E N E 5 Miles wore ship to

the Westward Hoisted A Light at the Mizen peak & Wore through the Night

Middle part Light Breezes & pleasant

at 7 A M Tackd ship to the Eastward Spoke the *Ganges* Sent on board of her the Prisoners James Leonard & Thomas Davis, Job Priest A Marine being unfit for Duty

at 8 A M bore Away to the Southward

Set steering sails fore and Aft

Latter part Moderate and pleasant

Latitude Observed. 24°19' North

Longitude Observed. 80°20' West

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

[24 April 1800]

An Act to make further provision for the removal and accommodation of the Government of the United States

SECTION 1. *Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the President of the United States shall be, and hereby is authorized and empowered, to direct the various offices belonging to the several executive departments of the United States, to be removed to the city of Washington, at any time that he shall judge proper, after the adjournment of the present session of Congress, and before the time heretofore appointed by law for such removal.

SEC. 2. *And be it further enacted*, That for the purpose of providing furniture for the house erected in the city of Washington, for the accommodation of the President of the United States, a sum not exceeding fifteen thousand dollars be expended, under the direction of the heads of the several departments of state of the treasury, of war, and of the navy.

SEC. 3. *And be it further enacted*, That for the suitable accommodation of Congress at the city of Washington, the secretaries of the four executive departments, or any three of them, shall be, and hereby are authorized and directed to cause suitable furniture to be forthwith provided for the apartments, which are to be occupied in the capitol at the said city, by the two houses respectively, and for the offices and committee rooms of each; and to cause the said apartments, offices and committee rooms to be furnished in a suitable manner, so as to be ready for the reception of Congress on the day fixed by law for the removal of the government to the said city; and that for defraying the expenses incident to the furnishing of the said apartments, offices, and committee rooms, and to the removal of the books, papers, and records belonging to the said offices respectively, there shall be, and hereby is appropriated a sum not exceeding nine thousand dollars.

SEC. 4. *And be it further enacted*, That for the greater convenience of the members of both houses of Congress in attending their duty in the said city of Washington, and the greater facility of communication between the various departments and offices of the government, there shall be made foot-ways in the said city in suitable places and directions; and that the said foot-ways shall be made by the commissioners

of the said city, under the direction of the secretaries of the four executive departments of the United States, who, or any three of whom, shall forthwith take order therefor, and in such manner, at such places, and in such directions as they or any three of them shall judge most proper for the purposes aforesaid, and shall appoint; and that if the said secretaries, or any three of them, shall find on examination, that there is not in the hands of the said commissioners a sum sufficient for making the said foot-ways, over and above what may have been destined by the said commissioners, or may, in the opinion of the said secretaries, or any three of them, be necessary for the accomplishment of other objects necessary for the accommodation of the government, or its removal as aforesaid, then the said secretaries, or any three of them, shall be, and hereby are authorized and required to draw out of the treasury of the United States, and apply to the purpose of making the said foot-ways, any sum which may be necessary therefor, not exceeding ten thousand dollars; which sum is hereby appropriated for the said purpose. And all the lots in the city of Washington, now vested in the said commissioners, or in trustees in any manner for the use of the United States, and now remaining unsold, excepting those set apart for public purposes, shall be, and are hereby declared and made chargeable with the repayment of the said sum of ten thousand dollars, which shall be advanced in pursuance of this act, and the interest accruing thereon.

SEC. 5. *And be it further enacted*, That for the purchase of such books as may be necessary for the use of Congress at the said city of Washington, and for fitting up a suitable apartment for containing them and for placing them therein, the sum of five thousand dollars shall be, and hereby is appropriated; and that the said purchase shall be made by the Secretary of the Senate and Clerk of the House of Representatives, pursuant to such directions as shall be given, and such catalogue as shall be furnished by a joint committee of both houses of Congress to be appointed for that purpose; and that the said books shall be placed in one suitable apartment in the capitol in the said city, for the use of both houses of Congress and the members thereof, according to such regulations as the committee aforesaid shall devise and establish.

SEC. 6. *And be it further enacted*, That the several appropriations aforesaid shall be paid out of any monies in the treasury of the United States not otherwise appropriated.

Approved, APRIL 24, 1800.

[Statute II, pp. 55-56.]

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

Copy

U. S. Frigate *Constitution*, at Sea
April 24th 1800.

Captain CHRISTOPHER RAYMOND PERRY,

SIR, Lieut Porter in the tender *Amphitheatre*, who left the Cape this morning, handed me your letter of the 8th Instant. He apologises for not delivering it sooner, by stating that he never knew that such

letter were on board untill within a few days, when he found it in his birth under his bed.

I observe what you are pleased to say with regard to the seventeen Invalids I put on board the *General Greene* to be taken to the United States for the purpose of being there discharged as unfit for duty. It appears to me that your fears & apprehensions are totally groundless as to those men occasioning any additional sickness to your crew. — I stated to you when those men went on board, that their complaints were generally of a long standing & some of them from the day of the ship's sailing from Boston. That old age, broken bones & long debility were the causes of their being unfit for service, and I then gave you my word that not one of those men were seized with any fever or other complaint of a contagious nature. In fact, there never has been one case of that nature on board the *Constitution*, except the one that was brought out in my boat from the Cape, where he had been confined in prison for desertion from the *General Greene*. This man was sick with the yellow fever when he came on board the *Constitution*, and he died in seventeen hours after. But no one on board this ship was affected by that circumstance. If you will please to look at my Surgeon's return of those men where their cases are stated, you will then find that not one of those invalids had a complaint which would make it dangerous for him to be received on board any ship.

What, Sir, can detain you so long in port? I much fear the Secretary of the Navy will be dissatisfied, & that probably General Wilkinson will despair of your arrival, and embrace some other means of making a passage.

I send the tender back into port, on this occasion, to inform you in this way, that it is my wish that you will, at all events, leave port immediately and pursue your passage to the United States by the rout which has been already pointed out to you.

Enclosed are the french papers you asked for.

I have the honor to be

Sir, your obedient serv^t

SILAS TALBOT

[NDA. CMR, Vol. 1, 1799-1805.]

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

(Copy)

NORFOLK 24th April 1800 —

SIR In consequence of orders received from the Secretary of the Navy — to arrest and bring to trial all Offenders against the Marine rules and regulations of the United States. I do hereby appoint you President of a Court Martial to be held on board the Frigate *Chesapeake* (on Saturday the third Day of May next at 10 OClock in the forenoon) on a Midshipman and eight Men belonging to the United States Ship *Congress*. — You will accordingly pay the strictest attention to this Notice — and I do hereby direct you to summons Captain James Barron to Attend as a Member, together with such other Captain or Captains: *Junior to yourself*, as may arrive between this time, and the day appointed as above, for holding the said Court — as also

any Sea Lieutenants now here (those of the frigate *Congress* excepted) or that may arrive in time — Provided that the said Court, do not consist of more than Thirteen Members, nor less than five, and I do hereby appoint Robert Taylor Esq^r to Officiate as the Judge Advocate of the said Court. —

Captain Sever being the Prosecutor, I have given him regular Notice, to appear with the evidence he may have against the Prisoners and I have also directed that Officer to inform them immediately and with regularity of the Day fixt for their trial — in order that Each one may bring forward such evidence as he may have in his favour, and you will also give them the like Notice in form. I have only to add — that it is my desire — that you proceed in this Business with the greatest Regularity agreeable to the Act of Congress provided to meet the several charges, which I here enclose you from under the hand of the Prosecutor, with the Names of the Offenders, and that you will furnish me with a Copy of the proceedings of the Court &c &c — agreeable to Law, and another Copy you will forward to the Secretary of the Navy.

I have the honor to be Sir with great
respect — your very Ob^t humble Servant.

THOMAS TRUXTUN

SAMUEL BARRON Esq^r
Captain in the Navy of U. S.—

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

To Captain James Sever, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

NORFOLK 24th April 1800

SIR I have the honor to enclose you, copy of an Order issued by me this day, for holding a court martial — on the midshipmen and Eight men — charged by you, with various offences against the marine Laws of the U. S.

You will be pleased to attend to its contents, and give the prisoners notice by having the order read to them.

The greater the regularity and the more solemn a business of this sort is conducted — the greater the effect will be among the crews of ships. In fact it is but right, that a prosecutor should inform a Prisoner, of his intention of Bring[ing] him to a Court Martial, previous to the Notice going from the Court.—

I am with great Respect

Your very Ob^t S^t

THOMAS TRUXTUN

JAMES SEVER Esq.
Captⁿ in Navy U. S.

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

[24 April 1800]

Launching of the U. S. Frigate *New York* at New York

"Yesterday was launched the [U. S.] Frigate *New York*, of 38 Guns, built by the Merchants of this city for the purpose of loaning her to the Government.

This Ship is highly praised for her form and workmanship. Mr. Carpenter was the builder, and Captain Robinson is appointed to her command.

Our little Navy grows apace. May it soon be fully competent to the protection of our commerce against all insults and depredations."

[LC, "Daily Advertiser", (N. Y.), Friday, 25 April 1800.]

[24 April 1800]

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

"A letter from R. V. Morris, of the *Adams*, to the Secretary of the Navy, dated Bassatterre Road, St. Christophers, April 24, states his arrival there with a convoy of 24 sail from Martinique; the two recaptured privateers *l'Heureuse Rencontre* and *General Massena*, have been driven on shore in a gale of wind and injured so much as to be unfit to send to America.

The United States brig *Pickering*, has captured *l'Active*, French privateer, of Guadaloupe, of 12 guns and 62 men.

The U. S. ship *Merrimack*, re captured the American brig *Ann*, from New Haven to Martinique.

[LC, "The Daily Advertiser", (N. Y.), 28 May 1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 24 April 1800

Moderate breezes and clear weather, Employd working to windward of Cape Francois

At 7 In 2^d reef in the topsails the Cape S S W 3 leagues

During the night moderate breezes wore and tackd as nessasary to keep our station

At Daylight saw a strange sail to the Westward and another to the Southward that appeard to be standing out from the cape, at 11 Joind company with the *Amphitheatre* from the Cape

At 12 Moderate and clear *Amphitheatre* in company the strange sail still in sight to the Westw^d the Cape S by W four league

[NDA photostat.]

Extract from log book of U. S. Ship *General Greene*, Captain Christopher R. Perry, U. S. Navy, commanding, Thursday, 24 April 1800

[In harbor of Cape Francois] Pleasant Lieu^t Weaver of the Marines sail'd this morning in the Prize Schooner *Juno* for the U. S. — Allen Viall, Jacal [or Jacob] Dana, John M^eNish and the Invalids from the *Constitution* were sent home in her — Ends Pleasant —

[NDA, NO.]

To President John Adams from Secretary of the Navy

NAVY DEPARTMENT

25th April 1800

The Secretary of the Navy, has the honor to submit, for the consideration of the President, the following observations.

No *express* provision was made by Congress, for establishing Navy Yards, for building the first six Frigates directed by Law; but as Vessels so large could not be built without first erecting Wharves, or extending Wharves before erected, both these things were done — and in every instance on private property:—so that the Public have now little or no advantage from the expenditure of sums to a considerable amount. The evil, however, did not stop here. The Yards, connected with the Wharves, were, in almost every instance, too confined to admit of the convenience of piling away the timber, in a manner to prevent the necessity of frequent removals of one piece to get at another — which happened to be first wanted. The expence of this unnecessary kind of labour, arising solely from the want of sufficient room in the yard, amounted to several thousand dollars in building the Frigate *United States*, at Philadelphia. At Boston & at Baltimore, there is reason to believe this expence was still more considerable. It would not perhaps be hazarding too much to say, that the sums lost in improving private property, & in piling & unpling of timber, from the want of yards sufficiently capacious, would have been nearly sufficient to have procured them for the Public, & to have erected Wharves & other essential improvements. —

But when the building of these Frigates commenced, it was not foreseen that the United States would so soon want more — nor was the Public mind prepared to consider the establishment of a Navy, as necessary to the honor and safety of the Country.

All the timber, except the Frames, for the six 74 gun-ships authorized to be built, has been ordered to be procured at Portsmouth in New Hampshire — Boston — N York — Phila^a — Norfolk — and the City of Washington; & the greater part, if not the whole, has been already collected at these different places.

Contracts have been long made, and are in part executed, for the Frames for these ships, of the live oak of Georgia and South Carolina — and measures are in operation to transport, as soon as may be, these Frames to the different building places. — At Norfolk, the yard where the Frigate was built, belonging to the State of Virginia, has been lately ceded to the United States, on the condition of being paid the value of the ground, which it is presumed will not exceed two thousand dollars, and this will include the wharf heretofore built by the United States. At the City of Washington, a sufficient quantity of ground, selected for a Navy Yard, belonged to the Public. At Philadelphia, the old, and very inconvenient, confined yard, heretofore used, must be again rented — considerable additions be made to the Wharf at the Public expence — and the unnecessary loss of constant removal of timber be again sustained — or ground, sufficient for a proper Navy Yard, must be purchased, at an expence, equal perhaps, to 30,000 Dollars — At New York, there have been already two wharves, built by the Public, for the Frigate *President* — the first wharf was discovered to be placed where there was not sufficient water, to launch the ship. It is not yet ascertained, for what sum, a quantity of

ground adequate to the purpose can be obtained at a place, said to be extremely proper, near N York, for a Building-Yard; but it is believed, the price will not exceed a few Thousand dollars — At Boston, the old Yard; besides being private property, & too confined to contain the timber for a 74 gun ship, is so much surrounded by Wooden Houses, as to be thought too dangerous a situation, for building a valuable ship — especially a ship that might remain long on the Stocks. At this place, or rather at Charleston, there is a very proper situation for a Building Yard; but the ground, necessary for the purpose, cannot be obtained for less than 18,000, or 20,000 Dollars. At Portsmouth, the yard of M^r Langdon, hired for the Frigate, might be used for the 74 gun ship; — but an Island, at this place, quite convenient for all the Purposes of a large establishment, can be procured for 6000 D^{rs} —

In this view of the subject — and believing that it is the truest oconomy to provide at once permanent Yards, which shall be the Public Property, and which will allways be worth to the Public, the money expended thereon, instead of pursuing the system at first adopted, which, with the experience before us, could only be justified, on the ground, that the ships, now ordered, are the last to be built by the United States: The Secretary of the Navy, has had but little difficulty in making up his opinion, that the proper course to be pursued, is to make the Building Yards at Norfolk, Washington, New York & Portsmouth, Public Property and to commence them on a scale as if they were meant to be permanent; and also, the Building Yards at Philadelphia and at Boston, notwithstanding the high prices which must be given for the ground.

M^r Humphreys, whose report accompanies this, was sent to the Eastward, to view the situations about Boston & Portsmouth, proper for building Yards — He could nowhere find, within a convenient distance of Boston, a situation, so eligible in all respects, as Charleston [Charlestown].

M^r Humphreys was also instructed to examine, the different Ports & Harbours, Eastward of New York, with a view to the selection of a situation for one of the Docks, for repairing of ships, directed by Act of Congress — His report on that subject, corresponds with the opinion, the Secretary of the Navy has long entertained, from the best lights in his power, that Newport, Rhode Island, affords advantages which give it a superiority over every other place — It is of easy access, and can be gained under circumstances which would render it almost impossible for a ship in a cripled state, to reach any other port, to the Eastward of Chesapeake Bay — It has a capacious & a very safe harbour in all kinds of weather — and is the very point, of which a Maritime Enemy would endeavour to get possession, for the purpose of annoying on our own Coasts, our own Trade, & of cutting off one half the Maritime Strength of our Country, from the other half.

The objection to this place, is the expense of Fortifying it. In a War with England — or in a war with France, if France had only the United States to contend with, either Nation would take possession of Rhode Island, & would make it a second Gibraltar — indeed it would be much more injurious to the United States, in the hands of either Nation, than Gibraltar is to Spain. Half a dozen Hostile

Ships would do more mischief to our commerce, from Rhode Island, from the celerity with which they could move in & out of port, than double the number from Boston, or most other Ports. It is a National object then, to keep possession of Rhode Island, too important to be neglected — let the expence of Fortification, be what it may —

Boston, from the natural strength of it's situation, the great number, of Ship Carpenters in it's vicinity, and of it's Seamen, must always remain, a Building place & a place of Rendezvous, for our Navy, of the first importance. At Boston, too, the tides rise so high, as to lessen greatly the expence of emptying a Dock; but the danger of the Coast, Eastward of Cape Cod, & the difficulty of access to Boston harbour, seem to forbid a reliance on that place, as the principal rendezvous of our Navy, in a war on our Coasts, and as an asylum for ships damaged in action, & seeking a port for repairs

New London has many advantages for a Dock — At this place, the Machine for pumping the Dock, might be worked by water, instead of using for that purpose, a steam engine of more expence — It is capable of being fortified at an expence considerably less than Rhode Island — but it is not so easy of access as Rhode Island — indeed a ship cannot enter the harbour with a N:W: wind, nor is the Harbour very capacious. But a Judicious Enemy, able to make an establishment on our Eastern Coast, would not hesitate a moment between New London and Rhode Island — nor indeed between Rhode Island and any other place, on account of the great facility with which they could carry on their operations from Rhode-Island.

There are several fine Harbours East of Boston. — Portsmouth — Portland — & Wiscasset, will all become important, in a Naval view, as the country advances in population; but it is conceived, that it is yet too early, to put them in competition with Boston, Rhode Island or New London — They are, indeed, all subject to one of the disadvantages, which is made an objection to Boston, & in a greater degree — The Fogs, which so frequently prevail, & continue so long, on all the Eastern Coast from Cape Cod, particularly in the Spring season.

Together with the report of M^r Humphreys, the Secretary of the Navy has the honor to lay before the President, Sundry plans & observations, relative to the Harbors of New London — Newport — Providence — Boston — Charlesto[w]n — Portsmouth — Portland & Wiscasset.

All which is respectfully submitted.

BEN STODDERT.

[NDA photostat.]

[About 25 April 1800]

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

A Copy

SIR, I am duly honored with yours of the 24th Instant, and beg leave to observe, that my Observations in regard to the Invalids put on board the *General Greene*, from the *Constitution*, were founded, on the Joint Opinion's of the Surgeon of the Hospital in Cape Francois, and of Doct^r Turner Surgeon of the *General Greene*.

You can easily conceive Sir, I presume, that it is not necessary that such men should be affected w^h contagious diseases, to make their presence on board of a Vessel, dangerous to the health of a crew. The impure atmosphere occasioned by the frequently respired air of such persons, being in itself sufficient to dispose to various diseases, in a warm, and unhealthy climate (and especially those of a putrid kind) without having recourse to a specific contagion — I had scarce a sick man when they came on board, now I have twelve, On leaving New Port I took nearly thirty men out of the Hospital, and in a short time by care they recovered their health's. My Ship has been in port a much longer time, than at present, and not any sickness whatever prevail'd. I have been cruising upon the south side of this Island, which is generally acknowledged to be the most sickly part of the West Indies, and not a single man sick, and when I arrived off the Cape, my whole crew were in perfect health — I am perfectly satisfied on my own part of the propriety of sending these men home, and had the *General Greene* been bound directly there, should with pleasure have convey'd them. But she is bound to an unhealthy place for the purpose of taking on board, and Conveying to America, a Gentleman (with his family) of the first respectability in the United States. —

My delay in port has been Occasioned by several circumstances — The first was from an application made to me, by a number of American Gentlemen, to remain in Port, that I might secure to their persons, and the most valuable part of their property a retreat, The Second was from my not being able to procure a passport, from the circumstance of General Moyes being at l. Haut. du. Cap. until the day before Yesterday; since which I have not been able to obtain even the promise of having a Pilot, before tomorrow morning. And Gen^l Toussaint, who arrived here this afternoon, importunes me to wait forty eight hours, to take two Colonels to America, who he sends there on Public business — I am at a loss how to act. I wish to oblige, and accomodate General Toussaint — which I also know to be the wish of the Secretary of the Navy, and I likewise wish to be on my way to America, particularly on account of the Situation of my crew; the time for which my people enlisted has Expired, and nothing but absolute necessity, or a desire to do something, which might be usefull to my Country could prevail on me to stay.

I have the honor to be

Sir, with great respect

Your Obed^t Servant

CHRIS. RAYMOND PERRY

SILAS TALBOT Esq^r Comd^r
of the U S Ships of War on the
S^t Domingo & Havannah Stations

[NDA. CMR, Vol. 1, 1799-1805.]

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

U. S. Frigate *Constitution*,
off CAPE FRANCOIS, April 25. 1800.

SIR, I had the honour to state in my last, dated 12th instant, that it was my expectation that the *General Greene* was then on her way

to New Orleans. From the date of that letter, the *Constitution* kept cruising between Monte Christo & Port Plate, untill yesterday, when we appeared off the Cape again to look after the *Herald* which I had been expecting out from the Cape for many days before, & was to have brought out a little wood, which was much wanted on board. On running in near the Cape, I found to my great surprise, that not only the *Herald* remained yet in port, but that the *General Greene* was there also.

Captain Perry went into the Cape on the 6th inst; & he received my orders to proceed to the United States, by the way of New Orleans, on the day following. It was my belief when the *General Greene* went into port, and I am still of the same opinion, that she might have been ready to sail again in one day, or at least in two days; for there was nothing to detain her, but to land a little surplus provisions, & to take in water to last the ship to New Orleans. She has however been in port, nineteen days, & when Captain Perry will leave port is not in my power to say. I wrote him a letter yesterday in answer to one I had received from him and closed the subject of it with an order for him to put to sea immediately, & at all events. I sent this letter to him by the pilot boat, tender, which went in last night and came out again this morning, with a letter from Captain Perry offering some reasons for his remaining still in port, and also for not continuing some invalids on board, which I had placed there to be taken to America, as they were useless in service. To my mind, not one of the reasons offered by Captain Perry for so great delay, has any weight; & the sickness he mentions as beginning to encrease on board his ship is doubtless owing to his continuing so long in a sickly port, & not to any men that were received from the *Constitution*, as he seems to insinuate. I shall take the liberty to enclose the papers relative to the subject of this letter, as I wish to convince you of what is really true, that the delay which has taken place in the sailing of the *General Greene* has not been with my consent or approbation. If the Captain can justify himself to you, I shall be glad, as it will be, doubtless, greatly to his honour. His log-book will explain the time that ship has been in port, while on this station.

I have the honour to be

with great respect,

Sir,

Your obedient serv^t

SILAS TALBOT.

Hon^{ble} BENJ^{ts} STODDERT

Secretary of the Navy.

[NDA. CMR, Vol. 1, 1799–1805.]

To the Commanding Officer of the U. S. Marine Corps, from. Secretary of the Navy

[PHILADELPHIA]

Navy Department 25th April 1800

THE COMMANDING OFFICER OF THE MARINE CORPS—

SIR A detachment of Marines to consist of 1 Captain, 1 Lieutenant and 50 privates including non commissioned, officers, is required for the Frigate *Chesapeake* at Norfolk.

You will be pleased to take orders for supplying this Detachment —
I have the honor to be
Yr obed S^t

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

B[ENJAMIN] S[TODDERT]

To Midshipman John Duboise (or Dubose), U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 25th April 1800

M^r JOHN DUBOISE [OR DUBOSE]

Midshipman on board of the *Congress*
Norfolk —

SIR I have your letter of the 18th enclosing your Warrant, which I now return. — Have a little patience, you shall be seperated from Captain Sever if he goes in the *Congress*, you shall be removed. — But do not mention this to the other Midshipmen, as there is too much disorder and uneasiness on board of the *Congress* already. —

Before the *Congress* sails, you shall hear from me again. I should be sorry with your qualifications to make a valuable Officer, you should leave the service. —

I am Sir

Your obed Servt

B[ENJAMIN] S[TODDERT]

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

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

Frigate *Philad^a* off BOMBAY HOOK

April 25th 1800 —

SIR The morning after I had the pleasure of writing you from New Castle I got under way and in three hours ran to this place, (thirty five miles distance) although under easy sail & against a strong tide, & part of the time dragging the mud over the flats the water being rather shoal, I am very confident the *Philadelphia* will prove a very fast sailer. —

I am only waiting for a fair wind to procede to sea —

The following is an account of the quantity of powder used in firing the carronades, and the distance the balls were carried, in the proof I yesterday had of them —

first fire	— 3½ lbs powder	— 1¼ mile
second fire	— 3 — D ^o	— 1¼ D ^o
third D ^o	— 2¼ — elevated	— rather over 1¼ mile
fourth D ^o	4 lbs	D ^o 1½ D ^o

I did not perceive the carronades jump nor was there any straining on the breeching, or any heat that could be felt by the hand — I also tried an 18 Pounder

1st fire 4 lbs Powder — carried 2½ miles

2^d “ 3½ D^o — 2½ D^o

3^d “ 3½ D^o elavated, considerable more than Two and a half miles —

With the quantity of powder that I have made use of as above, I have no doubt of great execution being done at the proper distance —
Your son is in good health & spirits —

I am Sir

Your M^e Obed^t Serv^t

STEPHEN DECATUR

[Mass. HS. Pickering Papers, Vol. 26.]

To Major Commandant William W. Burrows, U. S. Marine Corps, from Second Lieutenant Samuel Llewellyn, U. S. Marine Corps

On Board the Frigate *Congress*

NORFOLK, April 25th, 1800

Major W. W. BURROWS

SIR: From the unfavorable Result of a circumstance which took place yesterday morning — I am induced to address you as follows — A debate having took place some time ago between two young Gentlemen [*] of the ship — which it seems nothing short of a duel could decide — one of them called on Mr. Strother to act as his friend on the occasion. Notwithstanding this affair took place on our first arrival here — an opportunity for Effecting it never offered until yesterday morning — when they met in order to determine the Business Accompanied by Mr. Strother & a Capt:n Finney — they took their distance & Fired — The Gentleman to whom Mr. Strother was second shot his antagonist through the neck which put an immediate period to his Existence — the parties left the ground shortly after he fell — the surviving combatant has I believe made his Entire Elopement — Mr. Strother who has probably been retarded by this affair from coming the day before Repaired on board last Evening with money to Pay off the Marines — He suggested to me the probability of being Pursued by the civil authority to whom he intended to surrender.

SAMUEL LLEWELLIN

Lieut.

[*Midshipman John Dubose U. S. Navy and Midshipman Samuel W. Cushing, U. S. Navy.]

[Recruiters' Bulletin, U. S. Marine Corps, August 1916, p. 15]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 25 April 1800

Lying too Receiveing Wood and beef from the Tender *Amphitheatre* Moderate and clear at 2 filld and parted company with the *Amphitheatre*

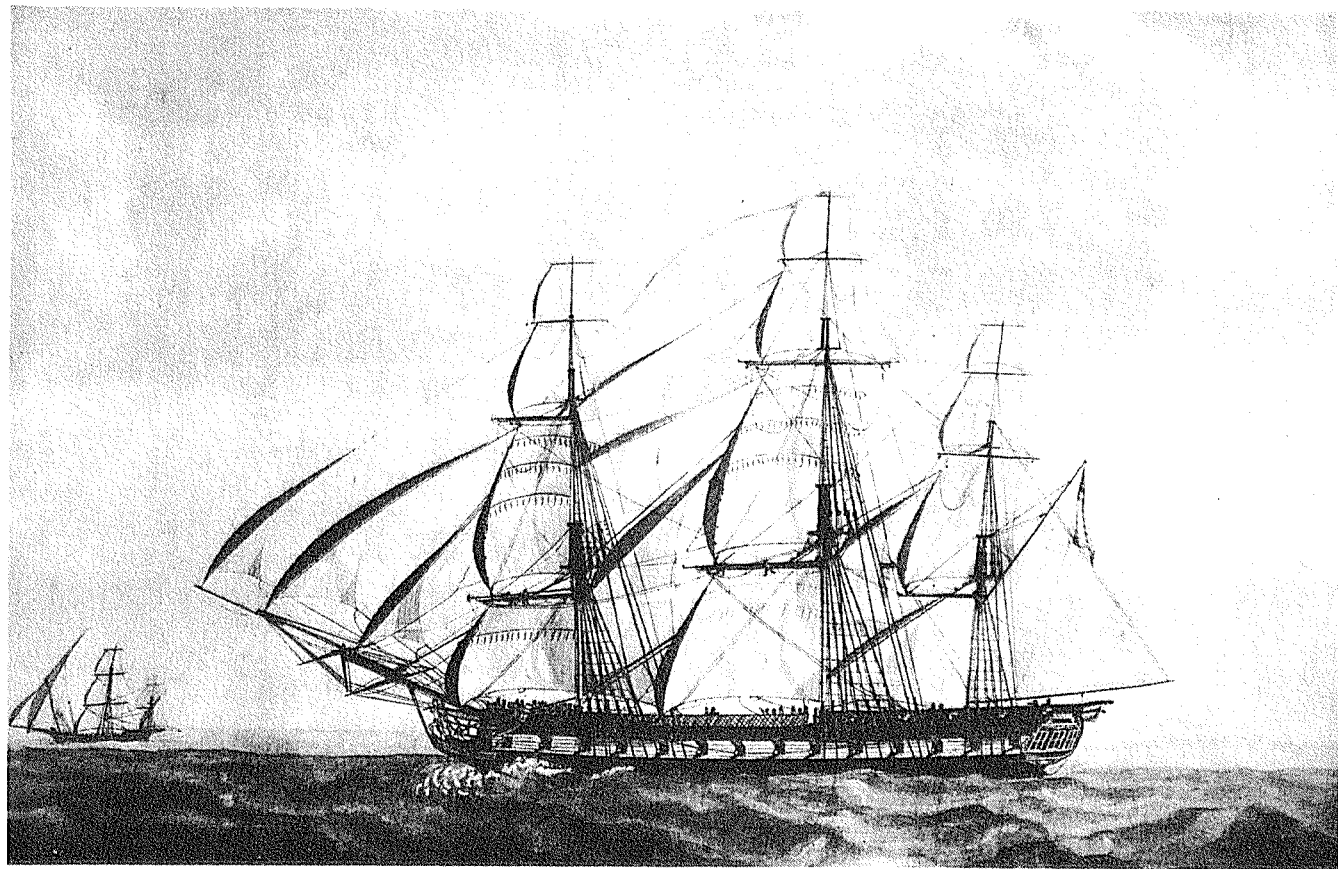
At 4 Shortnd sail and Joind company with the United States Ship *Boston* Captain Little from her cruising ground up the Bite

At 7 fresh breezes and cloudy, In 2^d reef in the topsails

At 9 filld and parted company with the *Boston*

Continued under an easy sail during the night wore and tackd as nessasary

At Daylight saw a strange sail bearing E by N^e made sail and Gave chace, saw the *Boston* bring too a schooner to Windward



U. S. FRIGATE ESSEX.

At 8 shortnd Sail and Boarded the chace an American Ship from charleston bound to Jamaica

At 9 filld and made sail In towards the Cape, Joind company with the *Amphitheatre* by her we Rec^d 6 cords of wood unbent the fore topsail and Jib and bent others Cape S by W 3 or 4 leagues

[NDA photostat.]

Extract from journal of the French privateer schooner *Ester*, 25 April 1800

[Translation]

5 FLORÉAL Year 8

At half past four we got under way with the barge light land breeze we sighted a small coaster which was sailing up we stood on Abreast of Isabellitte [Isabelita] squally weather bad weather brewing we signalled to the barge to rejoin us in order to come to anchor in the Bay of Isabellitte at half past nine we dropped the anchor in three fathoms of water all the rest of the day we took in water bad weather we passed the night at anchor.

[SDA. CL, Cape Haitien, Vol. 1.]

[26 April 1800]

Court of Inquiry as to Cause of the Loss of the Masts of the U. S. Frigate *Congress*,
Captain James Sever, U. S. Navy, commanding

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

NORFOLK 27th April 1800

DEAR SIR Yesterday the Court of inquiry — as to the Cause of the loss of the masts of the frigate *Congress* met on board of the *Chesapeake* and was Opened — but for want of M^r Blair — late a Lieutenant in that Ship, and who was expected from North Carolina — The Court adjourned to tuesday next — when that unpleasant business I expect will be finished — In the mean time, I have ordered the Crew of the *Congress* — or rather the most of that Crew, to be turned over to the *Chesapeake* with L^t Cordis &c. The *Chesapeake* by some little aid of small articles from the *Congress*, may be ready to sail in May, and perhaps by the time you furnish Captain [Samuel] Barron's destination — for be assured I shall get him ready for sea in the shortest time that is possible. The *Congress* having lost all her masts — Rigging — Blocks &c, and being in a very disordered and Unforward State — It will be the month of June, before she can get to Sea, with the greatest Exertions that can be made here — I have therefore thought it best to push the *Constellation* & *Chesapeake*, and then to turn all the force of the Yard &c upon the *Congress*, and by this means she can be got ready by the middle of June. —

I have directed a Court Martial to be held the 3^d of May on a midshipman and Eight men belonging to the *Congress* — for Charges Contained in three Letters from Captⁿ Sever N^o 1 — the papers N^o 2 and N^o 3 contain notice to Captⁿ Barron that he is to set as President and to Severe to appear as Prosecutor before the Court &c &c &c and I have appointed Robert Taylor Esquire Attorney at Law to officiate as Judge Advocate of the said Court — M^r Taylor is a member

of the Legislature of this State — he is a good Federalist and has talents necessary for the Occasion in question. —

The Proceedings Above mentioned shall be forwarded as soon as the inquiry is Compleat. — If nothing unexpectedly turns up, we shall wait I fear the Sailing Instructions of Murray & Barron. — In order to put an End to such Conduct as the officers of the *Congress*, have exhibited here & with as little noise & trouble to the Public as possible — I have thought it best to wave an arrest of any Lieutenant at present — but have written a Letter to Lieutenant Cordis of which the enclosed N^o 4 is a Copy: It may have some effect — for he appears alarm'd. — Had we kept on pushing the three frigates together — it would have been the middle of June before either would have Sailed,

I have the honor to be Sir with

Very great Respect — Your Ob^t humble S^t

THOMAS TRUXTUN

Hon^{ble} BENJⁿ STODDERT ESQ

Sec^y of Navy

Tuesday 29 April 1800. Court met According to adjournment.

Lieu^t Cordis the 1st L^t of the *Congress* being unwell and not able to attend — A letter was read from him address'd to the President of the Court. dated this day — wherein he states (among other things that correspond in part with a letter he wrote to the Secretary of the Navy 2nd Ins^t) that the Gale was excessive hard, which is in direct Contradiction to a paragraph in his letter to the Sec^y aforesaid. wherein he sets forth — that. "It perhaps may 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 general encounter in most Voyages" —

A Messenger having been sent with following questions from the Court for L^t Cordis to answer he replied in Writing as underneath to those questions. —

— Question 1st —

Have you any reasons to beleive that M^r Little the Sailing Master of the *Congress* is incorrect in Keeping the Log Book [Enclosure No. 1] of that Ship. —

Answer, I have no reason to beleive M^r Little incorrect in his Keeping the Ships log Book — but being confined by Sickness at the time the Swifter parted, was the cause it was not Mentioned in the log. —

— Question 2nd —

Did Cap^t Sever consult any of his Officers respecting the Situation of the Rigging and Masts previous to that Ships being dismasted —

Answer. at Newport he did, but from leaving that place 'till being dismasted to the best of my Knowledge he did not —

— Question 3rd —

If there was a consultation was there any difference of Opinion between the Cap^t and Officers, with respect to the possibility and practicability of Securing the Masts of the *Congress* and of Setting up the rigging &c, on the day of the gale —

Answer, There was a Consultation respecting the Cutting away the Main Top Mast, but none farther to my Knowledge. the Idea of setting up the rigging on the day of being dismantled was not Realized on the 10th or 11th, I am not certain which, I mentioned I thought the Rigging to be Slack — but no difference or Questions were asked. —

The Court next proceeded to examine Lieut^s Blair and Saunders being first and second Lieu^{ts} of the *Congress* when the following Questions were put and Answers given. —

— Question 1st —

Have you any reason to believe. that M^r Little. Sailing Master of the *Congress* is incorrect. in Keeping of the Log Book of that Frigate —

Answer of Both. No. —

— Question 2nd —

Was the rigging of the *Congress* so Slack as to make it Necessary in Your Opinion to set it up on the 3rd day at Noon After the Ship left New Port. —

Answer of both. No —

— Question 3rd —

Did Cap^t Sever consult any of his Officers respecting the setting up of the rigging and of the better securing of the Masts of the *Congress*, previous to her being dismantled. —

Answer of M^r Blair, who said — that Cap^t Sever asked him, if he thought the Masts were in any danger, and that he told him he thought not — M^r Saunders observed only that he did not know of any other consultation —

— Question 4th —

Was there any difference of Opinion between the Cap^t & Officers, with respect to setting up the rigging and of the better securing of the Masts — and if there was a difference of opinions in what particular was that difference —

Answer, that M^r Cordis had only said — that he had mentioned to Cap^t Sever that the rigging was slack but neither of them heard him — M^r Blair observing at the time to M^r Cordis that in a day or two they wou^{ld} be in warm Weather and cou^{ld} set it up better —

A Question to M^r Saunders did you on the 11 of Jan^y at 3 A. M., then having Charge of Deck, as stated by Lieu^t Cordis in his letter to the Sec^y of the Navy inform Cap^t Sever that the situation of the rigging was dangerous, and if you did what was his reply —

Answer — I did not inform the Cap^t at 3. AM. that the rigging was Slack, nor did I go down to him untill the Watch was out, I then told him it was Slack but not more so than

at 12 OClock — the Cap^t made no particular reply that I recollect —

A Question to M^r Blair — what was your Opinion of the State of the Rigging — when M^r Saunders's watch was out and after that officer had seen the Cap^t —

Answer — I had been up several times between 11 & 12 oclock, in the first watch and was of Opinion that the Rigging was not so Slack as to make it necessary to attempt setting it up in such a Gale nor do I think it wou'd have been prudent to have done so —

The Gentlemen examined were then desired to withdraw, when the court considered all the Circumstances of the Case and the President — put this Question to the Junior Member Cap^t James Barron of the Navy. Do you think there is any cause to arrest Cap^t James Sever in Order that he be tried by a Court Martial for his conduct in or previous to the Gale of wind in which the *Congress* lost her Masts — Answer. I do not think that there is the smallest cause whatever — the President, next put the same question to Cap^t Sam^l Barron, who made the same reply — Thus the Court of enquiry after a very particular examination of the conduct of Cap^t James Sever of the U. S. Frigate *Congress*, and of the causes that led to the loss of the Masts of that Ship — Do unanimously Aquit with honor that Officer of any Charge of Negligence, and are of the Opinion that he used all his skill and endeavours to prevent the Accident, and they further add it appears to them, that this Unfortunate disaster, which all Ships are liable to at Sea, was occasioned more by the Badness & insufficiency of the Masts as stated in Certificate N^o 2 than to any other Cause — all of which however is submitted to the President of the U. S., with their recommendation of Cap^t Sever as a very Attentive Modest and firm officer, and a gentleman who possesses materials well worth cultivating in the Navy of the United States. Given from Under our hands on board the U. S. Frigate *Chesapeake* at Anchor in the River Elizabeth near the Borough of Norfolk this 29th Day of April 1800 —

THOMAS TRUXTUN
President

SAM^l BARRON
JAMES BARRON

I do hereby certify that the Aforegoing proceedings of the Court of Enquiry held (on board the U. S. Ship *Chesapeake*) in consequence of Orders from the President of the U. S. to investigate the cause of the loss of the Masts of that Frigate [*Congress*] are Just and True.

ISAAC GARRETSON
Clerk of the Said Court

[Enclosure No. 1]

[6 to 12 January 1800]

Account taken from the log book of U. S. Frigate *Congress*, and data taken from letter of Captain James Sever, U. S. Navy

[Taken from Captain Sever's letter]

6th [January] Ship Sail'd from New Port

11th Saturday. The Wind Veering to the Southw^d and came on to Blow very fresh. Attended with warm Rain and a heavy Sea, this Weather produced an astonishing effect on my rigging which had previously been in good order, it stretched so much as to induce apprehensions for the Safety of the Masts, the Weather being such as to preclude the Practibility of setting it up, I caus'd tackles to be got up to succour the Masts and the Rigging to be Swifter'd, but Unfortunately every Step taken to secure the Masts proved futile —

Sunday 12th (Morn) it blowing hard and a heavy Sea Running, At half past 6 the Main Mast Sprung about 8 feet above the Upper deck. I immediately caus'd the Main Yard to be lowered down (the top Gall^t Yard having been previously sent down, and the top Gall^t Mast hows'd) on Consultation of the Officers it was decided as affording the only probable means of saving the Main M^t, I endeavour'd to cut away the Maintop Mast this was immediately attempted, M^r [Nathaniel] Bosworth my 4th Lieu^t and 4 or 5 smart active men going into the top to perform that Service, while in its execution the Mast Unfortunately gave way and in its fall involved the loss of that Active and deserving Officer, the other men who were aloft and engaged in the same Service were all happily saved, the fall of Main Mast carried away the Mizzen top Mast with the head of the Mizzen Mast. being under Apprehensions from the roughness of the Sea the Hull of the Ship might be essentially injured, by the Action of the Wreck, was induc'd 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 fore Mast, the Wind still continueing to blow hard, with a very heavy Sea, and the Ship from the loss of her after Masts laying in the trough of the Sea, Labouring very much, at ½ past 12 She roll'd away her fore top Mast, soon after which it was discovered that the Bowsprit was very badly sprung Just without the Gammoning, Immediately caus'd the Jib boom to be rigged in & endeavoured to secure the Bowsprit by strong lashings arround the heel of the Jib Boom at the same time getting up tackles to the fore Mast head to secure the Mast, which was already sprung, and to releive in some measure the stress upon the Bowsprit caus'd by the fore & fore preventer stays, it is with great regret I am to add that all my endeavours proved of no greater Consequence than probably for to retard for a very little time what eventually took place, as at half past 3 P. M. the Bowsprit gave way & at the same instant the fore Mast went over the side leaving us totally dismasted, & with the loss of the principal part of the Sails and Rigging, which in our then-Situation — was not Practicable to preserve —

[Taken from the Log Book]

7th [January] Sea Day Ship sailed from New Port, Mizzen top Sail Yard lost.

11th fresh Breeses and cloudy weather, Wind N. Westerly, Top Gall^t Yards sent down — a cross sea and squally — at 9 close reef'd top sails, At 11 handed the fore and Mizzen topsails a sudden alteration of Weather from Cold to warm, found the rigging to slacken, but the Sea running so high found it impossible to set it up the risk being too great to cast off the Lanyards, at Noon thick weather the *Essex* in Company —

Sunday 12th P. M. Strong gales and a high Sea, Struck the Top Gall^t Mast, At 6 lost sight of the *Essex*, In Main topsail, lay too under fore sail, and Mizzen stay sail, Burnt Several false fires, Signals for the *Essex* which were not answered — A. M. the Gale increasing, More Violent with a Cross Sea, at $\frac{1}{4}$ before seven found the Main Mast Sprung, turned all hands up, Lower'd down the Main Yard, the Captain and Officers thought best to cut away the Main top Mast to save the Main Mast, Lieu^t Bosworth and five Men went into the Main top to execute that duty, At 8 the Main Mast went over the sides, carried away the Mizzen Mast, lost Yards, Sails & Most of the Rigging, Lieu^t Bosworth lost although every exertion made to save him, the Men all saved, several wounded by the Wreck, at 10. A. M. found the M^t Sprung, Swifter'd in the Rigging and took all possible means to save the Mast, At Noon Still a Violent Gale with a high Sea —

[NDA. NO.]

To Lieutenant Wilson Jacobs, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 26th April 1800

Lieutenant WILSON JACOBS or the
Commanding Officer of the
George Washington
Newport Rhode Island — }

SIR Immediately upon receipt hereof, you will assume the command of the *George Washington* — and navigate her to this place with all possible dispatch.

The preparatory steps to be taken are — to call on all the officers formerly attached to the Ship, not otherways appropriated to place themselves under your Command — and immediately to recruit a sufficient number of Seamen, for the accomplishment of the present object — which may be entered either for the trip, or for 12 months —

Mess^{rs} Gibbs & Channing will furnish monies upon your requisition to enable you to carry these orders into effect —

I have the honor to be

Yr obed Servt

B[ENJAMIN] S[TODDERT]

P. S — It is presumed that 30 or 40 men, will be sufficient —

[NDA. OSW, Vol. 3, 1799–1800.]

To Secretary of the Treasury from Jeremiah Olney, Collector of Customs,
Providence, R. I.

CUSTOM HOUSE

DISTRICT OF PROVIDENCE the 26th Ap^l 1800

SIR Two Three pound Iron Cannon was this day cleared on Board the [Merchant] Sloop *Gen^l Greene* George Waldin Master bound for Newport — Shipped by & consigned to said Master —

was also cleared this day One Box containing 28. Muskets on Board the Sloop *Maria Jesse* Comstock Master bound to New York — Shipped by Jn^o Whipple of this Town — consigned to Jn^o Astor of New York —

I am very respectfully

Sir

your Obed^t Serv^t

JERE^h OLNEY *Coll^r*

OLIVER WOLCOTT Esq^r

[R. I. HS.]

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

Duplicate

U S. Frigate *Constitution* at Sea near

MONTE CHRISTO April 26th 1800

SIR, I did myself the honor to address a letter to you Yesterday, and enclosed copies of Orders given, and letters that had pass'd between Captain Perry of the *General Greene*, & myself on the subject of his remaining in port, instead of making the best of his way to America, agreeably to my Orders to him of the 6th instant, founded on those I had been favored with from you.

As Captain Perry still continues at the Cape, Notwithstanding he received my Orders two days ago, directing him to proceed immediately to Sea, and as I could not discover any appearance of his moving soon, I this day dispatch'd the little Tender, with another letter to him, in which I directed him to put to Sea early tomorrow morning. Whether the Captain will please to respect this last Order I am yet to learn: A copy of this letter to Captain Perry, shall be enclosed.

I am afraid the Captain will not be able to reconcile such tardiness to your satisfaction, for sure I am, that it cannot be satisfactorily explain'd to my mind — When the *General Greene* went into port, there was not, (as I conceive) any occasion for her to remain there, longer than one, or two days. But she has been there Twenty days, a period nearly sufficient to have made her passage to America —

But still the ship is in port, and what detains her there, I am not able to conjecture. The Ship wanted no repairs, at least none were reported to me. She wanted no provisions, at least none of consequence, and if any at all, a few hours might have been sufficient to obtain them from the shore, and a few hours might also have been sufficient time to have landed all his surplus stores on hand. There was nothing therefore wanted for the Ship but water sufficient to serve her crew to New Orleans, where it can be pump'd on board from along side, as in the Delaware

It is therefore clear to me, that he could have easily obtained enough on board, to have answered all his present purposes in the course of one day, and night, or in two days at most. —

What good excuse then can be offered, why the Ship has been delay'd twenty days in port, and still remaining quietly at Anchor? — The Captain in his letter to me says “some Americans requested him to tarry, that they might have a place of safety, to retreat to”, alluding as I suppose to some disturbances, among the Negroes in the Country. But had he left port as expeditiously as I presume he might, and ought to have done, he would have been on his way to New Orleans, before any application of this kind was made to him, or thought of. Beside the *Herald* was then, and is still in port. The next difficulty seems to have been (from his own statement) that the Commandant was out of Town, at Au de Cap. & therefore he could not Obtain a pass for the ship to go out by the fort. This, Sir, is not the first time I have heard a Similar Story from him, as an excuse for his remaining in port longer than was expected. — Captain Perry has therefore been unfortunate in that respect. — If Captain Perry had been desirous of leaving port; I cannot but suppose that he might have easily obtain'd a pass, if any at all was *necessary*, especially if he had gone personally to Au de Cap, which is but *three miles*, to apply for it. Captain Perry seems not to have recollected, all this while, that he had my Orders in his pocket to proceed to Sea, as soon as he could land his superfluous provisions, and to take in water, sufficient to last the crew to the next port. It is observable however, that though Captain Perry could not obtain a pass to come out of Port our Merchant Vessels, were going in, and coming out, every day. & in the mean time the Tender *Amphitheatre*, went into port twice, with Orders to Captain Perry, and she was not detained: nor was any attempts made to detain her. — Another reason equally futile (in my Opinion) is offered by the Captain; he seems to state that about the time he could obtain a Pilot to take the Ship out, General Toussaint requested him to tarry two days longer, in order to take on board two French passengers to America. It is not Sir, incompatible with good discipline that in a case like the present, that a request from Toussaint should be listened too and obey'd, in preference to my Orders then in his possession, to proceed to Sea *immediately* & at all events! Or, is it not strange that Captain Perry could not find an ample apology, to offer to General Toussaint for not complying with his request, which would Occasion such delay; by Observing to the General, he had received my Orders to put to Sea immediately, and adding that he could not Justify so great a breach of Orders from his commanding Officer? But no such excuse seems to have occur'd to him; nor does he seem to recollect that the rules of the Navy, strictly forbids a Captain taking any passengers on board in a foreign port, unless so directed by a Minister, or Consul of the United States, which Orders he does not pretend to me, to have received from our Consul at the Cape. But he seems to consider the thing as a matter purely discretionary with himself Only.

I observed some days ago that the *General Greene* was dress'd out, and decorated greatly with Colours. The same thing is repeated again this day, with the Addition of a number of Salutes fired from

her. The Occasion of this parade and waste of powder I know not. But it is to be hoped, there is a good reason to be given for it.

Being under strong conviction that you will have cause to be dissatisfied with regard to the delay, which has been occasioned in the sailing of the *General Greene*, I have thought it, a duty to myself, to explain the matter candidly, so that, if any censure was likely to be reflected on any one, it might light on him who merited the blame.

I have the honor to be with
great respect,

Sir,

Your Obed^t Hble Serv^t

SILAS TALBOT.

Hon^{ble} BENJAMIN STODDERT }
Secretary of the Navy }

Yesterday the 27th —

NB since closing The *General Greene* sail'd [April 28th] from the Cape

I am with much respect

Sir

Your humble Serv^t

SILAS TALBOT.

[NDA. CMR, Vol. 1, 1799-1805.]

[Enclosure]

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

A Copy

U. S. Frigate *Constitution* at Sea
Ap^l 26th 1800.

Captain CHRISTOPHER RAYMOND PERRY }
Command^r U S Frigate *General Greene* }

SIR, I am not a little surprized that the *General Green* still remains in Port, Notwithstanding my Orders, delivered to you on the 24th instant to put to Sea immediately, and at all events; since which you have suffer'd two mornings to escape, with fair oportunities to come out with the Ship. When you went into port I did not expect you would have remained there, longer than one day, or two at most — Nineteen, or Twenty days have since elapsed, and Yet the Ship is at anchor, and no appearances of her Coming Out.

I consider it my indespensable duty, to repeat to you my Orders, and to direct, that you get the *General Greene* under weigh, early tomorrow morning, and proceed with as much dispatch, as practicable to the U States, by way of New Orleans, and the Havanna, agreeable to your Orders from me, on the 6th instant, as I am confident, that blame will attach to me, if not explained, on account of your detention.

With a view therefore to prevent any Stigma, on my Conduct I shall represent the matter, to the Hon^{or}able, the Secretary of the Navy — To him you must explain the Cause of your detention, if he should please to require it, and I hope you will have the honor to do it, to his Satisfaction.

I send the Tender into port a second time, for no other purpose, but to urge your Sailing. —

I have the honor to be

Sir

Y^r Obed^t Servant

SILAS TALBOT

[NDA. CMR, Vol. 1, 1799–1805.]

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

United States Frigate *Gen^l Greene*

CAPE FRANCOIS Ap^l 26 1800

SIR I am duly Honoured with yours of the 26 Instant, and in reply beg leave to observe that I have not detained the *Gen^l Greene* in Port from choice but from necessity — it most certainly was impossible for any Ship to take in 15000 Gallons of water in one day, and I had many other Articles to Procure, and when I applied for a Passport I could not obtain one — since which through the solicitation of Gen^l Toussaint and M^r Stevens, I have been preva[i]lled upon to wait for[t]y eight hours, for the purpose of taking to America two Gentlemen whom Gen^l Toussaints sends to the Executive of the United States — This I should not have done, had I not been persuaded that you would have approved of the Measure — from the state of affairs a few days since the Americans had every thing to fear — every body under arms — the streets continually Patroll^d every night by four or five hundred men, and 12 or 14 thousand men under arms, Collected at Haut Du Cap a Village within three miles of the Town — Those Circumstances Joined had very disagreeable appearances, American Sitizens could have no other Asylum than the *Gen^l Greene* and *Herald*

I shall Sail in the Morning with all M^r Steven's dispatches, and the [MS mutilated] mentioned *Gen^l Greene*

I have the Honor to be

Sir

with real Respect

Your Obed^t Serv^t

CHRIS. RAYMOND PERRY

SILAS TALBOT Esquire

Comd^t of the S^t *Domingo Station*

[NDA. CMR, Vol. 1, 1799–1805.]

[26 April 1800]

Concerning Prize Money due the U. S. brig *Pickering*, and U. S. S. *Delaware*

The *Atalanta* was captured by the *Pickering*, Captain

Hiller, in company with the *Delaware*, Capt Baker.

She was sold at S^t Kitts by D. M. Clarkson & netted

as per acco^t Sales herewith-----

£. 2,559:16:1

One half p^d to Capt Hiller Ap^l 26. 1800 — - 1.279:18.1

One half carried to C^t U. States p^t a/c----- 1.279.18.1

2,559.16.1.

The above sum, therefore, of 1279:18:1, equal to 3,101 78/100 Dollars left in the Hands of the Navy Agent, properly or improperly, for Navy purposes, should be paid by the Navy Depart^t to the Commissioners of the Navy Pension Fund by a Warrant to be charged to D. M. Clarkson.

The *Ocean*, captured by the *Delaware*, Capt Baker, was likewise sold by Clarkson and the whole amount of net proceeds £ 617:16.0 equal to 3921:93 carried to the credit of the Captors. Clarkson however charges the Captors with two accots (herewith 1 & 2) of supplies to the *Delaware* amounting to 2,312 Dollars 24 cents. The amount due to the Fund on account of the *Ocean* being but 1960:96 would, if that acco^t were correct, leave a balance in favour of Capt Baker of 351 28/100 D^{rs}. But on examination it appears that only 826:03 thereof can be admitted as chargeable to the *Delaware*: the balance being for Slops, Money & private Stores for the purser and other Officers. The Purser, Edw^d I. Peyton, has not accounted for any of them at this Office; but he may have done so to Capt Baker. — Captain Baker is certainly accountable to the Navy Department for one half of the proceeds of this prize viz. 1,960.96. deduct Supplies to the *Delaware*, admitted 826.03

would be due N. Dept by Capt Baker 1,134.93

If an account should be settled as above the Navy Department would be the creditor of Capt Baker for 1134:93. As the Affair now Stands the Pension Fund is the Creditor to the amount of 1960.96. —

The question is which is most proper?

Gurney & Smith have repeatedly demanded payment of the whole am^t of supplies 2,312:24 — instead of complying the Department has required them to pay 1960:96 to which request they have returned no answer; but they certainly will not do it without compulsion is used. —

Would it not do to inform them that on their paying 1134.93 they should be released? And on their refusal suit should be brought? —

[NDA. XZ, 1798-1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Saturday, 26 April 1800

Fresh breezes and cloudy, Lying too off Cape francois

½ past 1 Wore and made sail In chace to the Northward

At 4 Shortn^d sail brought too and boarded the chace an American Schooner Recaptured by Captain Perry and orderd to Newport Rhode Island, at 5 wore to the southward at 7 the Cape S by W ½ W, 4 or 5 leagues Tackd as nessasary during the night to keep our station.

At daylight Saw the cape S by W, 3 leagues, and a strange sail to leward which appeard to be bound to the Cape, saw the U S Ships *Gen^l Green*, *Boston* & *Herald* all dressd with colours and firing a Salute after Receiveing General Touisant. At ½ past 9 Tackd to the Northw^d and Gave chace,

At 11 Shortnd sail and boarded the chace an American Brig from the cape bound to Rhode Island

At ½ past 11 filld and parted company with the tender *Amphitheatre*

At 12 Cape francois bore S by E 4 leagues

[NDA photostat.]

Extract from journal of the French privateer schooner *Ester*, 26 April 1800

[Translation]

6 FLORÉAL Year 8

We got under way at two in the morning light land breeze heavy sea at seven o'clock we sighted a small coasting craft along the coast which was sailing down at half past nine the wind from the east heavy sea tacking off shore we broke the bowsprit we were obliged to put into Port Caballe [Puerto Caballo] to make another one at half past ten we anchored in five fathoms of water inside with the barge and we remained at anchor the whole night rain wind.

[SDA. CL, Cape Haitien, Vol. 1.]

Extract from log book of U. S. Ship *General Greene*, Captain Christopher R. Perry, U. S. Navy, commanding, Saturday, 26 April 1800

[In harbor of Cape Francois] Pleasant — General Toussaint and his suit paid a Visit on board the Frigate — received him with a Federal Salute, on his coming on board —

[NDA, NO.]

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

NORFOLK 27 April 1800

(Copy)

SIR As you are now the first Lt of the *Chesapeake* Frigate under Command of Captain [Samuel] Barron — I take this early opp^y of Recommending to you — to be Steady in supporting your Commander, and that you will discourage and discountenance every thing that has a tendency to Mutiny and disorder in the late Crew of the *Congress* now turned over with the principal part of the officers to the *Chesapeake*, and in order to throw light, wherever I think it may be wanted — I enclose you an extract from a Valuable Law book — Molloy's De Jure Maritimo — Ninth Edition Vol 1 — and Page 256.

“Princes ought not to listen too much to the mutinous Demands of the Crew or any others, whoes ambition watches their Ruin, whereby to conceive anger against their Commanders — for it is easier to purge out the Choler and discontent, that is got under the Hatches — than to provide Commanders of Conduct, Courage and faithfulness to govern their Expeditions”

I have the honor to be Sir

Your Very Ob^t S^t

THOMAS TRUXTUN

Lt JOHN B. CORDIS.

[NDA, NO.]

[27 April 1800]

To Secretary of the Navy from Master Commandant Richard Law, Jr., U. S. Navy

(OFFICIAL.)

*United States sloop [Brig] Richmond,
At Sea, April 28th, 1800.*

SIR, I have the honor to inform you, that yesterday, in company with the *Connecticut* (Passage Island bearing S.E. distance 5 leagues) I fell in with and recaptured the Ship *Thomas Chalkley* of and from Philadelphia, with a valuable cargo bound from St. Thomas; she had been 50 hours in possession of the French, and was in company of the privateer bound for St. Johns. — Captain Tryon gave chase to the privateer whilst we were after the ship, but although he was in sight of her hull from his deck for six hours, could gain nothing, and she got into St. Johns. — She had captured and ordered for St. Johns, four American vessels, one of which was the schooner *Chance*, which I recaptured last week, and dispatched for New-York, agreeable to what I had the honor to write to you, under the date of the 22d inst. I am fearful the other two vessels have got into St. Johns. Captain Tryon has the *Thomas Chalkley* now in tow, and 'tis probable will be in St. Thomas's to-morrow.

I have the honor to be, &c.

RICHD. LAW, JUN.

HON. BENJAMIN STODDERT, }
Secretary of the Navy. }

[LC, "Claypoole's American Daily Advertiser", (Phila.), 30 May 1800.]

Extract from log book of U. S. Ship *General Greene*, Captain Christopher R. Perry,
U. S. Navy, commanding, Sunday, 27 April 1800

At 2. P. M. call'd all hands to unmoor Ship — at 6 got under way and run out of the Harbour, at 9 hoisted in the Boats — At 10 parted with the U. S. Ship *Herald* Lieut^l Russel — At Meridian Point Picalet [?] bore S.E. B E distance 5 or 6 Leagues —

[NDA, NO.]

To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

Navy Department 28th April 1800

OLIVER WOLCOTT Esquire
Secretary of the Treasury

SIR I have already taken for the use of the Navy, more of the Masts contracted to be furnished by M^r Cooper, for the Algerines, than will be wanted for years. — I know of no usefull purpose to which those procured by Mess^{rs} White & Rartin could be applied, were they to be received by the Public

I have the honor to be with

Great respect

Sir

Yr most obed Servt

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

[28 April 1800]

Protest of Pardon Sheldon, Master, Sloop *Hiram*, captured by French privateer
Soliel

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

Before Me Sam^l Chace Esq^r Publick Notary Duely admitted & Sworn for the Town & County of Providence State of Rhode Island and Providence Plantations Personally appears Capt. Pardon Sheldon late Master of the Sloop *Hiram* owned by & belonging to Mess^{rs} William Earle John Earle & Oliver Earl Merch^{ts} in Providence and partly chartered By Capt Charles Sheldon and Being Engaged according to Law Doth Depose and Declare — That He saild out Master from hence in said Sloop for Charlston South Carolina & arrived there well after a Tedious Passage. That He saild from thence — agreeable to his orders — Bound for the Island of S^t Thomas's.

That on the twenty Eighth day of April A D 1800 in Latitude of 18. & 19 North — He was Captured By a French armd Schooner calld the *Soliel* of Gaudaloup Commanded By one Capt Goy — who Took and Detaind from him all his Vessells Papers including in Particular His vessells Register — which were all kept from Him & out of his Power to Recover

PARDON SHELDON

Wherefore the said Capt Pardon Sheldon Protests — and I By His Desire Do Hereby Publickly Protest against the said Capture. — By which Means He has lost His Sloops Register & Papers as afore mentioned, and against all Loss Cost & Damage that accrues thereon To the owners or others Concerned therein

Thus Done Sworn to and Protested under my Hand & seal Notarial in Providence in State Rhode Island & Providence Plantations on the Day & Date above

SAM^l CHACE *Publick Notary*

Protest 9/
Stamp 1/6

10/6

[R. I. HS, photostat.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 28 April 1800

Fresh Breezes and Cloudy, Employd working to Windward to the Northward of Cape Francois

at 1 saw two strange sails to leward of the Cape $\frac{1}{2}$ past 1 Joind company with the *Amphitheatre* from the Cape who Informd Captain Talbot that the two strange sails to leward were the United States Ships of War *General Green* and *Herald*

At 7 Wore to the Northw^d fresh breezes the Cape S by W 5 leagues the *Herald* S by W 6 leagues

Made and shortnd sail as nessasary during the night to keep our station

At Daylight Joind company with the U S Ship *Herald*

At 8 Shortnd sail out boats and Received a quantity of Provisions which the *Herald* had brought out of the Cape from the Store Ship that came from Newyork

At 12 Moderate breezes lying too receiveing stores from the *Herald* Cape S by E, 5 leagues

[NDA photostat.]

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

[PHILADELPHIA]

Navy Department 29th April 1800

Captain PATRICK FLETCHER
of the *L'Insurgente* —

SIR You will proceed to Baltimore and assume the command of the Frigate *L'Insurgente*, and give every aid in your power to promote her equipment & preparations for sea. —

You will on your arrival take a full view of all the arrangements heretofore made, and if you think them judicious, make no changes, but you must not suffer the Ship to be injured for want of a little more expence if necessary —

Mr Archibald Campbell is the Navy Agent and you will find him disposed to give you every kind of assistance. —

There are two Lieutenants on board — another will join the Ship in time — The Midshipmen have generally been furloughed, but to join in season. — You will be pleased to let me hear from you frequently, & point out in time anything necessary for me to attend to, to get the Ship to sea

I have the honor to be

Yr obed S^t

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

To Archibald Campbell, Navy Agent, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 29th April 1800

ARCH^d CAMPBELL Esq

SIR This will be delivered by Captain Fletcher who goes to Baltimore to take the command of the *Insurgente*. — He is an experienced & a good officer — and is a good judge of the fitting of Warlike vessels — I have told him that he would experience from you every disposition to give him all the aid in your power towards fitting the Ship

I have the honor to be

Sir

Yr obed Servt

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

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

[PHILADELPHIA]

Navy Department 29th April 1800

Captain WILLIAM BAINBRIDGE
of the *Norfolk* —

SIR Lieutenant Calvert will relieve you in the command of the Brig *Norfolk*. — I have this day give him Instruction to this effect —
I have the honor to be

Sir

Yr most obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799–1800.]

To Secretary of War from Secretary of the Navy

[PHILADELPHIA]

Navy Department 29th April 1800

The SECRETARY AT WAR

SIR In February last, I ordered Captain Talbot to direct the General Greene to call on her return to the United States at the mouth of the Mississippi for General Wilkinson. I sent four copies of the order by as many different conveyances, & I have no reason to doubt that the order was received in due time.

I have the honor to be with great respect

Yr Obed Serv^t

B[ENJAMIN] S[TODDERT]

[NDA. LB, Sec. War.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 29 April 1800

Moderate breezes and clear weather, Employd receiveing provisions from the Store ship, sent out by the *Herald*, At 2 In boats and filld to the Northw^d at 3 Wore to the Southward and made all sail, at 4 Bore up shortnd sail and boarded a strange sail outward bound from the cape to Baltimore

At 6 filld and parted company with the *Herald* at 8 Wore ship and parted company with the tender *Amphitheatre* at 9 Split the Jib sent it in and bent another

continued working to Windward under all sail during the night

At Daylight Moderate breezes and Rain

At 8 light Breezes and clear weather Employd Washing between decks

At 12 Moderate breezes from the Eastw^d Monte a christo bearing S E by S, 9 or 10 Leagues

[NDA photostat.]

Extract from journal of the French privateer schooner *Ester*, 29 April 1800

[Translation]

9 FLORÉAL Year 8

We got under way at one in the morning and came out of the Bay light land breeze and we stood on sailing up during the day light squalls and little wind at half past two we were anchored off Briguantin [Bergantin] inside the reefs in three fathoms of water three leagues more to windward of Puerto Plata Fair weather. not having seen anything; winds from the east-north-east we remained at anchor all night.

[SDA. CL, Cape Haitian, Vol. 1.]

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

[PHILADELPHIA]

Navy Department 30th April 1800

Stephen HIGGINSON & Co
Boston

GENTLEMEN There being sufficient evidence deposited in this office that part of the cargo of the prize Schooner *Buonaparte* was Sweedish property — I have paid M^r Soderstrom Sweedish Consul 1239 D^{rs} on your account as Agents for the prize — that sum is charged to you as Navy Agent on the Books of the Accountant — You have enclosed M^r Soderstrom's power of Attorney and receipt —

There is a further claim of 435 Dollars for which he has yet received no power of Attorney — but which must be retained out of the proceeds of the *Buonaparte* and Cargo

I have the honor to be

Yr most obed Servt

B[ENJAMIN] S[TODDERT]

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

To Stephen Higginson & Co., Navy Agents, Boston, Mass., from Accountant of the Navy

[PHILADELPHIA]

NAVY DEPARTMENT

Accountants Office, April 30. 1800

GENTLEMEN The Secretary of the Navy has this day Drawn a Warrant N^o 1467 for 1239 \$. in favor of Richard Soderstrom Esq^r for the purpose of paying for Sweedish goods captured in a French Vessel by the Ship *Merrimack*, with which you are charged, and for which you will forward to this office an acknowledgement

With respect

I am Gent

Y^r Ob. S^t

T TURNER

Mess. S. HIGGINSON & C^o
Boston

[NDA. LB Acct. 1798-1800.]

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

[PHILADELPHIA]
Navy Department, 30th April 1800

EBENEZER JACKSON Esquire
Savannah, Georgia

SIR I am honored with your letters of the 14th Inst & 14th & copies of M^r Millers letters to you of the 11th February and 15th March —

I pray you to purchase no more Live oak Lands for the Public after you receive this, unless you should then be so far advanced in a treaty for Blackpoint, as to consider yourself bound to take it —

When you have the Titles perfected to what you have purchased or may purchase, please forward them by post. —

It will certainly be proper for you to appoint a person to represent you as Navy Agent during your absence from Georgia — I have no inclination to supercede you by a new appointment —

I have the honor to be

Sir

Yr most obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. GLB Vol. 3, 1799–1800.]

Extract from journal of the French privateer schooner *Ester*, 30 April 1800

[Translation]

10 FLORÉAL Year 8

At half past five in the morning our captain and owner went to Puerto Plata with the barge during this time we took in water and bought provisions and we remained at anchor all night Fine weather.

[SDA. CL, Cape Haitien, Vol. 1.]

Extract from journal of the French privateer schooner *Ester*, 1 May 1800

[Translation]

11 FLORÉAL Year 8

We continued to take in water the barge not having returned In the evening at half past six we sighted off Puerto Plata a full-rigged vessel frigate or brig having remained at anchor for the night Fine weather.

[SDA. CL, Cape Haitien, Vol. 1.]

[2 May 1800]

Ship's Paper and Muster Roll of the French Schooner *La Magdelaine*, captured by
U. S. Brig *Eagle*

[Translation]

GUADELOUPE

The 13th of the month of
Floreal the year 8
[2 May 1800] of the French
Republic, one and indivisible

FRENCH REPUBLIC

Liberty or death—Human rights

Ship's paper

MONTHLY FITTING OUT STATEMENT

GUADELOUPE DEPARTMENT

The Schooner *La Magdelaine*

[Extracts from] Muster roll of the Schooner *La Magdelaine* — of
fifteen tons burden owned by Citizen Jean-Baptiste Gaillard and
commanded by the same to engage in Coasting-trade

NAMES, PLACES OF BIRTH AND RANKS.	AGE.	HEIGHT.	HAIR.
Jean-Baptiste Gaillard of St. Francois Captain	30 —	Tall —	Dark
Bazzol of Marie Galante Mate	50 —	Tall —	Red
Frederic Villeneuve of Desirade Island Seaman	25 —	Medium —	Dark
Pascal Villeneuve	17 —	Small —	Chestnut
4 men			

We the undersigned, owner and guarantor of the crew's wages,
and of the rights of the pensioners, and master of the Schooner *La
Magdelaine* certify this muster roll correct, listing four persons,
obligating ourselves to enter accurately the divers alterations occur-
ring during the voyage to produce the said crew on our return, and
to observe during the same the laws of the Republic.

Done at Port de la Liberté the

13th of Floreal year 8 [2 May 1800]

(Signed) DE [illegible]

Seen by me commander in the Navy Chief of the Fitting-out and
Enrollment Office the four persons mentioned in this roll, permit to
Citizen Jean-Baptiste Gaillard Capt to employ them in Coasting
we forbid him expressly to have anyone on board, without his being
carried on his roll, he will depose on oath at the shipping master's
office, immediately on his arrival in port; we enjoin him to produce

there immediately his crew and passengers; and if, during his voyage there occur alterations, such as desertion, death, replacement, etc., he will enter them accurately on his roll, and to observe strictly the rules and regulations of the Navy.

At Port de la Liberté The day, month, and year aforesaid

Seen and permit to go to Marie Galante

(Signed) Aimé [illegible]

Port de la Liberté the 13th Floreal year 8

[2 May 1800] (Signed) Aimé [illegible]

Seen and permit to go to Basseterre

Port de la Liberté the 18th of Prairial year 8 7 June 1800

(Signed) Aimé [illegible]

[NDA, XZ.]

Extract from journal of S. Somes voyages "Voyage from Madeira to Tranquebar in the East Indies On Board of the Ship *Borneo*, Captain George G. Smith, Commander." Friday, 2 May 1800

Begins with Moderate Breeze and Clear weather at 3 P. M. unbent the new fore sail & bent y^e old one Unbent the Main sail & bent the new fore sail for a Main sail — — — Middle part mostly Calm at half past 5 A. M. saw a ship to windward standing to the westward Call'd all hands set Royals at 6 fired a gun to Leeward and hoisted our Coulers which she not answering fired a shot athwart her fore foot — she still not noticing it tack'd ship & Gave her chase she then being on our weather Bow about 3 miles distance — at 10 a fresh breeze set steering sails — saw something upon the water astern of the Chase with a white flag thereon at 11 Came up with and pick'd it up it prov'd to be a Raft compos'd of bamboo with a white flag & a bottle containing a Letter from the Capt certifying she was an english ship homeward bound from Calcutta wore ship & stood on our Course

Latt Per Obs 25 51 [S]

Long 55° 07' E

[Harvard College Library.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 2 May 1800

Moderate Breezes and clear weather, Employd Work* to windward between Isabella and port a platt

At 6 in the evening saw two Ships and one brig in the harbour of Port a platt, at 7 tackd off and Shortnd sail —

Continued standing off and on Port a platt under an easy sail all night —

At Daylight moderate breezes, at 5 in the morn* sent two officers with the small Cutter into the harbour of port a platt — at ½ past 10 Gave chace to a strange sail standing out of port a platt

At 12 fird a Gun to bring too the chace, shortnd sail and boarded the chace, a Danish Ship from port a platt bound to Cape Samana

At 12 Port a Platt bore S ½ E eight miles

Latitude Observed 20° 17' North

[NDA photostat.]

Extract from journal of the French privateer schooner *Ester*, 2 May 1800

[Translation]

12 FLORÉAL Year 8

At six in the morning we saw a three master leaving Puerto Plata at seven o'clock there came alongside a canoe laden with provisions and two guns [obusiers] to be put on board the privateer *Ester* at half past seven we sighted a three master off shore which the lookout saw at eight o'clock we saw the barge leaving Puerto Plata at ten o'clock she came alongside with some supplies at eight in the evening we got under way having seen the frigate all day abeam off Brigantin [Bergantin] we stood on all night rowing [?] gentle land breeze pretty fine weather.

[SDA. CL, Cape Haitien, Vol. 1.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Friday, 2 May 1800

[Moored in Havana Harbor] Light Breezes this Day people Employd on Varias parts of ships Duty as Watering Cleaning ship Overhauling Rigging &c Arrived A Vera Cruz packet with the *Eagle* and *May Flower* (Schooners) Providence Cruisers as prizes to her

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

To Robert Liston, British Envoy Extraordinary & Minister Plenipotentiary, from
Secretary of State

DEPARTMENT OF STATE

Philadelphia May 3 1800

SIR, In reference to your letter of the 2d of February last, I soon after took occasion to intimate to you what appeared to be the President's way of thinking on the subject. I have now the honor to state to you, that while by the law of nations, the right of a belligerent power to capture and detain the merchant vessels of neutrals, on just suspicion of having on board enemy's property, or of carrying to such enemy any of the articles which are contraband of war, is unquestionable, — no precedent is recollected, nor does any reason occur, which should require the neutral to exert its power in aid of the right of the belligerent nation in such captures and detentions. It is conceived that after warning its Citizens or subjects of the legal consequences of carrying enemy's property or contraband goods, nothing can be demanded of the sovereign of the neutral nation, but to remain passive. If, however, in the present case, the British captors of the brigantine *Experience*, Hewit, master, the ship *Lucy*, James Conolly master, & the brigantine *Fair Columbia*, Edw^d Carey, master, have any right to the possession of those American vessels, or their cargoes, in consequence of their capture and detention, but which you state to have been rescued by their masters from the captors, and carried into ports of the United States — The question is of a nature cognizable before the tribunals of Justice, which are open to hear the captor's complaints, and the proper officer will execute their decrees. —

You Suggest that these rescues are an infringement of the law of Nations. Permit me to assure you that any arguments which you shall offer to that point will receive a just attention.

With regard to the British Seamen and deserters who have assisted in the rescues, with great truth I am authorized to assure you, that the Government have no desire to retain them: but besides that the many months elapsed since those events, and the consequent dispersion of the men, would probably render their delivery impracticable, it is not known to be authorized by any law. This has brought into view your project of stipulations for the mutual delivery of deserters, whether seamen or soldiers: and I have now the honor to inclose a counter project, by which you will see the objections which have occurred to your propositions. The President has been pleased to direct and empower me to negotiate with you on this subject & it will afford him great pleasure if we can make a satisfactory arrangement.

I have the honor to be with
great respect,

Sir, Your obed^t Serv^t

ROBERT LISTON Esq^r
*Envoy Extraordinary &
Minister plenipotentiary
of his Britannic Majesty.*

[Mass. HS. Pickering Papers, Vol. 13.]

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

U S Frigate *Constellation*
HAMPTON ROADS May 3 — [1800]

BENJⁿ STODDERT Esq^r

SIR I have now the honor to address you from on board this frigate which you have done me the honor to place under my Command; but as Cap^t Truxtun informs me that he gives you a regular detail of the progress of our outfit I have only to assure you of my steady cooperation with him to arrive [at] the desirable moment when we can announce to you that we are ready for our departure, but I find he has counted upon the abilities of the Mechanicks & other operators here on falacious grounds — the work has not progressed as fast as he had a right to expect and it is my firm belief that we shall not be ready for Sea till the 15 Ins^t if then.

I hope we shall not be detained for want of our sails, as we depend upon those that are to come on from Phil^a —

We have discharged all those Men whose times have nearly expired & replaced them with others shipped at Baltimore, & Norfolk so that there will be no delay on that head & shall be able to make a full four Months Cruise from the time of our departure unless you think it advisable to order us back sooner

I am

Your Mos^t Ob^t

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

To Secretary of State from Robert Ritchie, U. S. Consul, Port Republican

OFFICIAL.

FORT REPUBLICAN, May 3, 1800. [*]

TIMOTHY PICKERING, ESQ.

For the information of Merchants of the United States, I have to announce to you, that the army of Gen. Touissaint, after effecting the capture of Bennet, performed a rapid march across the country, and by its sudden appearance, and the judicious positions that detachment of it were placed in, caused an immediate evacuation of Grand and Petit Gauve by the troops of Rigaud. The troops of Gen. Touissaint have been in quiet possession of both these places for some days past, and a commercial intercourse has already commenced with the port of Petit-Gauve, which has considerably augmented the prices of American provisions in this market.

As this success has opened to us a communication with a rich country, I flatter myself our trade will be greatly benefitted thereby. One certain advantage resulting from this event, and which is highly to be prized, is, the stop it will put to the career of those piratical barges, which have infested the Bite, as they are now deprived of a port in the vicinity of Gonaive to fit out and resort to.

I have the honour to be, &c.

ROBERT RITCHIE.

[*Some newspapers gave the date of this letter as 8 May 1800.]

[LC, "New Hampshire Gazette", (Portsmouth), 24 June 1800.]

Extract from a letter from St. Kitts, commenting on conditions at that place

ST. KITTS,
May 3d, 1800.

"Nothing material has occurred since I wrote you last — we have just returned from a cruize off St. John's, Porto Rico, in which we had very bad weather, and met with no success. At St. Thomas's we saw some of the crew of the French ship [*La Vengeance*] which engaged the *Constellation*; she was condemned at Curracoa, as unfit for sea, and lost 120 men killed with a great number wounded; it was with the greatest difficulty she could be kept afloat till they got in, so roughly did Truxtun handle her. We are now preparing to go on another cruize off Grandterre, Guadaloupe, where we have great hopes of taking some more of the pirates, and making some valuable recaptures. There is a French ship of war there of 24 guns, and a great number of privateers of different sizes, amounting to 170 sail.

"The British May fleet sails from hence to-morrow, under convoy of the *Prince of Wales* of 98 guns, Lord Hugh Seymour, and several frigates; it will consist of near 400 sail of the largest ships I ever saw, all richly laden with the produce of these islands. The French and British privateers are all swarming, the former to capture, and the latter to recapture.

"Last night we heard a considerable noise with the reports of pistols, &c. on board a British transport which lay alongside of us — She has about 200 French prisoners on board who rose upon the

crew, 30 in number; the combat lasted but a short time, and ended in the death of three of the prisoners, and ten wounded."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 9 June 1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Saturday, 3 May 1800

Moderate Breezes and clear weather, lying Too with the Danish Ship in company, at 2 bore up and ran down along the land to windward of port a platt, at 4 Brought too with the Main top sail to the Mast waiting for the Boat to return from Port a Platt. At 7 the boat returned from port a platt which harbour is formed by a small Island and reef of shoal water on the West side of the harbour and a reef on the East side of the harbour and a small point on which they have a small Fort with Four Guns, the harbour is a small round Bason and very safe with all winds except a North which makes a heavy sea

Abreast of the Town which contains about one hundred houses or hutts the Water is shoal from 15 to 20 feet and from the Town out in the fair channel there is from 5 to 22 fathoms about one mile from thence

At 8 filld by the Wind to the Northw^d under an easy sail, AM at 1 Tackd to the Southward and stood in for the land, at daylight saw a strange sail Gave chase to the Southward, at 7 boarded the chase an American Schooner from S^t Croix bound to Cape Francois

At 12 Moderate port a platt S by E 5 or 6 leagues —

Latitude Observed 20°17' North

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Saturday, 3 May 1800

Commences with fresh breezes and fine weather; People employd at ships duty Pleasant weather and clear. At ½ 10 pm, hauld up Mainsail. We draw near the Island of Java & keep a good lookout this night. at ½ past 2 AM tack'd to the S^d At 4 am wore to the N^d — and made sail for the land. Saw some driftwood and plenty of birds.

Lat. Observed 7.36 S

Longitude in 106.10 E

[LC, EPP, 1799–1800.]

Extract from journal of the French privateer schooner *Ester*, 3 May 1800

[Translation]

13 FLORÉAL Year 8

At daybreak we sighted a three-master at a distance of two leagues from us having recognized her as the one which had put out of Puerto Plata and a small craft farther out in the offing at six o'clock we saw the same frigate alongshore opposite Brigentin [Bergantin] and we having proceeded anchored at eleven in the morning at L'Ermite twelve leagues more to windward of Puerto Plata in order to wait for the Citizen Petition who was to rejoin us in order to sail up with us we remained all night at anchor Fine weather.

[SDA. CL, Cape Haitien, Vol. 1.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding,
U. S. Ship *Ganges*, 3 May 1800

Came to near the Brown in 9 fathoms of water. —
[In the Bay & river of Delaware.]

[NA.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S.
Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding,
Saturday, 3 May 1800

[In Havana Harbor] Light Airs this Day the fore part All Ready
for sea the Pilot and Capt did not think proper to get under sail for
fear of Damage Sent the Cutter for warter All Hands Employd on
sundry parts of Duty at 9 P M I went on Deck past to the Gangway
found A Gun Catridge Box and Great Coat the Centinel Deserted
his post

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

Extract from letter to Secretary of State from U. S. Consul at Surinam

SURINAM, May 4, 1800.

"I have the honor to inform you, that his Excellency the Governor
has this day communicated to me, that vessels of the United States
are no longer permitted to take in produce on freight, or otherwise,
for England — and allowed to land only Lumber, Fish, and Flour —
and to take away in payment therefor *Molasses only*.

"Also, in consequence of the Governor's Proclamation of the ———
allowing neutral vessels to take away any produce, giving Bonds to
land the same in England, letters were written to Merchants in the
United States, advising to send vessels here to take freight — it
seems necessary that the revocation of this privilege should be gener-
ally known. This moment his Excellency's proclamation on the
subject is shewn to me; but there is no time to procure a copy to
transmit to you by this conveyance. Officers of the British Customs
are appointed to supercede those appointed by the Commander in
Chief at the Surrender of the Colony. — Instructions from his
Majesty's Ministers have been lately received concerning the navi-
gation and trade to this colony — I have seen them — They are
written in a pressing, censoring style, against the admission of Neutrals
to a participation in the trade any further than absolute necessity
will justify and require. The admission of European Neutrals is
positively forbidden, and American vessels are limited to the landing
of Lumber, Fish and Flour — unless the Governor, by Proclamation,
declares that the Colony are in want of beef and pork. In regard
to the taking away produce, Molasses and Rum are only allowed —
but the language is not so positive in regard to this restriction, as
they appear to understand that neither rum nor molasses are here
to be found — The Proclamation of the Governor, nevertheless inti-
mates, that at present he shall execute these instruments strictly."

[LC, "The Mass. Mercury", (Boston, Mass.), 4 July 1800.]

[4 May 1800]

Extract from a letter from an officer on board the American private armed brig *Ariel*, Captain Coates, concerning her encounter with two French privateers, while en route from Canton to Philadelphia

At St. Kitts, June 2.

"This will, I expect, inform you, that I have had the misfortune of being again taken by the French.

"On the morning of the 5th of May, being then within 10 days sail of home, we saw two sail; and as the day broke, we discovered they were privateers. They both bore down on us, and hoisted French colours, and we hoisted American colours and cleared the ship for action. At half past six they were within gun shot, when we began our fire, which they returned, until a quarter past seven, when they layed us along side, within pistol shot. We continued firing on both sides with great guns and small arms, until eight o'clock, when finding our masts much injured, and our sails and rigging cut to pieces, with two men killed, captain Coates and two others badly wounded; two vessels along side, one of 12 guns, the other of 10, and 100 men each; we having only 10 guns and 30 men; finding it was impossible for us to fight two vessels of superior force, and that they were on the point of boarding us on each quarter; we were under the distressing necessity of striking our colours.

"I think every credit is due to our captain, officers and men, as we fought as long as there was a hope remaining.

"I shall get my passage home as soon as possible, when I hope to be able to give you further particulars verbally."

[The Decree of Condemnation states the Captain's name was Griffis; See log of U. S. Frigate *Essex*, 11 March 1800.]

[LC, "Claypoole's American Daily Advertiser", (Phila.), 27 June 1800.]

[4 May 1800]

Extract from a letter from David Walker, Supercargo of the American private armed Brig *Ariel*, of Philadelphia, concerning her Capture by the French Privateer *L'Egypte Conquise*

POINT-PETRE, GUADALOUPE, May 14.

"We sailed from Leghorn the 20th March, in company with the armed vessels the *Two Betseys* and the *Diana*; from whom we separated in the Mediterranean in bad weather. Having a long passage in the Mediterranean, we found it necessary to call at Madeira for wood and water, where we stopped but a few hours and sailed from thence the 15th April.

"We were within three days sail of St. Thomas on the 3d [14th Floreal year 9] May, when we discovered a schooner on our weather quarter bearing down on us. On approaching us she fired a gun, and hoisted the national flag. We immediately hoisted ours, and fired a shot at her, giving three cheers. As soon as she came within short gun shot, she gave us a broadside, and continued still on the same tack: but at the same time sheered towards us, fired three or four more: and while loading their guns plyed us with their musketry. We were not backward in returning their fire. We could not, however, prevent her from coming alongside us; which she did, shouting Vive la Republique.

"After this, the vessels being closely grappled, we continued a desperate conflict, and repulsed several attempts to board us; but at length, having our colours shot away, our nettings cut down, some of their men being aboard of us supported by others, and *half our number* being killed and wounded, we were obliged to strike to a much superior force. He proved to be *L'Egypte Conquise*,[*] of fourteen guns (ten French fours and four twelves) and between 90 and 100 men, of whom 45 had muskets, who always covered their attempts to board us. We had two killed and eleven wounded, myself included; but two of our wounded since dead, and a third I think cannot live. On their part they acknowledged only two killed and four badly wounded; one of the former was their captain of marines. It does not however, appear to me possible they could escape with so little loss, our guns being pointed down on them to their utmost depression while they lay along side. The captain, Mr. Casson, the mate, and sixteen of our people, including three of the wounded, were put on board the privateer, and myself and seven others, all wounded, were permitted to remain on board the brig. We separated from the privateer a few days after our capture, and arrived here the eleventh. The wounded are in the hospital, where they themselves assure me they are well taken care of.

"In justice to capt. Lyhlaman of the privateer, and our prize-master (Dominique) I ought to add, that after our capture, all our wounded received every attention the nature of our situation would permit.

"To say any thing in favor of capt. Griffis, his officers and men, after the above narrative, would be a work of supererogation."

List of killed and wounded on board the brig Ariel.

Luke Fleverley, killed, Landsman.

Alexander, do. do.

John Newport, seaman, }
S. Kietline, landsman, } — Died of their wounds.

WOUNDED

Joseph Smith, boatswain; Charles, (black man) landsman; William Robins, landsman; Thomas Foote, seaman; ——— cook; John Mink, gunner; Robert Graham, seaman; Benjamin Thompson, 2d mate.

[*Not to be confused with French Privateer *L'Egypte Conquise* captured by U. S. R. C. brig *Pickering*, about 18 October 1799.]

[LC, "Claypoole's American Daily Advertiser", (Phila.), 14 June 1800.]

[4 May 1800]

From typewritten copy of translation of the Decree of Condemnation of the Brig *Ariel*, captured by French Privateer *L'Egypte Conquise**

Prize [capture] of the American brig *Ariel*, by the Privateer *Egypte Conquise*.

In the name of the French Republic: —

The tribunal of commerce and prizes established in the island of Guadeloupe, sitting at Bassaterre in the said island, in its ordinary

session of the second of Prairial, year ninth of the French Republic, one and indivisible [22 May 1800].

Having seen the proces-verbal of the seizure made at sea on the fourteenth Floreal (3d [4th] May) of the American brig *Ariel*, of Philadelphia, Captain Griffis [another account states the Captain's name was Coates; See log of U. S. Frigate *Essex*, 11 March 1800.], by the privateer *Egypte Conquise*, captain Lyclama, outfitted by citizen Garique: the report made on the circumstances of the said prize by the Justice of the Peace of the canton of Port de la Liberte, and dated the 22d and 23d of the same month; the analysis of the papers of the said brig by citizen Charles Brun, sworn interpreter of the English language, all of which documents, as well as those analysed, being deposited in the Court, the assistant interpreter, citizen Menaid, present at the hearing.

Having heard the president in his statement and the commissioner of the government in his argument, the matter is taken under consideration.

Considering that from the said analyzed documents and from the report above mentioned, it is certain that the jurat at the bottom of the sea letter, of which the said captain is the bearer, is not signed by the officers of Marine, as prescribed by article 21 of the treaty of Amity and Commerce between France and the United States, dated February 6, 1778, and that he has consequently infringed his passport.

Considering that he has a commission to capture French vessels and conduct them to the ports of the United States of America, which is contrary to the treaty of the above date.

Considering that the said captain, instead of obeying the summons which was made to him to haul down his sails (heave to) has fought with stubbornness, and had to be boarded, after a combat of three quarters of an hour.

In applying, First, Article 7 of the regulations concerning prizes of the 21st of October, 1744, as follows: No regard will be paid to passports of neutral sovereigns, when those who have obtained them are found to have infringed them, and vessels that are navigated under the said passports will be declared good prize.

Second, Article 12 of the ordinance of Marine, Book 3, chapter 9, relating to prizes, of the month of August, 1681, expressed thus: Every vessel which refuses to haul down her sails (heave to) after the summons which will have been made to her, by our vessels, or those of our subjects armed in war, can be compelled to do so by cannon or otherwise, and in case of resistance and of combat will be good prize.

The tribunal approving the argument of the commissioner of the government, declares good prize the American brig *Ariel*, together with her rigging, appurtenances and cargo, and orders the sale thereof in the customary form to the profit of the captors, outfitters and those interested in the privateer *Egypte Conquise*, inventory of the whole being first made in the presence of those entitled.

Ordered, etc.

Done and decreed by the said tribunal at the said session at which assisted the citizens Joseph Tholezan, president, Jean Pierre Bernard

Delrieu, Gabriel Capoul, judges and Guerin, secretary, the said day, month and year.

G. CAPOUL, J. DELRIEU, JOSEPH THOLEZAN,
GUERIN, *secretary*.

[*Not to be confused with French Privateer *L'Egypte Conquise*, captured by U. S. R. C. Brig *Pickering* about 18 October 1799.]

[Ct. of Cl. French Spol. Case No. 1433.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constellation*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 4 May 1800

Moderate breezes and clear Weather, Employd working to windward to the Eastward of port a platt

At 6 Moderate breezes Lying too, Main Topsail to the Mast Ships head to the Northw^d

At 12 Midnight Moderate Lying Too Main Topsail to the Mast —

AM at 2 Wore ship to the Southward under an Easy sail and stood in with the land, $\frac{1}{2}$ past 2 Spoke The United States Frigate *Boston*

At Daylight Moderate breezes saw a sail bearing ENE

At 12 Moderate breezes from NE. port a platt SSE Six or 7 Leagues

[NDA photostat.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Sunday, 4 May 1800

[In Havana Harbor] Light Airs this Day thro Lifted the stern Anchor Carray out hausers to other Vessels got Ready for sea the Wind so Light the Pilot ded not think proper to heave up the Starboard bower to Get under way Kept all fast untill A more Convenient time to go to sea the Marine who Left his Gun and Accutriments on the Gangway was punished by stoping his Grog 3 Weeks

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

To Lieutenant Jeremiah Barton, U. S. Navy, from Captain Alexander Murray, U. S. Navy

U S Frigate *Constellation*
May 5. 1800.

MR BARTON

SIR I have this day received your favor of the 2 Instant and am very sorry that I cannot reply to it to your satisfaction.

Previous to my leaving Phi^a the whole business of your unfortunate forgetfulness of your station in the Navy (at Jamaica, and on ship board there, as well as on our passage) had reached the Sec^y of the Navy, my duty required me to be candid with him as to his interrogatories respecting the conduct of my Officers in general, finding him well acquainted with every transaction that has passd I could make use of no disguise, & further he was well acquainted with the repeated declarations that you have publickly made, that you would never fight against your Country, consequently you could not be deemd an

American even by naturalization, that alone was sufficient for him to say you must not be considered as an Officer in our Navy, for tho' upon friendly terms with Great Britain at present, we know not how long we may be so, all these circumstances considered I give you my candid opinion that your chance of promotion is but slender, & that you had better retire from the service, besides if you look over the list of Lieu^{ts} you will find your rank of a much Junior date than you suppose —

Thus far I have addressed you as an Officer in the Navy. give me leave to offer you any personal services & to assure you I feel for your situation, for as I have before observed to you, I esteem you as [a] Gentleman of good sence and manners & hope you will be able to turn your pursuits to a better purpose in a private line —

I shall be happy to see you at all times & am

very sincerely

Yours

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

To Captain George Little, U. S. Navy, from Captain Silas Talbot, U. S. Navy

U. S. Frigate *Constitution* 5th May 1800 —

SIR, General Toussaint has represented to me, that he has occasion at times to fit out a Vessel to sail from a Port, where it is almost impossible to procure passports signed by the American Consul General, and the British agent and he requests that such of his Vessels, as have his passports, may be allowed to pass freely, as they will all be under the strictest Orders to respect the American Flag — You will not therefore detain any Vessels, sailing with a passport from General Toussaint, tho' not accompanied with that of the American Consul, unless you find that such Vessels have disturbed the Commerce of the United States, or offered some insult to Vessels sailing under their flag.

I have the honor to be

Sir

Your Obedient Servant

SILAS TALBOT

[F. D. Roosevelt Collection.]

Extract from a letter from an Officer on board the U. S. Schooner *Enterprize*, Lieutenant John Shaw, U. S. Navy commanding

[U. S. S. *Enterprize*] 5th May, 1800.

"A few days ago I wrote you a letter respecting an engagement which we had with a Spanish brig; I now have the pleasure of informing you, that we took a French cruiser, mounting 4 guns, with 40 men, which we sent home, and will be the bearer of this."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 24 June 1800.]

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

[PHILADELPHIA]

Navy Department 5th May 1800

Captain JOHN MULLOWNY
of the *Ganges* — New Castle —

SIR I am honored with your letter of the 3rd Inst enclosing your accounts of the stores wanted for the *Ganges*, which I confess surprizes me —

You will immediately bring up the Ship to Philadelphia, and be so good as to have made out by the different officers who have made returns, an account of the articles on hand and of what have been expended during the last cruise. —

At the fort you will comply with every thing required by the health laws — of which you will get information from the Health Officer — I understand you will not be detained at the Fort — But you must be governed by the directions you receive there from the proper Officer —

I have the honor to be

Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799–1800.]

To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

Navy Department 5th May 1800

SECRETARY OF THE TREASURY

The Secretary of the Navy presents his compliments to the Secretary of the Treasury and incloses for his information some papers relative to the Sloop *Venus* reported by Captain Newman of the Sloop of War *Warren*, as being concerned in the slave trade —

[NDA. Req. on US T, 1798–1803.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 5 May 1800

Moderate Breezes and clear Weather, Working along shore between Isabella and Port a Plate

At 1 Shortnd sail brought too and Joind company with the *Boston* and *Amphitheatre*

At 7 Double reefd the Topsails Port a Platt bearing S by E 4 or 5 leagues

At 12 Midnight Moderate *Boston* In company

At Daylight saw Port a Platt SSW 6 or 7 leagues bore up and ran down the land towards the harbour of Port a Platt, Found the Main Top G¹ Yard sprung sent it down and sent up another, Unbent the Main Topsail and bent another

A Duplicate of
this letter for-
warded by the
New Castle Pack-
et

At 12 shortnd sail brought too and boarded a ship from port a platt bound to the South side of that port under convoy of the *Boston* Port a Platt bearing at 12 S $\frac{1}{2}$ W 4 leagues. *Boston* in company
[NDA photostat.]

Extract from journal of the French privateer schooner *Ester*, 5 May 1800

[Translation]

15 FLORÉAL Year 8

At four in the morning we saw pass a small boat of mapou which was going down to Puerto Plata we remained at anchor Fine Weather having taken in water and wood we passed the night.

[SDA. CL, Cape Haitien, Vol. 1.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Monday, 5 May 1800

the first part Light Breezes and pleasant at 4 A M Cald All Hands Cleared Deck for Heaving up to go to sea at 6 A M hove short at 8 A M Weighed Made sail got to sea with the Ship *Voltaire* of Philadelphia at Meridian the Moro bore S S E Dist 2 Leagues Let Nicholas Prayda out of Irons to do Duty

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

To Secretary of War from Secretary of the Navy

[PHILADELPHIA]

Navy Dept. 6th May 1800

SECRETARY AT WAR

SIR I have examined the Papers you gave me, respecting a purchase of property from Potts & Lee near Harpers Ferry. As to Lee's Estate, the ore, the object of most importance that certainly ought to be purchased, if Pott's estate is purchased. Indeed I cannot but think, that this estate even without Potts's might answer the public purpose, if a Furnace could be erected at Harpers Ferry, which is doubtful. But when establishments are made for the United States, they ought to be made on a Scale as if the union was to be durable. And as if the establishment were intended for a great Nation — and under this Idea which I believe is a correct one, both estates should be purchased. Lee receives \$1000 p. ann. from Potts. He reserves the right of leasing his ore to others. I suppose as his ore is stated to be inexhaustible he might sell to another company for another \$1000 p. ann. and perhaps to a third for a third 1000 doll^s p. an, admitting however that his estate is worth 2000 dollars p. ann. a fair price for the fee simple would be somewhere about 24000 or 25000 doll^s or even 26000 which I think you might give.

I presume it will be necessary to take the Att^y Gen^l's opinion as to the title of the Property —

I am Y^r &

B[ENJAMIN] S[TODDERT]

[NDA. Sec. War, LB 1798-1824.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 6 May 1800

Moderate Breezes and clear Weather Lying too with the Main Topsail to the Mast *Boston* in comp^y

At 4 Made sail to the Eastward *Boston* and the Ship from Port a Platt in company

At 7 Squally with Rain Double reefd the Topsails braced Round and came to the Wind to the NE Port a Plate bearing S by W 4 leagues *Boston* in company

Continued Tacking to Windward during the night under an Easy sail with frequent squalls of rain and Wind

At Daylight saw Port a Platt S by W $\frac{1}{2}$ W, 5 or 6 leagues

Light airs and variable all the forenoon

At 12 Light airs Port a Plate SSW, 6 or 7 leagues Old Cape Francois SE by S 10 or 11 leagues the *Boston* ESE 8 or 9 miles

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Tuesday, 6 May 1800

Moderate Breezes & good Weather. At 1 pm Came to anchor within Claps Island; in 16 fathoms — the Isl^e bearing SSW. distance 2 miles. Sent the Yaul on Shore. Saw a sail to windward coming down, fired 2 guns for the Yaul to come off At $\frac{1}{2}$ 4 pm, hove up Anchor & gave chase to the ship. At 7 fired a Shot & brought her too. found her to be an American Ship condemn'd at the Isle of France. & bound to Batavia. Commanded by a Frenchman. At 12 at night came to anchor in 30 fathoms. Java head bearing WNW. 5 leagues. Clap's Island bore ESE. 3 leagues D^e Brot said Ship to Anchor in shore of us. At 6 am hove up & anchor'd near the ship. took out the Officers & men of ours that were on Board. the french Captain contended that his Ship was dutch property & was in Ballast. Discharged her & made our way for the Straits of Sunda

[LC, EPP, 1799-1800.]

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

[PHILADELPHIA]

(N^o 19.)

Department of State May 7th 1800

DAVID HUMPHREYS Esq^r

DEAR SIR, I have felt much anxiety on account of the delays which have taken place in the Barbary affairs: but nevertheless I have reason to believe that all will be well. Letters from Consul Eaton at Tunis to Feb^y 1st received three or four days since, warrant the expectation. — You will be informed that the *Sophia*, with a very valuable cargo, sailed in January for Algiers, and a large ship with timber and naval stores for Tunis in February: I was assured she would be ready to sail early in January. — By these vessels I write fully to Consuls OBrien & Eaton. — Instead of a common ship intended for Algiers this Spring, with merchandize for re-establishing our funds there, one of our frigates is getting ready to take in timber

and naval and military stores, as well as merchandize. — This frigate was originally an East Indiaman, a burthensome vessel of seven or eight hundred tons. She will of course leave on shore some of her guns and men: but she will remain well armed and manned. Her cargo will all be ready by the time she comes round here from Newport, which will be in ten days or two weeks. —

Other timber, plank, naval and military stores are preparing for Tunis, and will shortly be ready for loading. — The timber and plank were growing in the woods when we received the definitive arrangements, last autumn, with that regency.

You will have the goodness to communicate this information to the Consuls Eaton & O'Brien, by the earliest opportunities. — I have given the like information, and made the same request to Mr Smith.

Congress have resolved to rise the 12th instant. The law prohibiting commercial intercourse with France has been renewed. A Bankrupt law has at length been passed. A bill for an entire new arrangement of the judiciary system has been considered; but many objections have been offered; and it will not at present be adopted. The north-western territory has a population of about 50,000 souls. A bill for dividing it into two governments, by a line running north from a point opposite the mouth of Kentucky river, has passed both houses. The eastern half is to retain its old name: The New Territory is to be called Indiana. —

At the late circuit court for this district, three of the Northampton Insurgents have been convicted of treason, and sentenced to be executed the 23^d instant. Many others have been convicted of conspiracy and misdemeanours, and sentenced to pay fines from 50 to 1000 dollars, and to be imprisoned from six months to two years.

After many essays in former sessions, Congress have now accepted the cession of Connecticut of western lands, with the reservation to that state of a tract of 120 miles long, and a degree and some minutes of latitude in breadth, next westward of Pennsylvania. — This tract so reserved, Connecticut sold a few years since, to a company, for a million of dollars, which were appropriated for the maintenance of schools in the state.

I have the honor to be, &c.

TIMOTHY PICKERING

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

[7 May 1800]

To Smith & Ridgway of New York, from John Estes concerning capture by the French privateer Schooner *La Union*

HAMPTON ROADS, May 15, 1800.

MESSRS. SMITH & RIDGWAY,

GENTLEMEN, I am sorry to inform you that on the 7th of May in. 30^r 51, 11, long. 70, 40, W, we were captured by a French privateer, took all hands out except capt. Cook and Robert Asty[?], after plundering the vessel of every thing they could get handy — manned her with 3 Frenchmen, sent her to Guadaloupe, the privateer stood to the northward. On the 9th fell in with an English Letter of Marque mounting

5 guns and 15 men on board, they engaged us three quarters of an hour and then struck to the privateer. The French boarded her, plundered her and hove her guns overboard — The captain of the privateer gave up the brig to the captain, on condition that he should take all the American prisoners on board and land them in the most convenient port in the United States. Sent us on board 15 in number. The 13th in lat. 35, 38, in 25 fathom water, fell in with the sloop *Nancy*, capt. Carlson, of New York bound to Norfolk, who agreed to take us all on board and land us in Norfolk. The 15th arrived here and expect to get to town before night. It is uncertain when I shall come on, for they have robbed me of every thing, money and clothes. I shall get on board of some vessel and work my passage.

The privateer that captured us, was a schooner of 12 guns, and 60 men, she is called *La Union*, after we left her she steered to the Northward — we expect she will cruize on our coast.

(Signed). JOHN ESTES.

[LC, "The Daily Advertiser", (N. Y.), 28 May 1800.]

To John Hall, Marshal for District of Pennsylvania, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 7th May 1800

JOHN HALL Esqre

Marshall for the District of Penns^a —

SIR I have received your letter of yesterday, requesting me to furnish a guard of 20 or 30 men to attend the execution of three pirates on Friday next —

Beleiving that except in cases of absolute necessity there should be no interference of the Military with the Civil power, and not doubting that in the present instance the decree of the Court can be executed without the aid of the Military, I think it my duty to decline complying with your request —

I have the honor to be

Sir

Yr obed Servt

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

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 7 May 1800

Moderate breezes and clear weather, Loosd all the small sails to dry, Employd working to windward along shore to the Eastward of Port a platt with the *Boston* in company

At 8 Moderate breezes from the Eastward parted company with the *Boston*

During the night Moderate breezes ships head to the Eastward

At Daylight Saw the *Boston* SE and the *Amphitheatre* bearing south, saw the land bearing from SE to WSW

At 11 Moderate breezes with Rain Old cape Francois in sight

At 12 Fresh breezes old cape francois SE 9 or 10 leagues the *Boston* and *Amphitheatre* in sight

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Wednesday, 7 May 1800

Moderate Breezes & good Weather. At $\frac{1}{2}$ past 12 haul'd round Java Head into the straits of Sunda. found 25 fathoms of water within $\frac{1}{4}$ mile of the shore. Here we found the *Arrogant* of 74 Guns. & the *Orpheus* frigate At Anchor took possession of the ship mentioned in Yesterday's Work. At 11 pm, Came to Anchor in 20 fathoms water off the Great Watering place at the West end of Java. the SW point of Princes Island bore W B N — D 6 Miles. East end of Princes Island bore N $\frac{1}{2}$ W nine miles — the Watering place on Java bore S. [?] $\frac{3}{4}$ miles distance the *Arrogant* 74. bore S B W. D $\frac{1}{2}$ mile in shore of us. A point on Java bore NE. 3 leagues,

At 7 AM hoisted out Boats & sent the Cutter on Shore for Water.
[LC, EPP, 1799-1800.]

Extract from journal of the French privateer schooner *Ester*, 7 May 1800

[Translation]

17 FLORÉAL Year 8

At nine in the morning tacking off the old cape [Cape Francés Viejo] opposite [Punta de] Tres Amarras we saw in the offing two vessels to leeward of us running before the wind we did not chase them because it would have made us go too much out of our course.

[SDA. CL, Cape Haitien, Vol. 1.]

Extract from journal of Lieutenant John Mullanvny, U. S. Navy, commanding U. S. Ship *Ganges*, 7 May 1800

Got under way & proceeded up the river [Delaware]

[NA.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Wednesday, 7 May 1800

The first part pleasant Weather and Breezes

at $1\frac{1}{2}$ P M fired 3 Guns Abrest of the Port of Havana and Hoisted a Signal for the fleet to come out Lay by untill $2\frac{1}{2}$ P M Filled away and stood off at 3 Tackd to the Eastward

at 6 P M the Moro bore W S W 3 Leagues Dist at 7 brot to with a shot the schooner *Adventure* Capt Lillabridge 1 Day from Havana had Lost his Main Mast and bound back to Havana

Tackd ship to the Southward at 11 P M

Middle part pleasant Weather and Breezes

Wore ship to the Northward at 2 A M

at 3 A M spoke the Schooner *Trio* from Boston bound to the Havana 22 Day out William Silsby Master boarded her She had A Spanish Crew on board taken from an English Cruiser

at 5 A M bore away to the Westward & made sail

at 9 A M took in sail abrest of the Moro and Lay by

at 11 Spoke the *Nimble* from Vera Crus
 at 12 Meridian the Moro bore S b E $1\frac{1}{2}$ Mile Dist
 Latter part Light Breezes & pleasant

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

To Uriah Tracy, Chairman of Committee, United States Senate, from Secretary of
 the Navy

[PHILADELPHIA]

Navy Department 8th May 1800

The Hon: URIAH TRACY Esq

Chairman of a Committee of the Senate. —

SIR Col^o Parker taught me to expect that a Bill would originate in the House of Representatives for the purchase of Timber, or I should have troubled you before on the subject — It is I beleive the practice of all Nations that have Navies, to procure timber every year, in peace as well as in War — and to have it deposited in proper places for seasoning, by which means they secure the power of building Ships when they please, and with timber sufficiently seasoned. — This practice is so obviously right, that no arguments can be necessary to recommend it to the adoption of the United States. — Two Hundred thousand Dollars annually appropriated for the purchase of timber would at all times secure to the United States the means of building with expedition, and with well seasoned materials, four times as many Ships of the line, or five times as many Frigates, as years had elapsed between the commencement of the appropriation, and the commencement of the building of the Ships. —

If no timber should be provided, we shall on the first occasion that may arise to make an augmentation of the Navy find ourselves under the necessity of building ships with green timber: and at a time when every hour may be important, be obliged to wait for Months to have the Trees cut from the woods and hauled to the building places, before we can begin the Ships. — After the Ships are built of such materials, it cannot reasonably be expected that they will last more than three or four years, instead of 15. or 20, as should be the case, and would with Ships made out of timber sufficiently seasoned. — I have the honor to enclose an extract of my report to the Chairman of the Naval Committee in January last, which will show the application of the 20000 Dollars appropriated for timber the last year — It will require about 50000 Dollars to procure all the timber necessary for the frame of a 74 Gun Ship — and about 40000 Dollars for the frame of a Frigate — The appropriation for the support of the Navy for 1800, will probably not be all expended on that object — I have little doubt that 200000 Dollars might be saved out of that appropriation, for the purchase of timber, if it be too late in the Session, as I presume it is, to provide other means. —

Should it be the opinion then of the Senate, that money should be laid out in this object, a short Bill would be sufficient, saying that the President might direct the purchase of suitable timber for Frigates and Ships of the line to the amount of 150000, or 200000 Dollars, out of the appropriation of _____ Dollars for the maintenance of the Navy for the Year 1800 — or a bill might pass, authorizing the

purchase of timber to this amount, out of any monies in the Treasury unappropriated. —

It is to be understood, that in calculating the value of the timber for Ships of 74 Guns to amount to 50000 Dollars — that the Idea of live oak frames is excluded. — The frame alone of live oak will cost 50000 Dollars — but live oak is not to be had for more than the Ships already authorized — except a few of the most material pieces — and it is not doubted, that the white Oak timber of every part of the Country will answer well, if well seasoned — and will not exceed half the cost of live oak. —

I am &c &c

[NDA. Con. LB, Vol. 1.]

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

[PHILADELPHIA]

Navy Department 8th May 1800

Captain THOMAS TINGEY
Philad^a —

SIR I have consulted the Attorney General relative to the prize money allotted to Commanders of Squadrons by the act of the Government of the U S passed the 2nd of March 1799, and his opinion is —

That the Captain commanding a Squadron is entitled to one twentieth part of that portion which is allotted to the Officers & Crew of the vessel making the Capture of every prize taken by any Ship or vessel under his Command other than his own Ship

I have the honor to be

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

[8 May 1800]

Valuation of Gosport, Virginia, by Thomas Newton, for the State of Virginia, and William Pennock, Navy Agent, Norfolk, Va.

We the subscribers being appointed by the United States & the State of Virginia, to value a parcel of Land, reserved by the State of Virginia, for a naval yard, commonly calld & known by the name of Gosport, situated on the South branch of Elizabeth River, estimated at about twelve acres, do hereby value the said reserved Land, be the same more or less, than twelve acres, to be worth twelve thousand dollars. In witness whereof we have hereunto interchangeably set our hands & Seals this 8th day of May 1800.

THO^s NEWTON for (SEAL)
the *State of Virginia*

W^m PENNOCK for the (SEAL)
United States

[Va. SL. NDA photostat.]

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

CAP FRANCOIS *May 8th 1800 —*

DEAR SIR, I have the Honor to enclose you Copy of a Letter I have just received from the National Agent at S^t Domingo, accompanied by Copies of Letters from M^r Letombe of Philadelphia and M^r Giraud

of Boston, respecting the Capture and Detention of the french Ship *Les Deux Anges* which was lately taken by the U. States Frigate *Boston*, and sent to America for Adjudication. —

I should not trouble you with these papers were it not to rectify some errors committed by M^r Giraud in his translation of a Letter I wrote the Agent previous to the Departure of this Ship, and by M^r Letombe in his reference to that Letter. —

Much Clamour having been excited among the french Captains at the Cape, against our Cruizers on the Station, and great Apprehension being entertained by them that their Vessels would be Captured, they applied to General Toussaint and the Agent, who wrote to me on the Subject. The *former* requested me to quiet their uneasiness if possible, and the *latter* offered even to give security for their good behaviour provided they could be suffered to leave the Harbour in safety. — I answered them *both* in a manner which I thought was best calculated to preserve the Harmony that subsisted, without doing any thing that was Contrary either to the Honor or interest of the U. States. In my Letter to the Agent (a Copy of which I now enclose you) I mentioned to him that when the necessary Securities were given that our Commerce should not be Annoyed by their Vessels, Passports should be furnished to them. But I well knew, at the time, that no sufficient Security *could* be given, and was previously determined to Accept of none that could be offered. I wrote him in this Manner merely to quiet his apprehensions, until I could see General Toussaint and convince *him* that no such Passports could legally be given. This was effectually done during my Visit to Leogane, and such Arrangements were made as prevented our Commerce from being injured by the mischievous Intrigues of the french Captains at the Cape. The Agent himself seemed well convinced that no Adequate security could be given for Armed Vessels belonging to France, as he never renewed his Offers, nor repeated his solicitations for Passports. That Captain Chevret and his Friends might not plead Ignorance of our Laws on this Subject, I repeatedly shewed him the Act of Congress respecting french armed Vessels, & told him that they would be taken, should they be met by our Ships of War. In conformation of this I beg Leave to refer you to the Papers I have already transmitted you on this Subject, & particularly to the Petition of the french Captains to the Agent.

I have thought it necessary to give you this Explanation of my Letter, in order to do away [with] any improper Inferences which M^r Giraud or M^r Letombe may draw from it. — I also enclose you Copies of some Letters & Documents lately sent to me by Gen^l Toussaint relative to the Capture of the french Schooner *Peggy*, by the U. States Ship of War *Trumbull* — The Gen^l complains that this Vessel was taken while at Anchor in one of his Ports, & having his dispatches on board. I know not whither she is sent to the U. States, or whether Cap^t Jewet has order'd the Prize Master to take Cap^t Talbot's orders previous to his Departure. I have written to Cap^t Talbot on the Subject, but, for fear the Schooner may have sailed for America before any Letter can reach him I have thought it best to send *you* a Duplicate of these Papers. —

I enclose you also an Answer from Gen^l Toussaint to a Remonstrance I made against the Agent's granting Commissions to private Persons to arm their Vessels. —

Since my last very little has occurred worth relating. Baynet on the South side, and Grand and Petit Goave in the West, have been taken by the Troops of General Toussaint

The *Africaine*, a french forty four Gun Frigate, has lately arrived at Santo Domingo, in a short Passage from France. She brings out Raymond, the former Commissary; Pascal his Secretary, Generals Michel, Pageot, Vincent, and others who have been Appointed to Places by the New Government. They have not yet come to the Cape, and I hardly believe they will be received. Gen^l Toussaint is still in Town. The Agent is also here, but tho' confirm'd by the Consuls, is only used occasionally to serve the purposes of the Military Government. —

I have the Honor to remain with great Respect and esteem

Dear Sir —

Your most obed^t Serv^t

EDWARD STEVENS

The Hon^{rs} T. PICKERING

&c — &c — &c —

[SDA. CL, Cape Haitien, Vol. 2, 1799–1800.]

[8 May 1800]

News item concerning proclamation of Toussaint L'Ouverture blocking all the Southern Departments of St. Domingo

ST. DOMINGO

On the 8th of May TOUSSAINT issued a proclamation declaring all the ports of the Southern Departments of *St. Domingo* in a state of blockade, (that is, from the ports of *Miragoane* and *Aiguin* to and including those of *Quiberon* and *Jeremie*) and he Solicits all Captains of American, French & Spanish cruizers, to capture every vessel entering or departing from those ports, except vessels in which are persons escaping from the rebel RIGAUD.

[LC, "The Mass. Mercury", (Boston, Mass.), 22 July 1800.]

[8 May 1800]

Concerning Account of Prize *Juno* or *Jennet*, of U. S. R. C. *Governor Jay*

The United States to Thomas Knox,

Agent for the Owner of the Schooner <i>Juno</i> or <i>Jennet</i>	D ^r
For Amount disbursed by him, for Costs attending the Trial	
of the said Schooner, Captured and libelled in the District	
Court of New York, by John W. Leonard, Master of the	
Revenue Cutter <i>Governor Jay</i> , and finally released by the	
Court, as appears by a Copy of the proceedings and Acco ^{ts}	
herewith	Dollars.. 742.12

Auditor's Office }
May 7th 1800 }

FERRALL

Per 8th Section of the Act passed 28th Feb^y 1799 providing Compensation for Marshals &c — — — —

Comptroller's Office

May 8, 1800

A. M. Ross.

[GAO. No. 11, 440.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 8 May 1800

Moderate Breezes and Variable, Employd work^s to windward to the Northward of Cape Francois

At 6 saw Old cape francois SSE, six or seven leagues and 2 strange sails In towards the land, at $\frac{1}{2}$ past 6 shortnd sail and double reefd the Topsails, at 8 Moderate brought too with the Main topsail to the Mast Ships head to the N^d Wore and Tackd as nessasary during the Night

At Daylight saw old cape francois South 6 or 7 leagues and the *Boston* bearing East At 9 lost sight of the *Boston* she being orderd round the south side of the Island continued Standing In till $\frac{1}{2}$ past 11. Spyd a sail Close in shore which appeard to be comeing to an Anchor In a large Bay to leward of Old cape francois, Tackd and orderd the *Amphitheatre* to stand in and see what that Sail was the *Amphitheatre* stood in towards the strange sail

At 12 Moderate breezes Standing off under an easy sail

[NDA photostat]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Thursday, 8 May 1800

the first part Moderate Breezes and pleasant

at 2 P M spoke the Schooner *Two Brothers* from Baltimore bound to the Havana out 18 Day Capt Lecket

Tacking off and on the Havana

at 7 P M the Moro Costle bore S B E 2 Leag

Wore ship under short sail Occasionally

Middle part Fresh Breezes & Squally

at 5 A M made sail Saw a sail SE from us

at 8 S^t Cruz bore SE b S 3 Leagues Dist

at 9 Spoke the Brig *Little George* from New York bound to Havana out 22 Days John Cadice Master

Saw several sail to the Southward made Sail and gave Chase found them to be Spanish Coasters Tackd ship Stood in for the Land

at Meridian S^u Cruz bore S $\frac{1}{2}$ E 2 Leagues

Latter part pleasant Weather

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

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

[PHILADELPHIA]

Navy Department 9th May 1800

Cap^t JAMES SEVER
of the *Congress*
Norfolk Virginia

SIR The President has seen the proceedings of the Court of enquiry respecting the loss of the Masts of the *Congress* and desires me to express his very great satisfaction in the result — I beg leave to add my assurance that I never doubted the result would be honorable to you —

The principal part of the Officers & men of the *Congress* being turned over to the *Chesapeake*, it will be better to let, all go, except just enough to take care of the *Congress* — the repairs of the *Congress* can then go on without the expence of keeping many men idle — also with less hurry — Pray take every means to have the accounts of the Officers & men kept from confusion — Your Purser should deliver to the Purser of the *Constellation* an exact statement of the money due the men turned over, as well as officers — Please to send young Rutledge on board of the *Constellation* or the *Chesapeake* — I shall write you again in a day or two being at this time too much hurried to say all I intended —

I have the honor to be

[See documents dated 26 April 1800.]

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 9th May 1800

Captⁿ THOMAS TRUXTUN
Norfolk Virginia

D^r SIR Your letters & the proceedings of the Court of enquiry respecting Captain Sever have been laid before the President, who desires me to express to you his high approbation of your able & judicious conduct in the whole of this transaction, & of your arrangements respecting the Frigates — His own expressions indeed were, that you had conducted this business in a manner to do yourself as much honor as you had so well merited by your gallantry and skill on the ocean —

I will send off tomorrow — or Monday, instructions for both Murray & Barron

As to the *Congress*, you will please to have all the men who can be spared from her — leaving only enough on board to take care of her, placed on the *Chesapeake* — The *Constellation* will want some men, but it will be better that the crew of the *Congress*, being all from New England should be together —

You must make the necessary arrangements about Officers — some of thos destined for Barron must go on board of the *Congress*, as Barron will have some of the Officers of that Ship — It is not desirable in the present posture of our affairs, that the repairs of the *Con-*

gress should be hastened more than will consist with entire economy — We want to keep some Frigates in port, until certain events are determined. — I must leave it with you to give such orders as will best avoid the confusion in accounts, so likely to arise out of the changes of Officers & men, from one Ship to another —

When all these things are done, you will have nothing further to detain you at Norfolk but may indulge your anxiety to see your family — but before you do leave Norfolk I wish you would take a full view of the management of the Navy business there, to aid me in endeavoring to introduce some reform —

I have the honor

&° &°

P S — pray remove young Rutledge out of the *Congress* & into one of the other Frigates — unless you take him with you for the *President* — tho as he wants seamanship, I believe it will be best for him to go in the *Constellation* which Ship will soon have to return, on A/C of the mens time being nearly out —

B[ENJAMIN] S[TODDERT]

[See documents dated 26 April 1800.]

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

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

Nº 239.

MADRID May 9th 1800

SIR In compliance with your recommendation I have made myself fully acquainted with the circumstances attending the great losses & aggravated injuries that have been experienced by the Captain & Supercargo of the Ship *Cerf* or *Stag*. It is only within a few days past, that the Advocate employed by M^r Tombarel has finished the perusal & examination of the voluminous *Autos* in such manner as to be enabled to prepare a Memorial to H. C. M. [His Catholic Majesty] in the name of the Captain & Supercargo. This Memorial, which has reduced the substance to a moderate compass, states the facts in alluding to the Documents, insists on the responsibility of this Government to make good the damages & points out the mode of indemnification. I am about to enclose it to the acting first Secretary of the State accompanied by strong recommendations to his favorable attention, and shall seek an occasion of still farther inforcing the justice of the claim by verbal representations. For this purpose M^r Tombarel will go with me to the Sitio [?] next week. I hope to find a favorable conjuncture for conferring with the acting first Secretary of State on this & several other important subjects of business at the same time.

M^r Young, who went Passenger from Lisbon to London on board the Ship *Samuel Smith* of Baltimore; has given an account of an action fought between that Ship & a frigate-built French Privateer. In which, it appears, the latter escaped being taken only by superiority of sailing. I enclose an Extract of a letter from M^r Young. This simple narration reflects great credit on Captain Stiles & the Crew of the American Ship.

Yesterday I received letters from Santander, advising me that the Brig *Eliza* of & from Norfolk, with a valuable cargo, bound to S^t

Sebastian, had been captured & carried into Santander by a French Privateer. The only pretext for this capture, as far as I can learn, is the want of a Role d'Equipage — tho' the vessel was provided with a regular printed Shipping Paper. I have sent to our Envoys at Paris the Representation made to me by the Supercargo, M^r Peter R. Beverly — who is recommended to me in very strong terms by M^r Francis Corbin of Virginia. It was to have been hoped that the French Privateers would not have continued their piracies against our Commerce at the very moment when our Envoys were treating with the French Government. — No direct intelligence has been received from our Envoys since their conferences commenced. But private letters from Paris say, that the French Commission has pretended to find almost insurmountable obstacles to the progress of the negotiations in our demands of compensation for the depredations committed on our commerce.

You will see by the public Gazettes that hostilities have commenced in Italy, and that the campaign appears to be on the point of being opened on the Rhine.

With great respect & esteem,

I have the honour to be,

Sir

Your m^o ob: & m^o h^{ble} Serv^t

D. HUMPHREYS.

The SECRETARY OF STATE

&c &c &c

[SDA. Disp. Spain. Bk. 5, 1799–1806.]

[Enclosure.]

Narrative of fight between the *Samuel Smith* & a French Privateer. Extract from a letter to D. Humphreys from a Mr. Young

After M^r Murgatroyd & I had taken passage in the *King George*, we learnt that the well-armed Ship *Samuel Smith* Cap. Geo. Stiles of Baltimore was ready to sail for London; and being invited, & even pressed by her hospitable Commander to go with him, we could not resist the prospect of the pleasure of sailing under our own flag, and accepted; — Off Scilly we were chased by a frigate-built ship, and finding he would catch us, we prepared for action and lay to to receive him. when he came within shot he hoisted French colours and gave us his whole broad side gun after gun: our Ship refusing the helm, we could not wear to return his fire untill after we had rec^d the one half of his *second* broadside, when the two vessels being within pistol shot of each other at a quarter before two OClock in the afternoon, commenced a pretty sharp action, which lasted untill Six minutes past two: at this time he sheard off, and we saw his mizen topmast go over the side. The *Samuel Smith* pursued him twenty eight hours or 240 odd miles, going for the last three hours at the rate of 72 [?] knots. The night being dark we lost sight of the Frenchman and were obliged to give over the chase. Captain Stiles had twenty six 9 pounders and 95 men. The Privateer was a very beautiful new Ship, had 24 or 26 brass guns supposed to be the *Mars* of Bordeaux of 22 twelve pounders & two eighteens. what seems a little extraordinary in this affair, is,

that Captⁿ Stiles had not a man either killed or wounded, and that during the whole chase the Privateer was within gun shot — the *Samuel Smith* had no bow chasers and the enemy it appeared had no stern ones.

That privateer is perhaps one of the fastest sailing Ships in the world, but having lost his mizen topmast in the action & being probably otherwise disabled, Captain Stiles thought there was a great prospect of capturing him, untill as we visibly gained upon him he quickened his pace enabled so to do by throwing from time to time his guns overboard. These circumstances, added to that of the *Samuel Smith* being full of goods is the only way of accounting for the inability of so fast sailing a ship as Captⁿ Stiles' to catch the Frenchman besides our mainmast and main topmast are badly wounded, the Sails & rigging very much cut. there are 75 shots thro the maintop Sail, & the mainsail all in fitters — Altho' Captain Stiles and his officers are much mortified at not gaining the prize, our action in its consequences may have saved the bacon of some Americans not so well armed as the *Samuel Smith*, as the Frenchman's cruise is most certainly broken up. He has probably made for a port in Spain.

[SDA. Disp. Spain. Bk. 5, 1799–1806.]

To Thomas Graham from Abishai Thomas for Secretary of the Navy

[PHILADELPHIA]

Navy Department 9th May 1800

MR THOMAS GRAHAM

SIR Eighteen French prisoners who are to go on board a Cartel for France have arrived from Rhode Island, but the Vessel is not yet ready to receive them —

Be pleased to furnish them with provisions until the Vessel is ready, and provide such of them as cannot provide themselves with a place of residence on the most reasonable terms to be obtained — The Ration allowed prisoners is half a pound of meat, one pound of Bread, and one pound of potatoes and other Vegetables p^r day

By order of the Secr^y

AB THOMAS

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 9 May 1800

Moderate breezes and clear weather, Standing off & on to leward of Old Cape francois waiting for the *Amphitheatre* which was order'd to stand in and examine a small bay to leward of the Cape, @ 2 the *Amphitheatre* came within hail, and Inform'd Captain Talbot he saw at Anchor in shore a Brig which appear'd like a Merchantman, a french privateer Schooner and a Barge, Sent a party of Marines to the *Amphitheatre* and Armd four Boats which were order'd to Bring them to Action which they commenced with a running fight, It continued warmly near half an hour the french Schooner then ran ashore and the

barge made her Escape to leward, We stood in with the ship as far as the reef wou'd allow us which was very near the shore and fir'd several of our larboard Guns at the Barge she was Rigg'd as a three Masted Lugger, Toward the close of the evening the *Amphitheatre* and Boats return'd with the American Brig *Nymph* of Newbury port & Schooner *Esther* French Privateer which had taken the *Nymph* the evening before, the french privateer mounted 3 Guns & had on board 43 men 24 of them made their Escape in to the Bush 3 killd and 16 we Rec'd on board the *Constitution* several of which are badly wounded,

the *Amphitheatre* had three men wounded and lost her Rudder, @ $\frac{1}{2}$ P^r 7 In the Evening Lieutenant Collins with two armd Boats was order'd in shore to a bay call'd Laragee Salle bay In order to cruize for a barge which made her Escape to leward we took the *Esther* in tow and sent a Prize Master on board the *Nymph* and ordered them to keep company during the night Continued in the offing and carryd an Easy sail dur^t the night @ Day light Moderate breezes from the E^d ships head south In order to find the two boats which was order'd in shore last Evening, @ 12 Old Cape Francois E S E 3 or 4 leagues

No Obsⁿ

[NYHS, NHS.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 9 May 1800

Moderate Breezes and clear weather, Lying too waiting for the *Amphitheatre* to return from the strange sail at 2 the *Amphitheatre* Returnd and Informd Captain Talbot that the strange sail In shore was an American Brig and supposd she was a prize to a small schooner and barge which was at Anchor close in shore Sent a Number of Seamen and Marines on board the *Amphitheatre* and Mannd four boats and sent them in to Engage the Barge and Schooner and bring out the brig Continued standing in till $\frac{1}{2}$ past 2 at which time the *Amphitheatre* fir'd a shot at the Schooner which she soon returnd and a warm Action took place which continued for half an hour, the french Schooner Grounded and a part of the crew swam ashore the remainder to the number of 16 were taken prisoners, our boats boarded the privateer and brought her off with the American brig *Nymph* of Newbury which she had taken the night before and plunder'd of seven thousand Dollars and a quantity of dry Goods, the barge made all sail and made her Escape while we were taking the Brig and Schooner, In the evening all our boats returnd. At 7 In the evening fitted out two boats under the Command of Lieutenant Collins and orderd them into the bay where the barge stood in for to try if possible to bring them to action, Standing off and on all night Brig and schooner in Company, At Daylight Stood in towards the land, At 12 Moderate standing In to meet the boats that went in pursuit of the barge. Old Cape ESE. No boats to be seen

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Friday, 9 May 1800

[Anchored off West end of Java] Commences Continues & ends with Variable winds & some rain. Employ'd watering the Ship At 10 Am hove up Starboard Bower Anchor cleard the same & let go the

Stream Anchor Water fill'd up in the Hold in this place 7350 Gs.
this day Whipped Amos Wheaton a Marine, for letting Boats come
along side against Orders Whipped Matt [or Mall] Howard for
leaving the Deck & sleeping below in his Watch —

[LC, EPP, 1799-1800.]

Extract from journal of the U. S. Schooner *Experiment*, Lieutenant William Maley,
U. S. Navy, commanding, 9 May 1800

At 9 P M. saw a sail in shore which I supposed to be a French
schooner, which we had seen before, All hands were called to quarters
and made sail after her: at $\frac{1}{2}$ past 10 came within $\frac{1}{2}$ mile of her but
had got so close in with the land that I did not think it prudent to
stand on any further. having but five Fathoms of Water, & she sailing
very fast, I therefore hove in Stays and gave her two Broad-sides with
round & Langrage, which it was supposed must have done considerable
execution the schooner appeared to have run ashore — *Seven of the
Breechings of our Guns gave way on this occasion*

[NDA. NO, Vol. 1.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship
Warren, Master Commandant Timothy Newman, U. S. Navy, commanding, Friday,
9 May 1800

The first part Moderate and pleasant

at 2 P M saw a Ship to Leeward bore away for her and made sail at
4 Came up with and spoke the Ship *Liberty* from Jamaca 10 Days out
of and bound to New York Chiney Higby Master Saw several sail to
Leeward bore down found them to be 6 of our Expected fleet with who
informed us the Remainder of the fleet could not get out with them
Sent the Boat on board of A Schooner belonging to Marblehead took
them under Convoy

at 6 P M Bacuranao bore S b E 2 Leagues Dist it being 2 Leagues
East from Havana

Tackd ship as P^r Courses and shew a fals fire before Tacking as a
signal for Tacking ship

Middle part Light Breezes and Cloudy

at 8 A M the Pan of Matansa bore S E 5 Leagues Dist Tack ship to
the Northward with all our fleet in sight

at Meridian fired a gun & Hoisted the Checkd Flag for Tacking
ship to the South Point John bore S E b E 7 or 8 Leagues Dist

Latter part Light Breezes & Cloudy

This Day got on Deck to do Duty

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

[10 May 1800]

Act pertaining to the Navy

United States Statutes at Large. Sixth Congress. Sess. I

*An Act to make appropriations for the Navy of the United States,
during the year one thousand eight hundred.*

[Note: This Act, approved 10 May 1800, may be found in the Statutes at
Large, volume II, pp 79.]

[Statute II.]

[10 May 1800]

Act pertaining to the Navy

United States Statutes at Large. Sixth Congress. Sess. I

An Act in addition to the act intituled "An act to prohibit the carrying on the Slave Trade from the United States to any foreign place or country."

[Note: This Act, approved 10 May 1800, may be found in the Statutes at Large, volume II, pp 70–71 inclusive.]

[Statute II.]

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

U. S. Frigate *Essex*,
STRAITS OF SUNDA, May 10, 1800.

SIR: — I have the honor to acquaint you of my arrival at the entrance of these Straits the 5th inst., since which I have completely watered the ship at Mew Island, with excellent water, and am now on my way to Batavia. I am informed there are very few French privateers in these seas at present, but that many are expected soon from the Isle of France. I wrote you from the Cape of Good Hope, and enclosed you particular returns by two different vessels, which I hope have safe arrived.

I have heard nothing of the *Congress*, but hope she will arrive soon. I am now writing by a ship from Batavia bound to Boston, which I have brought to, and as it is 10 o'clock at night, and stormy weather, I cannot detain her to be more particular at present. I have not one sick man on board.

This morning I was in company with an English ship of 74 guns and a frigate, which are cruising here, and have the pleasure to inform you, the *Essex* sails infinitely faster than either of them, and I sincerely believe faster than any ship in our service.

With respect, I have the honor to be, Sir,

Your obedient servant,

EDWARD PREBLE.

To the Hon. SECRETARY OF THE NAVY, *Philadelphia*.

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

To Accountant of the Navy from Secretary of the Navy

[PHILADELPHIA]
Navy Department 10 May 1800

THO^s TURNER Esq
Acct of the Navy —

James P Watson acting Lieu^t Comm^d — Enoch Brown acting Lieutenant, D Murray Ditto, Rob^t McNight acting Sailing Master & Nathan Trudale [or Trisdale] acting Surgeon on board the Brig *Conquest of Italy* are respectively intituled to receive pay & emoluments of their Grades respectively — James P Watson from the 31 Dec^r '99 to the 1st May 1800 & the rest above mentioned from the 31 Dec^r 99 to the 1 April 1800 —

Sign^d BEN STODDERT

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Saturday, 10 May 1800

Moderate breezes and clear weather standing off and on the bay to leeward of old cape francois waiting for our boat to return from shore At 1 saw the large Cutter standing off for the ship. at $\frac{1}{2}$ past 1 the large Cutter came along side — The Midshipman commanding the Cutter had not seen the other boat Commanded by Lieutenant Collins. bore up and order'd the schooner *Amphitheatre* and Prize schooner to stand In shore and look for the barge. saw a strange sail bearing SW by W, At 7 the *Amphitheatre* and prize schooner returnd without seeing any thing of the barge. Orderd them to work to windward all night and Join the *Constitution* in the Morning

Continued standing off and on all night under an easy sail tacking as nessasary to keep our station

At daylight observed the sail seen the evening before to be the United States Ship *Herald*, at 7 shortned sail and Joind company with the *Herald* Captain Russell waited on Captain Talbot and Inform'd him that he had spoke our barge the evening before and took her In tow, and that Lieutenant Collins had charge of the Sloop in the offing which he had taken out of the harbour of St Jago. at 9 the Sloop Joind company sent the small cutter for Lieutenant Collins and the Captain of the sloop to come on board the *Constitution*

At 12 Moderate breezes from the Eastward *Herald* in company *Amphitheatre* and Prize schooner in sight on different bearings, old Cape francois ESE Seven leagues Port a platt SW by W 6 or 7 leagues

[NDA photostat]

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

These 24 hours flattering weather, with some heavy squalls & abundance of Rain the latter part of the Day. At 4 Am hove up Anchor after the *Arrogant* 74 & *Orpheus* frigates before-mentiond had hove up. We soon Came up with & passed them Both, although they were sure to outsail us, as they were call'd the fastest sailing Ships in the English Navy

At 6 pm pepper point bore SE. D. 5 leagues — Crocatao bore NW. 6 leagues. Spoke the Ship *Neutrality* of & bound to Boston from Batavia Barker Baker Master, also saw Brig *Apollo* Cap^t Strout in Company with Cap^t Baker & Bound to Boston. Spoke these Vessells at 8 in the Evening —

[LC, EPP, 1799-1800.]

Extract from journal of the U. S. Schooner *Experiment*, Lieutenant William Maley, U. S. Navy, commanding, 10 May 1800

Laying too to Windward of Port Lewis, the French schooner standing off and on under the land, At 2 made sail for her, but she hove about and run close in, At 3 she hoisted a signal, soon after, a number of Barges and a three masted Lugger came out from behind the Island, and rowed up towards the schooner, they then formed in line of Battle with French Colors flying, the Schooner fired a Gun to

windward and they all stood immediately for us but as the night was coming on, and the *Experiment* being close under the Land, with a probability of its becoming Calm, I did not by any means think it prudent to risque an engagement against so superior force, I accordingly hove in Stays, and made sail off shore; the little Fleet being in shore; at Sun set, they found that the *Experiment* outsailed them and tacked and stood in shore. —

[NDA. NO, Vol. 1.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Saturday, 10 May 1800

the first part Moderate Breezes and pleasant

All the fleet in Company

at 6 P M the Tetras of Camarioca bore S E b S 8 Leagues Dist Point John S B E 6 Leagues Dist

at 10 P M Cald all Hands to Quarters brot to with a shot two brigs from Rhode Island one 23 Days out one from Charleston 14 Day out both bound to Havana

at midnight Tackd ship to the Northward shew fals fires as a signal for the fleet to Tack

Middle part Moderate and pleasant

at 6 A M Point John bore South 8 Leagues all our fleet in Company

at 7 took the wind from the North^w & West^w

at 12 Meridian the pan of Matansa bore S W B S 12 or 13 Leagues Dist

Latter part Moderate Weather 2 strange sail in sight

Latitude Observed. 23° 35' North

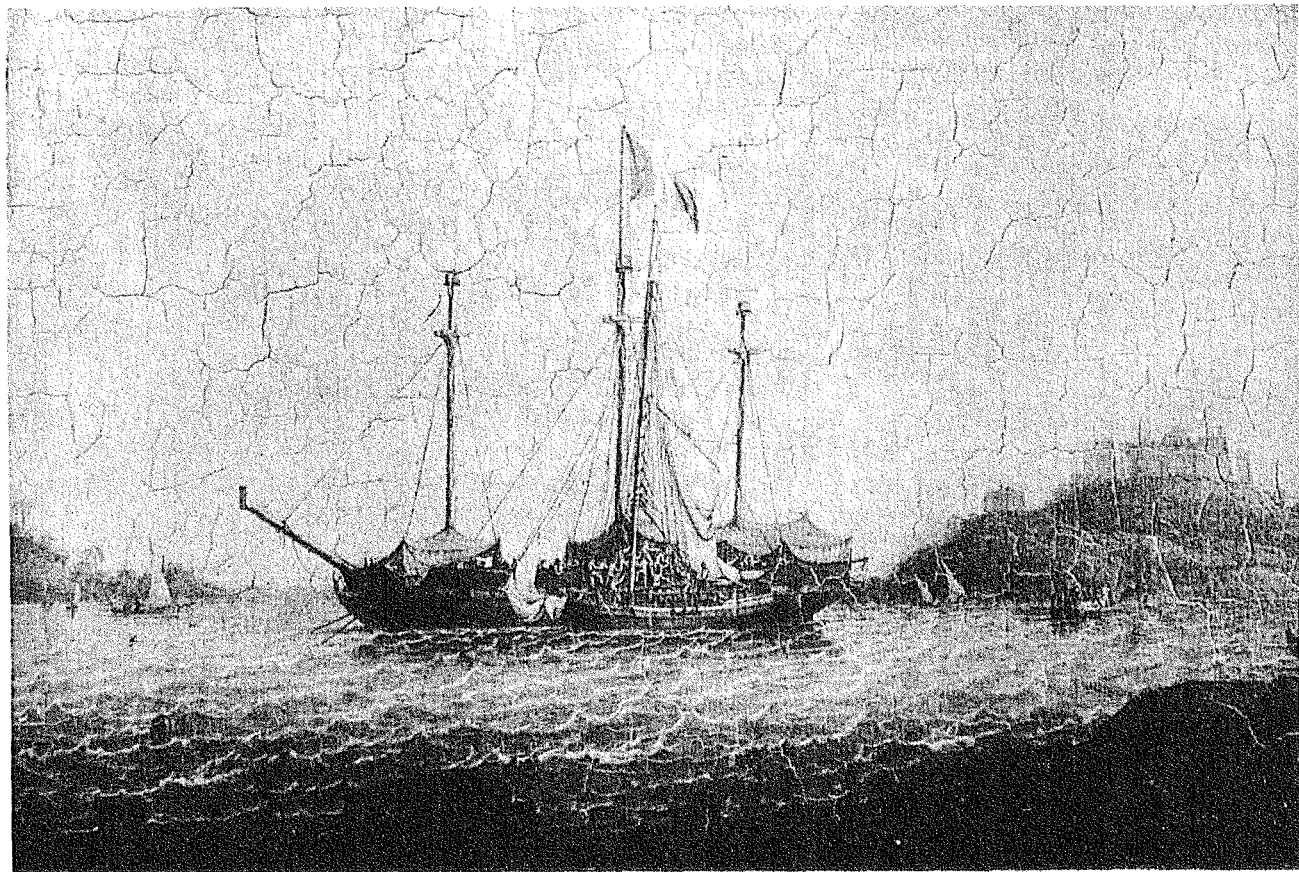
[HS of Old Newbury, Mass. NDA photostat.]

[11 May, 1800]

Extract from a letter from an Officer on board the U. S. Frigate *Constitution*, to his friend in Philadelphia, concerning her enterprize against the French armed ship which was formerly the British Packet *Sandwich*

[U. S. S.] *Constitution*, at Sea,
12th May, 1800.

Captain Talbot has put his plan into execution respecting the cutting out the ship. I performed my part with very little trouble the only disagreeable part of the business was being cooped up in a small vessel for 12 hours — for we fortunately took a small American vessel that had been in the port a few days before, and was to return there in a short time. By this means it was easy to take the vessel by surprize; it put me in mind of the wooden horse at Troy. We all remained below until we received orders from the officer, the only one of us who remained on the deck of the sloop, whose business it was to lay us on board, which he did on the starboard bow. The men went on board like devils, and it was as much as the first lieutenant and myself could do to prevent blood being spilt. I believe it was not half an hour before the ship was taken, that I had possession of the fort and all the cannon spiked, and returned again on board the



CAPTURE OF THE FRENCH PRIVATEER SANDWICH BY A CUTTING-OUT EXPEDITION FROM THE
UNITED STATES FRIGATE CONSTITUTION.

prize before they could get any succours from the city. I presume they were rather surprized when they found the cannon spiked; we had then possession of the harbor, we took our time to rig the ship, as she had her topmasts down and all her sails unbent. By 6 o'clock the lieutenant had every thing in order, and the men stationed at the cannon, ready with my marines to oppose all their force, which we understood was about five hundred men — they sent several flags of truce, making different requests, to which we answered that we had only executed the orders of our commander. On shore they were not ignorant, that it was impossible for us to get out until the land breeze came off which you know is in the morning; he concluded we must have been pretty determined before we undertook the business as we had no other alternative than to die or succeed; he however remained very quiet, and we came out in the morning and joined our commodore.

The night before we performed this business, in going to Porto Plate, we were met at 12 o'clock at night by an English frigate, who fired two shot and brought us too; we went on board and after examining us we proceeded; we suspected he was going on the same business we were upon — he will peep into the harbour La Plate to day and find his plan frustrated. The English Captain informed us, that he was cruizing to intercept a French frigate arrived at St. Domingo from France, and was to proceed round to Cape Francois.

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

[11 May 1800]

Deposition of Captain Thomas Sanford, of the American Sloop *Sally*, concerning her part in the cutting-out enterprize of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy commanding, against the French armed Ship, formerly the British Packet *Sandwich*.

(TRANSLATION.)

Extract from the minutes of the Tribunal of Peace, of the Town of Cape Francois.

On the 29th Floreal, 8th year of the French Republic, one and indivisible (19th May, 1800) at 10 o'clock, A. M.

At the request of Citizen Nicholas Ferdinand Viau, captain of the ship *Sandwich*, of Nantes, now in the town of Cape Francois. Before me, Charles Telemaque, justice of the peace for the town of the Cape, assisted by the clerk of the tribunal, appeared Thomas Sandford, master of the American sloop *Sally*, of Providence, assisted by citizen Polomy, interpreter to the government for the English language.

Who having been duly sworn, declare and say as follows, to wit:

That his name is Thomas Sandford, born in the state of Massachusetts, aged 28 years, a mariner by profession, and master of the American sloop called the *Sally*, of Providence, in the state of Rhode Island, of the burthen of 58 tons, or thereabouts, manned with six men, which went from Turk's Island to Port Plate* where she remained six days, and from thence went to Bay Chouchoux, at the distance of about three leagues from Port Plate; that on the 9th of May, inst. O. S. at about two o'clock in the morning, the barge of the U. S. frigate *Constitution*, capt. Talbot, came, with 25 men, to

Bay Chouchoux, aforesaid, who went on board the said sloop, cut off the cables, and carried her off — That the appearer was then on board, and exerted every effort to prevent them from so doing, but in vain, two thirds of his cargo then being on shore; that the barge's people having then taken possession of his vessel, remained at Chouchoux until 4 o'clock of the same day, when they left it to go to the frigate, which was at sea, at the distance of about 30 miles from Chouchoux, and came up with her the next day, at noon; that capt. Talbot then filled the said sloop with men, and gave them orders to go and take possession of the French ship *Sandwich*, then anchored at Port Plate, and in case they could not succeed in carrying her off, then to sink or burn her; that those men then set sail for Port Plate, where they arrived the next day (11th of May) at about 10 o'clock in the forenoon; that Capt. Talbot had ordered this deponent to remain on the deck of his vessel, in order to prevent the inhabitants of Port Plate, who had already seen him there, from having any suspicion of the intended capture of the ship, while the people from the frigate could keep themselves concealed in the hold, which they, in fact, did, and as soon as they arrived, they boarded the *Sandwich*, and fired six musket shots, which did no harm; that the French who were on board, not finding themselves sufficiently strong to resist, withdrew into the hold, and suffered the others to take possession of the vessel, who afterwards tied up the Frenchmen with ropes, and took possession of the boats belonging to her; they then went ashore and spiked up the guns of the fort; that afterwards they returned to the vessel, made every necessary preparation to carry her off, and set sail with her the next day, at two o'clock in the morning, to join the frigate, which was then in sight, which they effected at 10 o'clock of the same day; that on the same day capt. Talbot gave orders to carry the said French ship and the said American sloop to New-York, and would not permit this deponent to follow his own vessel but detained him a whole day on board the frigate, and he was put next day on board the brig *Nymph*, of Newburyport, Joseph Woodman, master, which was going to the Cape.

Of all which, &c.

Done at the Cape, the day, month and year aforesaid, and the said captain Sandford has signed, with the Interpreter, the said Captain Viau, and the Clerk.

(Signed) POLOMY.

THOMAS SANDFORD,
N. F. VIAU,
CÆSAR TELEMAQUE,
GUERA[U]LT, Clerk,

A true copy.

GUERALT, Clerk.

I, the underwritten, Charles Cæsar Telemaque, Justice of the Peace for the town of the Cape, certify to all whom it may concern, that Citizen Guerault, who has signed the present instrument, is clerk of the Tribunal of Peace of this town, and that faith is to be given to his signature, &c.

(SEAL.)

Cape.———1 Prairial 8th year.

CÆSAR TELEMAQUE.

The particular agent of the French national government at St. Domingo, certifies to all whom it may concern, that Citizen Cæsar Telemaque, who has signed the above attestation, is Justice of the Peace for the town of the Cape, and that faith is to be given to his signature, &c.

Cape Francois, 1st Prairial, 8th year of the French Republic,
one and indivisible.

The particular agent,

ROUME.

Attest,

The Secretary General.

(SEAL.)

BLANCHARD.

* A port in the Spanish part of St. Domingo, entirely in possession of the Spanish government.

[LC, "Claypole's American Daily Advertiser", (Phila.), 16 June 1800.]

[11 May 1800]

From Captain Silas Talbot, U. S. Navy, to Secretary of the Navy

EXPLANATORY:

Extract of a letter from Commodore Silas Talbot, addressed to Mr Secretary Stoddert, dated May 12th, 1800:

"I have now to acquaint you, Sir, that I have been for some time meditating an enterprize against a French armed ship, lying at Port Plate, protected by her own guns and a fort of three heavy cannon. It was my first intention to have gone in with the *Constitution*, and to have silenced the fort and ship, which has all her guns on one side to co-operate with the fort in defending against any hostile force; but after the best information I could gain, I found it to be somewhat dangerous to approach the entrance of the harbor, with a ship of the draft of water of the *Constitution*."

"Having detained the sloop *Sally*, which had left Port Plate but a few days before, and was to have returned there previous to her sailing for the United States, I conceived that this sloop would be a suitable vessel for a disguise. I therefore manned her at sea from the *Constitution*, with about ninety brave seamen and marines, the latter to be commanded by captain Carmick and lieutenant Amory, when on shore; but the entire command I gave to Mr. Isaac Hull, my first lieutenant, who entered the harbor of Port Plate yesterday, in open day, with his men in the hold of the sloop, except five or six to work her in. They ran alongside the ship, and boarded her, sword in hand, without the loss of a man, killed or wounded. At the moment the ship was boarded, agreeably to my plan, captain Carmick and lieutenant Amory landed with the marines, up to their necks in water, and spiked all the cannon in the fort, before the commanding officer had time to recollect and prepare himself for defence."

"Perhaps no enterprize of the same moment was ever better executed; and I feel myself under great obligations to lieutenant Hull, captain Carmick, and lieutenant Amory, for their avidity in under-

taking the scheme I had planned, and for the handsome manner and great address with which they performed this dashing adventure."

"The ship, I understand, mounts four sixes and two nines; she was formerly the British packet *Sandwich*, and from the boasting publications at the cape, and the declaration of the officers, she is one of the fastest sailers that swims. She ran three or four years, (if I forget not,) as a privateer out of France, and with greater success than any other that ever sailed out of their ports. She is a beautiful copper-bottomed ship; her cargo consists principally of sugar and coffee.

"I am, &c.

"SILAS TALBOT."

This capture was made about twelve o'clock. When taken, the ship was stripped, having only her lower masts in; her rigging was coiled and stowed below. Before sun-set Lieutenant Hull had her completely rigged, royal yards athwart, guns scaled, men quartered, and in every respect ready for service.

[N. H. Colony HS, original Boston Athenaeum.]

[11 May 1800]

Account of the Expedition of U. S. Frigate *Constitution*, in Harbour of Porto Plata

Whilst the Frigate *Constitution*, under the command of Captain Talbot was cruising in the neighbourhood of St. Domingo an Expedition was determined upon, to cut out a French Corvette of 14 Guns then in the harbour of Porta Plate in that Island, for this purpose a small Sloop belonging to Providence R. I. was made use of & the Expedition placed under the direction of Isaac Hull, then first Lieutenant of the *Constitution*, who with the Officers & men selected left the *Constitution* & went on board the Sloop about sun down being at that time a long distance from the land; In standing in the Sloop was fired at by a British Frigate and a boat was sent from the Frigate to ascertain the destination of the Sloop, The British officer was much surprised on getting on board the Sloop to find the Hatch ways filled with American Officers and seamen — Lieut Hull informed him that under disguise he intended to run into Port Plata and endeavour to cut out the French Corvette there loading with Coffee for France, the British Officer intimated that the British Frigate had been watching the movements of the French Vessel with the same intention, Lieutenant Hull replied that it must be effected before the next morning or the Frigate would be too late, as he (Lt H.) should certainly take her out if he found [her] there in the morning, the British Officer left the Sloop wishing success to the Expedition.

In the morning, the Sloop was still a long distance from the Port, but the sea breeze springing up early, the Sloop succeeded in entering the Port about twelve O'clock, the Pilot who was at the helm of the Sloop was directed to lay the Corvette aboard on the Starboard bow, whilst Lieut Hull stood ready to let go an Anchor from the Stern of the Sloop the moment she came in contact with the Corvette — Not a man was to be seen on board the Sloop & the object was not discovered until the pre-concerted signal was given to board — immediately on the Signal being given the men sprang from the hold of the Sloop the Officers from the Cabin, and boarded in handsome style, carrying all before them and taking possession of the Corvette without the loss of a

man, Orders had been given to the men to discharge their pistols in the air if but little resistance was offered — As soon as possession was obtained a Boat, manned with Marines under the charge of Captain Carmack & Lieut Amory was sent to the Fort to spike the Guns, which was effected in a very short time; All this was done at noon day within musket shot of the Fort, the broad side of the Corvette bearing upon the Sloop as she entered the Port, & the wind blowing directly into the harbour.

The Corvette was dismantled having nothing but her lower Masts standing, and not a Rope over the Mast heads — By sundown she was completely Rigged sails bent, Royal yards aloft ready for Sea, in the mean Time the Guns of the Corvette had been scaled, re-loaded & brought to bear on the Town, the men ready for any emergency, at about twelve o'clock at night the Wind came off the land & the Corvette was got underway & stood out the most perfect & complete success having attended the Expedition & without the loss of an individual.

[Copy NDA, A-8, original Hull Papers, Mr. H. H. Platt.,

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 11 May 1800

Fresh Breezes and clear weather, Lying too making Preparations to cutt a ship out of Port a Plate,

@ 4 Sent 3 officers and 80 men on board the sloop *Sally* 3 barrels of Beef, 3 barrels of Pork and 1000 ^{lbs} of Bread and two top Gallant sails, Supplyd the Brig *Nymph* with one Anchor Weighing 1124 pounds, Parted company with the Schooner *Esther* which is order'd to New-york navigated by a Masters mate and 6 men, @ 5 parted company with the U. S. ship *Herald*, @ 6 saw the high land of Port a Plate bearing S W by S, 9 or 10 leagues. @ 10 Wore to the Southw^d parted company with the Brig *Nymph* orderd to Cape francois Navigated by her own crew and a Midshipman,

During the night moderate breezes and cloudy employd working to windward, @ Daylight Join'd company with U. S. ship *Herald*. A M at 9 squally and rain Saw a strange sail bearing South which appeard to be bound to the Southward, Gave chace to her under a press of sail till 11 at which time the chace tackd towards us and made the private signal, @ ¼ p^t 11 answer'd the private signal of one of his Bt^y Majestys Ship — Shortn'd sail.

At 12 Fresh breezes and cloudy the high land of Porta Plate bearing S W ½ W 6 or 7 leagues,

the United States Ship *Herald* in company

No obsⁿ

[Cruising to the Northward of Old Cape Francois]

[NYHS, NHS.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 11 May 1800

Lying too off old Cape francois, with all our Prizes in company Parted company with the *Herald*

Employd sending provisions and arms on board the prize sloop *Sally* for a party of seamen and Marines to go in to port a platt to

cutt out a french Ship that lay moord In the harbour, Supplyd the Brig *Nymph* with an Anchor weighing 1124 ^{lb} Parted company with the prize schooner *Esther* she being orderd to New York, at 6 saw the high land of port a platt bearing SW by S —

Sent a Lieutenant with 2 officers of Marines and 80 men on board the Sloop and parted company she being orderd In to port a platt. Moderate breezes all night Tackd as nessasary to keep to windward of Port a platt

At Daylight saw the *Herald*, AM at 9 saw a strange sail bearing south which Appeard to be standing to the southw^d Gave chase to her, at $\frac{1}{4}$ past 11 the strange Sail Tackd and stood for us, at $\frac{1}{2}$ past 11 She made the English Signal which we answerd

At 12 fresh breezes and Squally shortnd sail the high land of Port a platt SW $\frac{1}{2}$ W six leagues, Old cape francois SE by E $\frac{1}{2}$ E seven or Eight leagues *Herald* in company Brig *Nymph* in sight

[See Journal of 12 May 1800.]

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Sunday, 11 May 1800

Commences Continus & ends with light winds & variable. Continue working the Ship to Windward towards Batavia, when the Weather & wind is favourable this Day tack'd Ship several times in the Straits of Sunda. the English Men of war before mentiond [*Arrogant* & *Orpheus*] continue in sight beating to windward, to leeward of us. At 4 pm stood in Shore at the Eastern part of pepper bay & come to Anchor in 17 fathoms water. Crocatao island bearing W B N $\frac{1}{2}$ N D^e 6 leagues — Thwart Island bore N B E 5 leagues. the 3^d point or pepper point bore SW B S Distance 5 leagues, the Land within us on Java Shore, where our boats landed bore SE B E $1\frac{1}{2}$ miles Distance. here discoverd there were many natives on Shore —

this day William Ash forecastle man Excited the people of the Ship *Essex* to fall on their Officers & serve them saying. "As we did on Board the *Harmoin* & serve them right." Confin'd the Said W^m Ash the same Evening.

[LC, EPP, 1799–1800.]

Extract from journal of the U. S. Schooner *Experiment*, Lieutenant William Maley, U. S. Navy, commanding, 11 May 1800

At 1 P M. saw a sail to the S. E made all sail and gave chase, soon discovered two more sail in the same direction standing to the Westward, the first Vessell which we saw was standing for us under a press of Canvas, at 2 Came up with & spoke the Letter of Marque Ship *Nancy* of 18 Guns from Liverpool bound to Jamaica, she informed us that the other two Vessels were her prizes viz^t an American Brig recaptured from the French, and a Danish Schooner, made Sail and bore away towards the prizes, the Ship made sail and stood after us and presently fired a shot over our stern, I immediately shortened sail and called all hands to Quarters; when he came up under the Stern of the *Experiment* he ordered his men to their Guns; I hailed

him to know the cause of his firing the Shot, and ordered him to send his Boat immediately on board — with his Commission, which he complied with, and made an apology for his firing, saying, that it was done at the request of his owner. who seeing us make sail towards the prizes supposed the *Experiment* to be a French privateer. —

[NDA. NO, Vol. 1.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Sunday, 11 May 1800

The first part Moderate and pleasant
 at 1 P M spoke the Brig *Theatas* of Salem from Norfolk 12 Day
 out bound to Havana John Fairfield Master
 at 6 P M the Tetas of Camarioca bore S b W 15 or 16 Leagues
 Dist Run down for the fleet
 at 8 Wore ship and shew A fals fire for the fleet to Ware With the
 Comodore
 Midnight Handed Top Gall Sail Light Squalls all the fleet in sight
 at 7 A M Wore ship to the Northward & Eastward
 at 12 Meridian the Tetas of Camarioca bore S B W 8 or 9 Leagues
 Distance
 Latter part Light Airs
 Latitude Observed. 23° 24' North
 [HS of Old Newbury, Mass. NDA photostat.]

[12 May 1800]

To William Smith, U. S. Minister to Lisbon, Portugal, from Secretary of State ad interim

(N^o 20)

DEPARTMENT OF STATE
Philad^a 22 May 1800

WILLIAM SMITH Esq^r

SIR Your letter of the 2^d March N^o 33, with a copy of Consul O'Brien's letter was received at this office on the 12th instant, the day on which Colonel Pickering ceased to execute the duties of Secretary of State.

I have the honor to commit to your care the answer of the President to the letter of his Royal Highness the Prince Regent, announcing the devolution of the government of Portugal upon his Royal Highness, which you are requested to deliver.

The credentials of the Chevalier de Friere, as Minister Plenipotentiary from the Prince Regent to the United States, have been received. His appointment gives pleasure to the President, who hopes again to see the Chevalier in America, where he so long, and so agreeably to the American government, has resided.

The *Ann Maria* is chartered at New York to take a cargo to Tunis. She will begin to take in her lading about the first of June: and the [George] *Washington* here is preparing to take in a cargo for Algiers. At this moment I am not sufficiently informed as to say when either will sail, but I can assure you all unnecessary delay will be avoided.

Col^d Pickering in his letter to you dated the 22^d of March informed you that early in January the *Sophia* had sailed for Algiers with a cargo of gun powder; and that the ship *Hero* had sailed in the beginning of February with a large cargo for Tunis. These vessels it is hoped have arrived safe and that all is well with the Barbary governments.

It is proper that I should mention to you that your letters of 28th Nov^r and 21st January last have been received, so that your file is complete to N^o 33 inclusive.

Congress closed their session on the 14th. The defensive measures in regard to France continue as heretofore, except that the 12 additional regiments are to be disbanded by the 15th of June. — A loan of 3,500,000 dollars is authorized by law, which sum will not be necessary I believe, but only a part of it, in consequence of the reduction of the army. — No letters have been received from our envoys since their arrival in Paris, and the latest news from London is to the 24th of March

With great respect &c &c

CHARLES LEE.

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

To Lieutenant James Burns, U. S. Navy, from Purser Isaac Garretson, U. S. Navy

UNITED STATES FRIGATE *Chesapeake* 12 May 1800

SIR You will please to send by the officer who will deliver you this, the following men as witnesses in the trial of the Prisoners, charged with various crimes, exhibited ag^t them by Cap^t James Sever — viz Dennis Dempsey, John King, George Dunham — Samuel Speese [or Speek], John Hardy, John Rowe, Abel Thompson, David Nichols, Rich^d G. Pew. M Mate, Joseph Copeland M^r at Arms — M^r Little S^t Master, Jo^s Merrit, Jn^o Emmery, Jn^o Griffin

I have the honor to be

Your Ob^t Serv^t —

ISAAC GARRETSON *Judge Advo^t*
Court Martial

Lieu^t BURNS

U. S. Frigate *Congress*

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

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 12 May 1800*

Moderate breezes and cloudy, Employd working to windward under an Easy sail to the Northw^d and Eastw^d of Port a Platt waiting for the sloop to return which we sent in to port a platt, At 6 Took the Brig *Nymph* In Tow. At 8 In the evening saw the harbour of port a platt SSW 4 leagues In 2^d reef in the Topsails & brou^t too Maintops^l to the mast ships head North, Continued under an easy sail during the night Wore and Tackd as nessasary

At Daylight saw the British Frigate *Alarm* which we had signal'd with the evening before At 8 hauld in for the harbour of Port a platt,

in order to Join the sloop and ship provided they should come out At 9 saw 2 strange sails which appeared to be standing out from the land

At 11 Shortnd sail and Joind company with the Ship *Sandwich* and Sloop *Sally*, The *Sandwich* is a french Ship part laden with Sugar and Coffee which was cutt out of port a platt by the seamen and Marines sent in for that purpose on board the Sloop *Sally*

Employd Receiveing prisoners from the *Sandwich* and sending provisions on board and Manning her for America, At 12 Moderate breezes the *Sandwich*, *Nymph* and *Sally* in company port a platt SW 7 or 8 leagues

[*Beginning 12 M, 11 May and ending 12 M, 12 May 1800.]

[NDA photostat.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 12 May 1800

Moderate breezes and cloudy, Cruising to the Northw^d of Port a Plate waiting for the Sloop *Sally* to return which was order'd in to Port a Plate to cutt out a french ship @ 6 Took the Brig *Nymph* in tow, @ 8 in the evening saw the harbour of Port a Plate SSW four leagues Double reefd the Topsails and brought too ships head to the Eastward Wind at SE by S continued under an Easy sail During the night wore and Tack'd as nessasary to keep in sight of the high land of Port a Plate, @ Day light saw a strange sail bearing ESE bore up and Gave chase till we observed her to be the *Alarm* British Frigate we changed signals with Yesterday, A M @ 8 hauld on a wind to the harbour of Port a Plate till 9 at which time we saw two sail that appear'd to be steering from the harbour of Port a Plate & made sail towards them, @ 11 shortnd sail and brou^t too the Sloop *Sally* and Ship *Sandwich* in company the ship *Sandwich* is a french ship from Nantz bound to Cape francois. Mounting 6 Guns and haveing on board 30 men, Put in to Port a Plate discharged her Cargo there and now partly laden with the produce of the Island this Service was performd by Lieutenant Hull, Captain Carmick, and Lieutenant Amory, they Boarded her at nearly 10 on the morning of the 11th of May 1801 [1800], the marine officer with a party of Arm'd men landed and spiked up the Cannon in the Battery, while Lieutenant Hull was swaying up the Topmasts on board the *Sandwich* Received 22 french prisoners from the *Sandwich*, @ 12 moderate breezes and cloudy the Prizes, *Sandwich*, *Nymph*, & *Sally* in Company Port a Plate bearing SW 7 or 8 leagues.

No obs^s

[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, 12 May 1800

Moderate wind & variable. At 6 Am saw a Ship in the Offing. hove up Anchor & gave chase to her. At 9 Am spoke her. who was an American Ship belonging to Baltimore, from Hamburg bound to Batavia. Call'd the *Hebe* 159 days from Hamburg. At meridian passed the Narrowest part of the straits of Sunda — Between thwart

Island & point Anger on Java made the Isle Tondo bearing E by N. D 4 leagues At 4 pm. saw a Sail to the Eastward who came to Anchor near Pulo tendong bassau [?] Island, made several tacks after dark. At 9 pm come to Anchor with the Stream Anchor in 25 fathoms water. Isle tondo bearing NW b W — D 6 miles.

[LC, EPP, 1799-1800.]

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

[PHILADELPHIA]

Navy Department 13th May 1800 —

SILAS TALBOT Esquire

Commander of the *Constitution*

Cape Francois —

SIR This will be delivered to you by Captain Murray of the *Constellation* who will place himself under your command & when you leave the Station to return to the United States, he will be the Superior Officer remaining, and will assume the Command

You will please when this time arrives turn over to Captain Murray, the Instructions you have received, which relate immediately to your command on the Station, and I have written him that you will give him all the information which your long experience in this command will enable you to do. —

It will be proper that you should arrive at Boston in time to keep good faith with your men — and if you call at the Havanah on your return, it may be usefull — as there may be many American Vessels at that port wishing the benifit of Convoy — I understand there is a good deal of Specie at that place belonging to Citizens of the United States, which it will be very proper for you to bring if offered in a way not to offend the Laws of Spain — It will be usefull too & agreeable to the people of Charleston if you appear for a day off that harbour — You will yourself judge of the time you should commence your return — The Purser should have all his accounts prepared for settlement with the men on the very day of your arrival at Boston, that they may not be unnecessarily detained on board

Pray give positive orders on this head. I expect to write you more fully by the *Ganges* to sail from hence in a week & probably to arrive at Cape Francois before Murray —

I have only now to add, that your temperate & judicious conduct on your Station has given great satisfaction to the President & your Country —

I enclose a late act for the Government of the Navy — By the construction of the Attorney General of the old Act, Commanders on Stations, are entitled to 1/20th of the prizes taken by vessels acting under this direction — I also enclose an act further to suspend Commercial Intercourse & a late proclamation of the President

I have the honor to be

Yr obed Servt

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

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

[PHILADELPHIA]

Navy Department 13th May 1800

Captⁿ ALEX^r MURRAY
of the *Constellation*

SIR Presuming that the *Constellation* will be ready for Sea, by the time this reaches you it is the command of the President that you proceed immediately to Cape Francois in S^t Domingo and place yourself under the Command of Captain Talbot of the *Constitution* during the time he remains on that station, which will be but short after your arrival, and on his departure, you will assume the Command, receiving from Captain Talbot his instructions, and all the information which his experience on that Station will enable him to give you —

Referring you to these instructions & this information I will only add that you must remain on this station until the 1st September, if not sooner relieved, altho the times of part of the Crew will be out before that day This you can easily manage, I have no doubt — even then you must not depart until relieved — that the vessels under your command must be sent home so as to keep good faith with the men — that when a vessel departs she should turn over to those which remain, all the provisions over what may be necessary to bring her home — that all prizes should be sent into the United States, & at least three or four of the Crew, without which they cannot be condemned — and that you must pay particular attention to the two Acts enclosed & the Presidents Proclamation, and give the proper directions to the vessels under your Command, in relation to American Vessels, Scarcely one of which sent in under the first Act can be condemned, and in most cases the owners may have their action of damages against the Captors —

You cannot be too attentive to the cultivation of a good understanding, between Gen^l Touissant & the people under his command — nor in getting all necessary information from D^r Stevens — but interfere no further than the safety of the American Commerce requires, in the civil war, raging in the Island —

I presume Captⁿ Talbot will return also imm^d after your arrival — You have at foot a list of the Acts of Congress referred to —

Wishing you health, Success & honor, I remain with great Esteem
Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

P S — 3 Copies of the Act “for the better Government of the Navy”, & 3 Copies of the Act “further to Suspend the Commercial Inter-course between the United States & the French Republic & the Dependancies thereof” are enclosed

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

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

[PHILADELPHIA]

Navy Department 13th May 1800

Captain CHRIST^r R. PERRY
of the *General Greene*[e]

SIR Immediatly on your arrival at New Port, you will direct the Purser of the *Gen^l Greene*, to pay off the Crew of whom you will retain on board only a sufficient number to take care of the Ship while she is repairing —

I have written to Mess^{rs} Gibbs & Channing to furnish the Purser with money and to give all the assistance in their power in refitting your Ship for another cruize as speedily as possible her services are too important to be dispensed with a moment longer than may be absolutely [necessary] to re-equip her for sea — In order to effect this with the greatest expedition, you will as soon after your arrival as practicable furnish Mess^{rs} Gibbs & Channing with a report of all the repairs & Indents of all the stores necessary to refit you completely. — You will direct your Purser previous to paying off the Crew, to call on those Gentlemen for an account of what payments they have made on powers of Attorney — Be pleased to keep me advised of the progress you make, that I may be prepared to give orders for recruiting a new Crew, by the time it shall appear necessary —

I have the honor to be Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

P. S — Your Purser must have all his A/cts settled up previous to another cruize — He must take care to deduct 20 cents per month from each man for the support of Marine Hospitals

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

To Master Commandant Benjamin Hillar, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 13th May 1800,

Lieu^t BENJAMIN HILLAR
of the *Pickering* —
Boston

SIR Immediatly on your arrival at Boston, you will direct the Purser of the *Pickering* to pay off the Crew of whom you will retain on board a sufficient number to take care of the Brig while she is repairing

I have written to Mess^{rs} St^r Higginson & Co who will give all the assistance in their power in refitting you for another cruise as speedily as possible — The *Pickering's* services are too important to be dispensed with a moment longer than may be absolutely necessary to re equip her for sea — To effect which with the greatest expedition, you will as soon after your arrival as practicable furnish Mess^{rs} Stephen Higginson & Co with a report of all the repairs & Indents of all the stores necessary to refit you completely — Mess^{rs} Higginson & Co will furnish your Purser with money to pay off the crew previous to which he must call on those Gentlemen for an account of what

payments they may have made on powers of Attorney, and take care to make the proper deduction You will keep me advised of the progress you make, that I may be prepared to give the necessary orders for recruiting by the time it shall appear adviseable

Your purser must settle up all his Accounts previous to another cruise —

I have the honor to be
Sir Yr Obed Servt

B[ENJAMIN] S[TODDERT]

P S — The purser must take care to deduct the 20 Cents per M^o for the support of Marine Hospitals from the 1st of September last
[NDA. OSW, Vol. 3, 1799-1800.]

To George Harrison, Navy Agent, Philadelphia, Pa., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 13th May 1800

GEORGE HARRISON Esqre

SIR A prize Schooner has just arrived — You may as well commence your operations at once by taking her in charge — a privelidge belonging to the Navy Agent in cases where the Captain & Crew have appointed no Agent which is the case in the present instance — But you must get your Comm^s out of the prize — I beleive 5 p^t Ct is the usual Comm^s —

Lieut Latimer will present you the papers — it may be best for you to see M^r Ingersoll imm^y on the Subject of her condemnation —

I have the honor to be Sir
&c

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

To Master Commandant William Bainbridge, U. S. Navy, from Charles Washington Goldsborough for Secretary of the Navy

[PHILADELPHIA]

Navy Department 13th May 1800

Capt W^m BAINBRIDGE

SIR You will be pleased to deliver over to Lieu^t Calvert, [Commanding U. S. brig *Norfolk*] all the Circular Instructions, heretofore given you, and the different signals —

I have the honor to be
Yr obed Servt

C W G By order of Secr^y

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

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 13 May 1800

Moderate Breezes and cloudy Lying too Manning the sloop *Sally* and Ship *Sandwich*, and sending Provisions and water on board the prizes

At 7 In the evening old Cape francois SE $\frac{1}{2}$ E, 7 or 8 leagues parted company with the Brig *Nymph*

Continued standing off and on all night under an Easy sail Tacking as nessasary, *Sandwich* and Sloop *Sally* in company

At Daylight saw port a platt SSW 7 or 8 leagues employd sending stores of different kinds on board the ship and sloop and fitting them for the passage

At 11 Parted comp^y stood to the Eastward, Ship & Sloop Steerd North, At 12 Moderate and cloudy Ship and Sloop In sight to the N^d old Cape Francois SE $\frac{1}{2}$ E, 8 or 9 leagues Port a platt SSW 7 or 8 leagues Wind V^{bl} from Westw^d

[NDA photostat.]

To the Governor General of Batavia, from Captain Edward Preble, U. S. Navy

U. S. Ship of War *Essex*,
14th May, 1800.

May it please your Excellency: — I have the honor to inform your Excellency of the arrival at anchor off Middleburg Island of the U. S. Ship of War *Essex*, of 36 guns, under my command. I shall immediately weigh anchor for Batavia, and on my arrival there, shall do myself the honor to wait on your Excellency, as soon as your Excellency will permit me, and shall be happy to communicate every information, which may be satisfactory to your Excellency. I shall salute the Dutch flag at Batavia with sixteen guns, if your Excellency will do me the honor to order an equal number returned. Without being assured of this, I am not at liberty to salute the flag of any nation whatever.

I have the honor to be, with great respect,

Your Excellency's obedient, humble servant,

EDWARD PREBLE.

To His Excellency, the Governor General of the Dutch Indies, Batavia Castle.

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

To Secretary of State from Job Wall, U. S. Consul, St. Bartholomews

ST. BARTHOLOMEW May 14, 1,800

The Honorable TIMOTHY PICKERING Esq^r [*]

Secretary of State

SIR I beg leave of reference to what I had the honor to write you under dates the 31st December, and 8th April, since which I am without the favor of any of yours. the very frequent Claims Sir that are made upon my feelings and to which I am the more exposed on Account of my Public Situation by the Distressed and unfortunate Captives of our Nation, in and about these Islands, Viz, Gaudeloupe Saint Eustatus and St. Martins obliges me (my own private pecuniary resources not Extending thereto) to take a Liberty again with you by passing on you at thirty days Sight a bill in favour of Captain Joseph Dacosta for three Thousand Dollars, partly to reimburse me the Excess of my advances allready over reaching the sum which I last

Valued on you for as well as to Enable me to send a small sum to the relief of those who are now detained at Gaudeloupe and Saint Martins, and who have been longer so then was avoidable by me and of M^r David M. Clarksons refusing to Respect (upon a very recent occasion) a receipt given by me to the French Consul here for a Certain number of my Captive Countrymen, to entitle him to the Libration of an equal Number of Frenchmen detained at Basseterre St Kitts; this Interruption to a Mode adopted for the Mutual Relief of the unfortunate on both sides and in which I had been lead and sanctioned by several Commanding officers of our Ships and Vessels on this Station will no doubt have the effect of irritating the french Agents to windward and their Delegates in the Neighbour Islands of Saint Martin and Staticus to treat our prisoners with a Severity not heretofore practised. No effort is Wanting on my side to releive and Ameliorate the Condition of such of my Countrymen as by the fate of war are rendered unfortunate, whenever they present themselves to me, and it would Guard me against a Similar Conduct on the part of M^r Clarkson if you Sir by a few lines would define what is properly the Situation in which he stands or the functions which he Exercises; You'l please find the declaration of Cap^t Samuel Stephenson: I am sorry to inform you of the Capture of two American Vessels which sailed from this port the 17th last month & carried into Potirico — the Ship *Thomas Chalkly* from Philadelphia was Captured by a french privateer & recaptured by the United States Ship *Connecticut* & the Brig *Richmond* & Conducted to the Port of Saint Thomases. The Schooner *Enterprize* captured a few days past a french Armed Vessel of the Island Saint Croix You'l also pleased find enclosed, Sir, my correspondence— with M^r Bresson the french Commissary Delegated for the Island of Saint Martins respecting the Exchange of Prisoners

I have the Honor to be Sir,

Your Obedient Humble Servant,

JOB WALL

Consul for the U. S. of A.

The Honorable TIMOTHY PICKERING Esquire

Secretary of State

[*Ceased executing duties of Secretary of State, 12 May 1800.]

[SDA. St. Bartholomew. Vol. 1, 1799–1828.]

Extract of letter to Secretary of State from the U. S. Consul at Surinam

[SURINAM] 14th May, 1800.

“I Have the honor to inform you that his Excellency the Governor has this day communicated to me, that vessels of the United States are no longer permitted to take in produce on freight, or otherwise, for England, and allowed to land only lumber, fish and flour — and to take away in payment therefor, molasses only. As, in consequence of the Governor's proclamation of the ———— allowing neutral vessels to take away any produce, giving bonds to land the same in England, letters were written to merchants in the United States, advising to send vessels here to take freights, it seems necessary that the revocation of this privilege should be generally known. This moment his excellency's proclamation on the subject is shewn to me; but there

is no time to procure a copy to transmit to you by this conveyance. Officers of the British customs are appointed to supercede those appointed by the Commander in Chief at the surrender of the colony. Instructions from his majesty's ministers have been lately received concerning the navigation and trade to this colony: I have seen them. They are written in a pressing, censoring style, against the admission of neutrals to a participation in the trade, any farther than absolute necessity will justify and require. The admission of European neutrals is positively forbidden, and American vessels are limited to the landing of lumber, fish and flour, unless the Governor by proclamation declares that the colony is in want of Beef and Pork. In regard to the taking away produce, molasses and rum are only allowed, but the language is not so positive in regard to this restriction, as they appear to understand that neither rum or money are here to be found. The proclamation of the Governor nevertheless intimates, that, at present, he shall execute these instructions strictly."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 28 June 1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 14 May 1800

Moderate Breezes and Cloudy, At 1 saw a strange sail bearing SSE made sail and Gave chase at 2 found the chase to be a small schooner Running to the Eastward pursued her till 7 In the evening at which time we lost sight of her. At 8 shortnd sail and Gave over chase old Cape francois bearing WSW, 15 miles

Continued Running to the Eastward under an easy sail all night

At Daylight saw Cape Samana bearing south 8 or 9 leagues.

At 8 AM Moderate Breezes unbent the foresail and Fore topsail and bent others

At 9 saw a strange sail bearing SSW

At 10 Made all sail and Gave chase towards Cape Samana

At 12 Moderate Breezes from NW Cape samana W $\frac{1}{2}$ N 8 or 9 leagues the chase NE $\frac{1}{2}$ N 9 or 10 miles

Latitude Observed 19° 04' North

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Wednesday, 14 May 1800

Pleasant weather. Continue our Course in the fair way towards Batavia in the fair way Saw several buoys or marks as we steered along Shore that were on Shoals. At $\frac{1}{2}$ 6 pm. came to with the Stream Anchor. 7 fathoms water. The Isl^d where the Dutch hoist their Signals bore ENE Distance 2 miles. Onroast [Onrust] isle bore SE b S. 4 Miles Saw the shipping at Anchor in Batavia Roads Starboard Bower ready to let go if necessary. At 1 Am let go Starboard Bower Anchor. At 6 hove up the same again. the Baltimore Ship [*Hebe*] passd us for the roads. this night had thunder & lightning & rain. At 11 Am hove up & made 2 tacks to windward. Anchord at 12 in 9 $\frac{1}{2}$ fathoms — abreast the Flag-Staff. the Castle bearing S. E distance 4 leagues.

[LC, EPP, 1799–1800.]

To Midshipman Thomas Macdonough, U. S. Navy, from Charles Washington
Goldsborough for Secretary of the Navy

[PHILADELPHIA]

Navy Department 15th May 1800

M^r THOMAS M^d DONOUGH
New Castle — Delaware

SIR The Ship *Ganges* will be at New Castle in a day or two. You will wait there & on her arrival place yourself under the Command of Capt Mullenwey

I am &c

C W G

By order Secry

P S You are entitled to your pay and emoluments from 17 February 1800 & the Purser of the *Ganges* upon shewing him this will pay you from that date

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

To Lieutenant Stephen Decatur (Junior), U. S. Navy, from Charles Washington
Goldsborough for Secretary of the Navy

[PHILADELPHIA]

Navy Department 15th May 1800

Lieu^t STEPHEN DECATUR

SIR You will place yourself on board the Brig *Norfolk*, under the command of Lieu^t Calvert —

I have the honor to be

C W G

By order Secry

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

To Accountant of the Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 15th May 1800

THOMAS TURNER Esqre
Accountant of the Navy —

SIR Acting Lieutenants on board Vessels of War, where there are not a sufficient number of Commissioned Lieutenants are entitled to the same pay and emoluments whilst they continue to perform the duty of that Station as if they were commissioned — It appears by the representation of Lt Calvert that James Wooden late of the *Norfolk* acted in that capacity & supplied the place of a Commissioned Lieut & when paid his pay as such is entitled to his claim for subsistence

I am Sir

Yr obed St

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

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

[PHILADELPHIA]

Navy Department 15th May 1800

JAMES & EBENEZER WATSON

New York

GENTLEMEN Pursers are not to have unlimited discretion as to the quality of Slops Clothing which may be furnished them — A reference to my letter of the 9th October 1798 will shew the articles which the Public furnish — These are only articles of necessity — Whatever else the Pursers want they must furnish themselves

We shall not want the British Gun powder, having now on hand a great deal of Saltpetre, which we can have made into powder, at less than half the price mentioned in your letter —

I have the honor to be

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799–1800.]

To Commissioners of the City of Washington, from the Secretaries of the Treasury, War, and the Navy

[PHILADELPHIA]

Navy Department 15th May 1800

Commissioners of the City of Washington

GENTLEMEN The Act of Congress herein enclosed, making it our duty to concur with you respecting footways or pavements directed to be made in the City of Washington, we beg leave to suggest our Ideas on the subject —

We understand there may be had about 3 miles from Washington up the river, and probably also on Rock Creek, great quantities of flat, smooth, broad & thin stone, with joints so even that they may be laid sufficiently close with little or no hammering, and that this stone can be delivered at the places where it is to be used at about 8/4 or 10/ p^r perch — that from the thinness of the stone, two perch of it will make a footway 6 feet wide & 16½ feet in length — and that the expense of preparing the ground, and laying the stone, will not much exceed if it should equal the cost of the stone —

This Estimate may be too sanguine, but if the whole expense of making the pavement with this stone, should not exceed 3, 4, 5 or even 6 Dollars for 16½ feet in length and 6 feet in width, it will probably be cheaper than any other kind of pavement, & without it, will be better. —

As the time is but short before the Congress will assemble in Washington, there should be no unnecessary delay in begining the pavement. — Unless you find that we are very erroneous in our calculations, we would advise that you take the most prompt measures for having delivered along Pennsylvania Avenue, a sufficient quantity of this stone, for a footway between the two great Buildings — there may be other footways necessary, but this is the first that requires attention — and it can be seen when the expense of this can be ascertained, what other ways can be made out of the sum appropriated —

Should a better plan occur to you, it ought to be adopted, & without delay. — We shall cheerfully concur in whatever plan you find upon full investigation, and a view of all Circumstances, to be the best.

It may be proper too for you to loose no time in having the ground prepared for laying the stone. — Being on the spot, you can better judge than we can, how this is best to be done. — We should suppose that a small Ditch, on each side of the footway will be necessary, and that the Earth from each ditch should be thrown into the middle, we beg leave to observe however, that the object of this expense is the convenience of the Members of Congress — that the pavement is not to be considered as intended to be permanent, and reducing the Ground to the level which may have been contemplated in the plan of the City — Where the ground is level enough, or where the ascent or descent is sufficiently gradual for agreeable walking there should be no removing, or filling in of earth —

The Expence of laying the stone and indeed the goodness of the footway will depend in a great degree upon the quality of the stone — Every precaution should therefore be used to get the very best for the purpose although the price may be considerably higher than common stone —

We have the honor to be

Gentlemen

Yr obed Servt

(signed) OLIVER WOLCOTT

JA^s M^cHENRY

BEN STODDERT

P S The Perch of Stone as herein calculated, is taken from an Idea that in Washington the selling quantity for a perch, will make a Wall 16½ feet long, 18 Inches broad and one foot high —

[NDA. GLB, Vol. 3, 1799–1800.]

To Secretaries of the Treasury, War, and State, from Secretary of the Navy

[PHILADELPHIA]

Navy Department, 15th May 1800 —

SECRETARIES OF TREASURY, WAR & STATE

The Secretary of the Navy has corresponded with the Commissioners of Washington, on the subject of the pavement, or foot way, to be made under the direction of the heads of Departments. — But the subject seems to be little understood in that quarter, that no useful information has been obtained from them — as will appear by the Papers herewith — There are great quantities and varieties of Stone within 3 miles of the City on navigation — There is one kind, broad, thin and with joints so even, that they will require little or no hammering — These Stone can be delivered along the Street to be paved at 8/4 — 10/ or at most 15/ p^r perch — upon an average the Stone will not exceed 6 Inches in thickness, so that one perch of Stone will pave 16½ feet in length, and 3 feet in width — 2 Perch will pave 16½ feet, and of sufficient width for the foot way — The cost of the stone will not exceed four Dollars for 16½ feet in length — and all other expenses will hardly amount to as much more. — If this calculation be tolerably accurate, and it is probably full high

enough, the Street between the Presidents House and the Capitol, being less than 500 Perches, will not cost 4000 Dollars — But if the cost should be 50 p^t Cent more, it will be cheaper than brick, and probably cheaper than a pebble pavement — The Stone will always be worth its cost, and there will be nothing lost but the labour — a foot way of Pebble and sand would be disagreeable to walk upon — would produce corns, and would not be dry in bad weather —

Beleiving therefore that a way made of the kind of Stone contemplated, will not only be better, but cheaper than any other — and as the work ought to be begun, the Secretary of the Navy has the honor to propose for consideration, a draft of a Letter to the Commissioners of Washington. —

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

[15 May 1800]

**Sentence of Court Martial in the case of the Mutineers on board
U. S. Frigate *Congress***

The Court having been cleared, the members proceeded to consider the charges the evidence and the defence of the several prisoners and after maturely weighing the same are unanimously of opinion that Benj^s Davis is not guilty of the crime wherewith he is charged; and do therefore acquit him of the same: That Andrew Robb, W^m Brown, John Davis, and John Wilson are guilty in part of the crime wherewith they are charged and do therefore award and order that they and each of them do receive seventy two lashes with a cat of nine tails on board the Frigate *Congress*. And the Court regretting that circumstances compel them to discriminate are of opinion that Ansel Robinson and John Carter are each of them guilty as ringleaders in exciting a mutiny on board the United States Frigate *Congress*; they therefore coming completely under the 24th Article of the Act for the Government of the Navy of the United States do sentence and order that the said Ansel Robinson and John Carter and each be hung by the neck until they are dead at the fore Yard Arm of the Frigate *Congress*; but these judgements are not to be put in execution until they be Confirmed by the Commander in Chief of the Fleet. And the Court deploring the sentence they have by the law been compelled to pass on Ansel Robinson and John Carter from all the circumstances and a full hope that a sense of their errors will be a future warning to them do from every true principle of Justice tempered with mercy recommend them to the Commander in Chief as fit objects of his clemency and this they pray & request may be extended to them. The prisoners were severally led into court when the Court proceeded to pass sentence on each of them. And Andrew Robb, W^m Brown, John Davis, John Wilson, Ansel Robinson and John Carter were again remanded into Custody.

Ordered that Copies of those proceedings be sent to the Commander in Chief of the fleet without delay. Ordered that the Court be adjourned without delay. —

(Copy) — SAM^l BARRON *Presi^t*

I do hereby approve and Confirm the Sentence of the Court martial as above stated and desire the same to be carried immediately into

full effect by liberating and discharging Benjamin Davis from Confinement, and that so far as it respects Andrew Robb, William Brown, John Davis and John Wilson, the punishment according to the said sentence, I order and direct to be performed on board the United States Ship of War *Congress* on the 21st instant at eleven O'clock in the forenoon, and as I wish to hope this mild punishment to be inflicted on those unfortunate Offenders will have the desired effect, as an example in future to the crews of all our Ships of War and of Commanding Obedience and attention to duty, to the laws for the Government of the Navy, as well as to their own honor and reputation, and the honor and reputation of their Country. I do hereby order and direct that the Sentence pronounced on John Carter and Ansel Robinson, be and is hereby so far reversed or mitigated that the said John Carter & Ansel Robinson be punished on the 21st Instant as aforesaid by each of them receiving on[e] hundred lashes, on their bare backs with a Cat of nine tails and that they be cashiered of all the Wages now due to them from the United States and further that they be discharged as unworthy of ever serving in future on board of any Ship belonging to the United States —

Given under my hand at Norfolk this 15th day of May 1800.

THOMAS TRUXTON
*Vested with the powers of Commander
 in Chief of the Navy of U. S.*

(Copy)

W^m TINSLEY C. C. C.

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

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*,
 Captain Edward Preble, U. S. Navy, commanding, Thursday, 15 May 1800

These 24 hours Commence Continues & ends, with flattering winds. At 3 pm hoisted out boats. Sent M^r Lee Lieut. in the Cutter to Onroast [Onrust] who returned on board with a pilot for the Ship, at ½ past 7 Pm — At 5 Am call'd hands, hove up & made Sail. passed the Island where the flag staff stands as beforementioned. Wind fell calm. Came to Anchor in the fair way, near Onroast Isle. At meridian hove up Anchor with a Small wind Steerd for Batavia Roads. the Depth of water from 5 to 6 fathoms — At 3 o'clock come to Anchor with Starboard bower Anchor in 6½ f^m water, fired a Salute of 16 Guns, was Answerd from the Fort on Shore at Batavia & from the Ship *Massachusetts* of Boston Capt. Hutchins. Moord Ship with stream Anchor. Employ'd unbending light sails hoisted out Boats. Captⁿ Preble went on shore in the Barge. At 6 o'clock in Cutter — Onroast or the Castle bore NW b W. 4 leagues — the Easternmost point of the Roads bore E. 3 leagues. the Great building in the Town with a dome on it bore S —

[LC, EPP, 1799-1800.]

Extract from journal of the U. S. Schooner *Experiment*, Lieutenant William Maley,
 U. S. Navy, commanding, 15 May 1800

At 2 P M. saw a sail, a Schooner to Windw^d standing down before the Wind, made all sail and gave chase, at 3 discovered a Ship to Wind-

ward in chase of the same schooner got out all the sweeps and continued chasing the schooner, at 4 fired a number of Shot over her when she hove too, I was soon up with her and found her to be the schooner *Menator* [*Mercator*] from S^t Thomas and under very suspicious circumstances, I ordered all the people out of her and sent M^r Gordon with Six Men on Board who took charge of her at 5 the British Sloop of War *Echo* of 20 Guns came up with us and sent her boat on board at 6 the Boat returned. —

[NDA. NO, Vol. 1.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Thursday, 15 May 1800

The first part Moderate & pleasant
Spoke 5 sail of American Vessells from the Havana bound to America took them under Convoy Saw a suspicious Vessell in shore gave chase She run into S^t Crus
At 4 P M Hauld off for the fleet
Tackd ship and made & took in sail Occasionally
at 7 the Pan of Matansa bore S S E 6 Leagues Distance
Shew A signal for Tacking Ship at 10 P M
Middle part Very Light Airs
at 1 A M Dropped the Jolly Boat to Haul off shore
at Day Light all our fleet in sight Sent Instructions on board of them
At 12 Meridian the Pan of Matansa bore South 3 Leagues Point
John S S E 5 Leagues Distance
Latter part Light Breezes
Caut A Dolphin of 12# Weight
Latitude Observed. 23° 18' North
[HS of Old Newbury, Mass. NDA photostat.]

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

[PHILADELPHIA]
Navy Department 16th May 1800

Captain SAMUEL BARRON
of the *Chesapeake*

SIR Presuming that the *Chesapeake* under your command will be ready for sea by the time you receive this, it is the command of the President that you proceed without delay to join our Squadron under the command of Capt Decatur cruising off the Island of Guadeloupe where you will place yourself under the command of Capt Decatur or if any accident should have removed him assume the command yourself, as you will in that case, be the Senior Officer —

The Circulars herewith so fully point out your duties, that it is not necessary for me to add, further, than if you should find yourself the Senior Officer, it will become your duty to employ all the vessels under your command in restraining the depredations of French armed vessels, and in protecting our Commerce — S^t Kitts is the place

where our Vessels rendezvous and M^r Clarkson is the Navy Agent at that place.

Wishing you great Success & Glory I have the honor to be with great respect

Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

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

[16 May 1800]

Extract from a letter from Captain Thrasher of the American Schooner *Victor*, of Charleston, S. C., captured and brought into St. Martins, by the Schooner *Unity*, Captain Peter Chasour, of and from Guadeloupe

at St. MARTINS, 17th May, 1800.

"I am sorry to inform you that the schr. *Victor* was taken and brought into this place, last night, by the schr. *Unity*, captain Peter Chasour, of and from Guadeloupe, about 3 leagues off Eustasia, on the 16th inst. They are landing and selling the cargo without condemnation; they have all the papers, and say the schooner is to be tried at Guadeloupe; but I suppose she will have none at all. I have noted a protest but am not able to extend it, for want of money, as I have been robbed of every thing, and am a prisoner on shore. The people are all in prison, and when I shall be liberated I know not. Here I am without money or friends. The privateer is a small schooner, with one six pounder and sixty men of all nations. They fired several shot at us, one of which went through our mainsail, they then run along side, boarded us, and ordered all hands below instantly."

[I.C., "Claypoole's American Daily Advertiser", (Phila.), 28 June 1800.]

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

[PHILADELPHIA]

Navy Department 16th May 1800

W^m MARBURY Esqre

George Town

DEAR SIR I calculated that I could have six rooms in the Treasury House for my Office — some rooms were also expected in the same House for the Office of the Secretary of State

It seems none can be spared. — I pray you if no better can be done, & I see not how better can be done, have two of the six houses of Forrest & Templeman so far completed as to answer for Offices during the Summer — Laying the Floors putting up the Windows & Shutters & doors, will I suppose be sufficient, and must be done so that the Offices can be opened on the 15th June on which day they are to be opened in the City of Washington —

To enable them to effect this you may advance them, six, seven or Eight hundred Dollars, if so much should be required agreeing with them, agreeing that if the State & Navy Office should not be con-

tinued long enough in the Houses to reimburse the advance that they shall repay the money to the Public

The rents may be left to be fixed by the Secretary of State & by me with the owners when we get down —

I have the honor to be

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

To Don Ramon de Castro, Governor of Puerto Rico, from Charles Lee, Secretary of State ad interim

DEPARTMENT OF STATE

PHILAD^a May 16th 1800

His Excellency

S^r D^a RAMON DE CASTRO

(Governor of the Island of Puerto Rico)

SIR I have the honor in obedience to the President's directions to solicit your attention to the case of Moses Armstead a citizen of the United States; who is believed to be confined at Cagada under an accusation of murder upon the high seas: and in whose behalf, it is deemed the duty of the American Government to interpose, that he may receive in Porto Rico that treatment, which according to the laws of nations and the friendship now happily subsisting between His Catholic Majesty and the United States ought reasonably to be expected.

It is represented that a French privateer in the month of November last, having taken the American brigantine *Betsies*, on board of which Moses Armstead served as a seaman, all the crew except him, were removed, and a prize Master and five men from the Privateer were put on board with orders to proceed to Guadaloupe. — That a few days afterwards Moses considering himself a prisoner of war, and authorized by the rules of war to use force to obtain his liberty attacked the whole crew with success and put them to death: — That he was afterwards met by an American brig who sent to his assistance her Mate and two hands, and as she was returning home the brig *Betsie's* was again taken by another French privateer and carried into the island under your government: — where at Cagada Moses is said to be confined in irons, and in danger of being tried and punished as a criminal by the loss of his life or liberty.

The unhappy state of hostilities in which France and the United States have been for some time engaged, and which it is hoped will not much longer continue, cannot be unknown to you. — Under the sovereign authority of each nation, the citizens of the French Republic in armed ships at sea, and the citizens of the United States have been each liable to be made prisoners of war by the other. — Moses Armstead at the time of his capture by the French privateer, became a prisoner of war, and entitled to use all the means which one Enemy may use against another. He had a right to subdue his enemy — and the singular courage which he showed in attacking so superior a force, affords no reason for depriving him of the right of being considered and treated as a prisoner of war.

In this point of view it is confidently expected by the President he will be considered by you; and that you will not permit him any longer to be confined at any place within your jurisdiction, or tried

as a criminal by any tribunal under your authority. — In this expectation he is the more encouraged from the faithful regard which has been usually paid to the laws of nations by His Catholic Majesty. ✱

A particular description of the person of Moses Armstead is thought necessary, and is therefore herein also inclosed in regular form.

With great consideration

I have the honor to be &c &c

CHARLES LEE

[Enclosure]

(N^o 135)

I Joseph Whipple, Collector of the District of Portsmouth, in the State of New Hampshire, Do hereby certify, that Moses Armstead an American Seaman, aged twenty two years or thereabouts, of the height of about five feet 5 & 8/10 inches, of Negro complexion, hair and eyes, has a remarkable scar on his Chin on the left side caused by a cut, — and that the said Moses Armstead was born at New Point Comfort, in the State of Virginia, hath this day produced to me proof in the manner directed in the Act, entitled “An Act for the relief and protection of American Seamen,” and pursuant to the said Act, I do hereby certify that the said Moses Armstead is a citizen of the United State of America.

[L. S.] IN WITNESS whereof, I have hereunto set my hand and seal of Office, this second day of December 1796. [1799?]

JOSEPH WHIPPLE *Coll^r*

A true copy

CHARLES LEE

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

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 16 May 1800

Moderate Breezes and Clear weather In chace to Windward Tacking as nessasary to chace to windw^d

Shifted several Tons of Salt provisions from the Spirit room to the Fore hold to trim the Ship by the head

At Sundown tackd, the chace then on our Weather Bow about 3 Miles dist Cape Samana W S W 7 or 8 leagues, Continued chacing to windward under a press of sail till 10 but cou'd not get sight of her it being so dark, Double reefd the topsails and brought too with the main Topsail to the mast ships head to the Northward

At 12 Moderate breezes lying too Ships head North

At Daylight saw 2 strange sails to the Southward wore ship made sail and Gave chace

At 7 Shortnd sail brought too and Boarded the chace found them to be an American Ship and Schooner from Triniadad bound to Cape Ann, Sent a french Prisoner in Each of them to be landed in Cape Ann

At 8 bore up and ran down towards Cape Raphael

At 12 Moderate breezes from the NE Cape Raphael S W by W 7 or 8 leagues

Latitude Observed 19°02' North

[NDA photostat.]

Extract from journal of the U. S. Schooner *Experiment*, Lieutenant William Maley,
U. S. Navy, commanding, 16 May 1800

Laying off and on Jacquemel in Company with the prize schooner *Mercator*; sent Peter Knight prize Master with Geo Hopkins, W^m Robertson, John Thomas and Joseph Davis Seamen on board with Schooner *Mercator*, ordered them to keep Company with the *Experiment* untill a signal was made for them to bear away for Cape Francois. —

[NDA. NO, Vol. 1.]

Extract from letter to Secretary of the Navy, written on board the U. S. S. *Adams*

(OFFICIAL.)

On board the *Adams*, BASSATERRE ROADS, ST. KITTS,
May 17th, 1800.

"SIR,

"There has nothing of importance happened since I had the honor of writing to you by the *Pickering*, except the arrival of the United States schooner *Enterprise*, Lieut. Shaw, on the 12th of this month, with a small French Letter of Marque, which she captured off St. Croix.

"The *John Adams* has made 3 American recaptures one of which was again taken by the French and sent to Guadaloupe. — The *Baltimore* had also recaptured an American schooner and sent her to this road, and two American vessels have likewise been recaptured by the *Eagle*."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 28 June 1800.]

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

[PHILADELPHIA]

Navy Department 17th May 1800

Captain SILAS TALBOTT
of the *Constitution* Cape Francois

Per Capt Barron
of the *Chesapeake*

SIR This will be delivered to you by Capt S Barron of the *Chesapeake* who will place himself under your command & when you leave the Station to return to the United States, he will be the Superior Officer remaining & will assume the Command —

[See letter to Capt Talbot included in this volume under 13 May 1800.]

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

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

[PHILADELPHIA]

Navy Department 17th May 1800

Captⁿ SAM^l BARRON
of the *Chesapeake*

SIR I find by a letter this day received from Captain Truxtun, that it is possible Capt Murray may have Sailed without receiving his orders from this Department — I hope this will not turn out to

have been the case It would certainly be very improper — But if he should have sailed without receiving my orders, which you will know by applying to Commodore Truxtun, you must not in that event proceed to the Windward Islands as directed in my letter of the 16th Inst — but must imm^o proceed to Cape Francois, where you will act under the command of Capt^o Talbott as long as he remains on that Station, and when he departs, receive from him his Instructions for your Government & assume the Command of the Vessels belonging to the United States on that Station, where you will remain until further orders — But if Capt^o Murray should have sailed under my Instructions, then you will destroy this letter, & the one enclosed, and proceed as directed in my letter herewith of the 16th Inst. —

I have the honor to be with great respect

Sir

Yr most obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

To Lieutenant Thomas Calvert, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 17th May 1800

Capt^o THOMAS CALVERT
of the Sloop of War *Norfolk*

SIR It is the command of the President of the United States, that you proceed with the Brig *Norfolk* to Carthagenia taking under your convoy the Brigs *Maria*, Capt^o Cunningham, & *Louisa*, capt Maffett & whatever other vessels you may meet with bound to that port. —

After seeing those Vessels safe into port, you are to repair to Cape Francois in S^t Domingo & join the American Squadron on that Station, placing yourself under the command of the Commanding Officer of the Vessels of the United States —

You are to use all your efforts to protect the American Commerce, to capture French armed Vessels, which are to be sent to the United States, and always with some of the persons found on board at the time of capture & to treat the vessels & people of all other Nations with civility & friendship — indeed French Vessels if not armed, are not to be molested —

Wishing you great Success & Glory

I have the honor to be Sir

Your most obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 17th May 1800

Captain THOMAS BAKER
of the *Delaware* —

4 Copies of this
Letter transmitted
by Cap Calvert of
the [Brig] *Norfolk*

SIR You will leave Curacao as soon as you can, & repair to the United States Stopping your Ship at New Castle, until you receive orders how to proceed —

I have the honor to be

Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799–1800.]

[17 May 1800]

Notes on Arrival of U. S. Brig *Pickering*, at Boston, and list of vessels under her
convoy

Boston, May 18.

Yesterday arrived in this port, the U. States brig *Pickering*, Lt. Benjamin Hillar, esq. Commander. On anchoring she fired a federal salute. We are happy in announcing the safe arrival of this Vessel and her numerous convoy who have principally arrived in this, and the other ports of the U. States. The greatest praise is due to this enterprising commander, both for his vigilance in protecting the convoys under his care, in scourging the spoliators of our Commerce, and in the excellent management and discipline of the ship and crew under his command. The crew without the exception of an individual, are all returned in perfect health.

A French privateer, of 10 guns, captured some time since by this fortunate vessel, sailed in co. and was parted with by the *Pickering* a few days since.

The Commander of the *Pickering*, has politely handed us a list of the vessels, which sailed under his convoy. The No. is 70 and the list particularly mentions the captains and owners names, the destinations, cargoes, number of men guns, and tonnage. We have room only to mention the captain's and vessels names, and destination. *Polly*, Cook, Providence; *2 Brothers*, Curtis, Newhaven; *Nonpareil*, Shephard, New London; *Phoebe*, Harrison, Newhaven; *Rachel*, Woodbury, Beverly; *Hetty*, Lord, Portsmouth; *Peace*, Smith, Newburyport; *Alexander*, Perkins, Kennebunk; *George*, Churchill, Hartford; *Lucy*, Humphrey, Norfolk; *Racehorse*, Whitney, Saybrook; *Fox*, Stucking, Middletown; *Lucy*, Morgan, New London; *Lark*, Yates, St. Croix; *Narcissus*, Forsey, New-London; *Success*, Davidson, Norfolk; *Astrea*, Babson, Gloucester; *George*, Burroughs, Boston; *Neptune*, Barr, Salem; *Agenora*, Blake, Boston; *Hope*, Matton, Beverly; *Fairtrader*, Osborn, New-York; *Robbin*, Thorn, Salem; *Nancy*, Beeby, Turks-Island; *Eagle*, Redfield, Killingsworth; *Elmira*, Bartholomew, Turks-Island; *St. Johns*, Godshall, St. Thomas; *Hope*, M'Dannal, Norfolk; *Thirzy*, Hatch, Boston; *Lyon*, Frazer, Baltimore; *Charlotte*, Bernard, New-York; *Hamlet*, Peterson, Bath; *Pitt*, Pennington, Newfoundland; *Iris*, Snow, Bath; *Ann*, Brown, Baltimore; *Hope*, Beakman, New York; *Ann*, Jeffrys, Newlondon; *Duke of Kent*, Grassard, Newfoundland; *Favorite*,

Seabrew, Norfolk; *Diana*, Blunt, Portsmouth; 3 *Friends*, Sherburne, Boston; 2 *Brothers*, Limberlin, Norfolk; *Nancy*, Otis, Wiscasset; *Active*, Haskins, Bristol; *Priscilla*, Tower, Boston; *Benevolence*, Ring, Wiscasset; *Dove*, Gilmore, Boston; *Experiment*, Waiscoat, Portland; *Samuel*, Miller, do; *Edward*, Church, Paspotank; *Cercea*, Perkins, Portsmouth; *William*, M'Intire, *Dauphin*, Fitch, New-York; *Little Sarah*, Chapman, St. Thomas; *Jason*, Maxwell, Charleston; *Nancy*, Thompson, New-York; *Nancy*, Swain, St. Thomas; *Favorite*, Billings, New London; *Polly*, Paul, Boston; *Heroine*, Keberly, New Haven; *Eliza*, Denison, do; *Perseverance*, Rowmalton, Philadelphia; *Betsey*, Banks, Pepperelboro'; *Hope*, Lawson, New-York; *Suffolkes*, Clark, do; *Byrd*, Reed, do.

[LC, "Claypoole's American Daily Advertiser". (Phila.) ,23 May 1800.]

[17 May 1800]

Protest of George Hastie, Master of the Schooner *Betsey*, captured by French Privateer Schooner *Union*, and recaptured by U. S. Frigate *Philadelphia*

SAINT CRISTOPHER

By this Public Instrument and Declaration of Protest Be it known to all Persons whom it shall or may Concern That on Wednesday the twenty-fifth Day of June in the year of Our Lord One Thousand Eight hundred Before me Thomas Risdon Howe Notary Public duly commissioned and Authorised residing and practising in the Town of Basseterre within the said Island Personally came George Hastie Master of the Schooner *Betsey* belonging to the port of Philadelphia and noted his Protest against Stephen Decatur [senior] Esquire Commander of the United States Ship *Philadelphia* and David Matthias Clarkson, Esquire, Agent for the said United States in the said Island of Saint Christopher and the said George Hastie being duly sworn on the Holy Evangelists of Almighty God made Oath to the following purport and Effect

(That is to say)

That the said Schooner called the *Betsey* being tight, staunch and strong; well found in all necessary Tackle, Apparel and Furniture and in every other respect well furnished and provided; Burthen Ninety four 25/95 Tons or thereabouts; manned with Eight Mariners inclusively and M^r Charles Watt as SuperCargo of said Schooner and having on board a valuable cargo of Provisions, Muslins &c &c sailed on or about Tuesday the twenty ninth day of April last being bound for Cape Francois: That in the morning of Saturday the Seventeenth of the Month of May the said schooner was captured by the French Republican Privateer Schooner *L'Union* (as by Reference being had to a Protest already made before John Whitehall Esquire Notary Public in the said Island of Saint Christopher will more fully and at large appear): That the said Privateer after plundering said Schooner *Betsey* of Nankeens, Muslins &c took out the said SuperCargo M^r Watt (who as this Appearant hath heard since is safe arrived at America) and putting on board a Prize Master and Crew ordered the said Schooner to be carried to Guadaloupe: That in prosecuting their said Voyage for Guadaloupe, the said Schooner in the Evening of Thursday the twenty second of said Month fell in with and was recaptured by

the United States said Ship *Philadelphia* of which the said Stephen Decatur Esquire is Commander, who, taking out the Prisoners put a Prize Master and Crew on board said Schooner *Betsey* and ordered her for Saint Kitts where she arrived on or about Monday the twenty sixth of same Month: That on his arrival at Saint Kitts as aforesaid the said Captain Decatur put the said Schooner *Betsey* and the Cargo remaining on board thereof into the Hands of the said David Matthias Clarkson, Esquire, (as Agent of the said United States as aforesaid) to be disposed of for the Salvage thereof; and told the said Appearant that his reason for doing so was "That he (the said Captain Decatur) could not perceive by any of the Papers found on board said Schooner at the Time of her Re-capture, that the said Appearant had any Right of Interference in the Cargo or acting by, or appointing, any other Agent to act for those Concerned in the same in the Absence of the said SuperCargo taken out as beforementioned by the said privateer": That in Consequence thereof Appearant was deprived of the Means of doing any Thing for or on the part and Behalf of the Owners and others interested therein and the Cargo of the said Schooner was accordingly sold by the said Agent for the payment of the said Salvage and other incidental Expences attending the Recapture thereof: That Appearant has since repeatedly applied to the said M^r Clarkson for the Account of Sales for the Information of his Owners, as well as for the Remainder of the Net proceeds of said Cargo, having only received Twenty-five puncheons of Rum and about one Thousand and Forty-seven bushels Salt, and the said M^r Clarkson told the said Appearant that he could not or 'twas out of his power to give any such Account Sales but that he would forward them by the next Convoy: And therefore the said Appearant in order to avoid all Censure or any Imputation of Neglect in not obtaining the fullest Information he could get (for his Owners and others Concerned) with respect to the Sales of his said Cargo and any Deficiencies that may appear arising therefrom deems it prudent to adopt the measure of protesting as well against the said Stephen Decatur Esquire as against the said David Matthias Clarkson Esquire's withholding from him the Account of Sales and the Net proceeds of the Sale of his said Cargo both of which he thought it incumbent on him to demand.

GEORGE HASTIE

Witness :

ISAAC SOLIS

Wherefore the said Master, for and on his own part and Behalf as well as for and on the part and Behalf of the Owners and all others interested or concerned in said Schooner *Betsey* and Cargo doth hereby publicly and solemnly Protest not only as he hath already Protested (in the above referred-to protest) against the Capture of his said Schooner and Cargo and the plunder made thereof by the said French Privateer but also against the said Stephen Decatur Esquire Commander of the United States' said Ship *Philadelphia* and the said David Matthias Clarkson Esquire Agent for the said United States for depriving the said Appearant of any Interference in the disposal of the Cargo of his said Schooner under pretence of his not being entitled thereto in Consequence of the said Super Cargo's being taken out of her as above described as Also and more especially against the said David Matthias Clarkson for withholding from said Appearant the Account of Sales for the Information of his Owners as well as the Net proceeds

of the Sales of his said Cargo whereby he may incur the Censure of, and be charged with Neglect by, his said Owners for not bringing the same for all Costs, Losses, Hurts, Detriments, Inconveniences, Deviations, Damages, Prejudices, Inconveniences, Hindrances and Expences whatsoever which he the said Master, his Owners or any other with him or them concerned in either already have incurred or may hereafter pay sustain or be put unto in Consequence of such Refusal on the part of the said David Matthias Clarkson Esquire Agent as aforesaid to deliver him the Account of Sales and the Net Proceeds of his said Cargo as above stated and described. And I said Notary at the Request of the said Master do Protest against the Same in Manner and Form aforesaid in the Presence of Isaac Solis Witness hereto requested at Basseterre Saint Christopher aforesaid

In Testimony of the Truth whereof as well the said Appearant as I Notary have hereto set our Hands and to confirm these Presents I have also affixed my Notarial Seal and Firm hereto the Day and Year first above written —

THOMAS R. HOWE
Notary Public

Noting, drawing & } £ 4 — 10/
Recording Protest }

[Ct. of Cl. French Spol. Case No. 459.]

To Thomas Claxton, from Secretaries of the Treasury, War, and the Navy

PHILADELPHIA.
17th May 1800

M^r THOMAS CLAXTON

SIR Annexed hereto, you will find the 3^d section of the Act "to make further provision for the removal of & accomodation of the Government of the United States"

In pursuance of the powers therein given us, and confiding in your qualifications to execute the trust to the satisfaction of Congress, We request you will proceed to the City of Washington & provide in due time, suitable furniture for the apartments in the Capitol to be occupied by the two Houses of Congress, & for the offices and Committee rooms appertaining to each —

You will keep in mind that the Congress meet in the City of Washington on the third Monday in November next —

As to the style of the Furniture we leave that to your own taste & Judgement — observing however that it should not be inferior to that, which has been used in Philadelphia — We request you will call on M^r Otis, the Secr^y of the Senate, before your departure from Philad^a and consult him on the subject of the Furniture for the Senate — You will please to observe that the appropriation of 9,000 D^{rs} comprehends the removal of the Books, Papers, & records, as well as the purchase of the Furniture, and govern yourself accordingly in your contracts

We are Sir

Yr obed St

(Sign^d) OLIVER WOLCOTT
J M^rHENRY
B STODDERT

Extract from journal of the U. S. Schooner *Experiment*, Lieutenant William Maley, U. S. Navy, commanding, 17 May 1800

At 2 P M Spoke the U S Frigate *Boston* at 4 spoke the U S Sloop *Herald* at 6 made a signal for the prize schooner *Mercator* to bear away for Cape Francois. —

[NDA. NO, Vol. 1.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Saturday, 17 May 1800

The first part Moderate and pleasant
Made sail and took it in Occasionally
at 6 P M Hove out A signal for the fleet to take their own Course
Tackd ship to the South^w

Middle part Moderate & flying Clouds
at 1 A M saw the Double Head Shot bearing South Dist $\frac{3}{4}$ Mile
Sounded in 5 Fathoms Water on the Bank Wore ship and Run
off the Bank to the N W

at 5 A M the Double Head Shot bore E b S $\frac{1}{2}$ S 2 Leagues Distance
at 12 Meridian Tackd ship to the Northward

Latter part Moderate and pleasant

Cut by Order Survey 16 feet off the Starboard Bow Cable it being
gauled [galled] on the Bottom

Latitude Observed. 23° 36' North

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

[18 May 1800]

Extract from a letter to the Editor of "Connecticut Journal" from Captain Joseph Woodman of the American Brig *Ceres* (or *Ceres*) captured by the privateer schooner *L'Hazard*, and retaken by the U. S. S. *Merrimack*

FORT MIFFLIN, June 30th, 1800.

I sailed from St. Kitts on the 4th May; under an English convoy; stopped at Tortola the 7th, and on the 9th made sail with a fleet of 300 sail. On the 16th I found myself astern of the fleet and alone. On the 18th, in lat 27, 50, long. 67, 30, I was brot too by the schr. *Hazard*, captain Branninib [Blandinier], of 6 guns and 40 men, from Porto Rico. He ordered me and all my people on board the schooner, with all my papers, sent six or seven men on board the brig who broke open all the chests, trunks, and state room, robbed me of 320 dollars, and every thing valuable they could lay their hands on. After being on board the schr. two hours I was sent on board my own vessel with 7 Spaniards. At my earnest request, my cook was permitted to accompany me. The sloop kept in company 3 days, when the captain spoke us, and told me that he had sent my mate and people to Boston, and that he was bound to Guadaloupe, and ordered us to make the best of our way for Porto Rico. Every night myself and cook were fastened below until sunrise. On the 6th June, we were retaken by the U. S. sloop of war *Merrimack*, who took on board five of the Spaniards, sent a midshipman and 5 men on board the brig and ordered us for Philadelphia.

[See also account of 19 May 1800, by Captain of the sloop *Dispatch*.]

[LC, "Connecticut Journal", (New Haven, Conn.), 9 July 1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 18 May 1800

Moderate breezes and Rainy weather, Running down along the land to the Eastward of Port a platt

At 2 Ran over a small spot of white water or reef In about 12 or 14 fathoms on the outer part of the shoal about 5 leagues to the Eastward of port a platt, At 4 saw 2 strange sails to the Westward which appeared to be beating to windward, at 6 Answered the private Signal of the United States Brig *Richmond* Captain Law and the United States Brig *Agusta*, at 8 Joind comp^y with the *Agusta* and *Richmond* Capt^y M^rElroy and Cap^t Law came on board the *Constitution* and Waited on Captain Talbot, Cape Isabella S by W 6 or 7 leagues, continued lying too all night Ships head to the Northw^d the 2 brigs in company

AM at 10 Parted company with the *Agusta* she being bound up the Bite of leogane Made sail and stood in towards Monte a christo

At 12 Moderate breezes Monte a christo bearing SW 9 leagues *Richmond* in company, *Agusta* W by N 7 or 8 miles

Latitude Observed 20° 15' North

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Sunday, 18 May 1800

[Anchored in Batavia Roads.] Moderate Breezes & fine weather, loos'd, dry'd & handed Sails. Ship'd George Patterson, able seaman, from on Board Ship *Hebe* of Baltimore by Consent of all parties, also James Martin, who sign'd his name to our papers. this Man was sent on board us from the Ship *China*, as a dangerous man. Rec^d on Board ten Casks of Porter 1 Cask of Oil, 4 Pipes of Wine, 5 half Bbls Sour-Krout, & 1 box Essence Spruce for Ship's use Rec^d 91# twine & 19 papers Lampblack of Boatsw^{ns} Stores. Rec^d Fresh meat & vegetables —

[LC, EPP, 1799-1800.]

Extract from journal of the U. S. Schooner *Experiment*, Lieutenant William Maley, U. S. Navy, commanding, 18 May 1800

At 1 Am. while M^r Boss (*who had charge of the Deck*) was asleep; the *Experiment* was in consequence of his neglect run fowl of the *Boston's* Bows, she standing on the opposite Tack; hearing the alarm, I ran on Deck Just in time to prevent any further damage than carrying away my Gib Boom; ever after I ordered M^r Gordon to keep watch with M^r Boss, as he was not to be depended on in consequence of his habitual sleepiness in his watch, at 9 A M. hove to and sent Seth Frazier with 3 Seamen & 3 prisoners from the schooner *Mercator* on board the Brig *S^t Michael* with 40 days provisions & ordered them to cape Francois. —

[NDA. NO, Vol. 1.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Sunday, 18 May 1800

the first part Moderate and pleasant
 at 1 P M Tackd ship to the Southward
 at 2 saw two sail to the Eastward
 at 4 came up and spoke with the two Ship of Salem bound to Havana the Ship *Hazen* from Portsmouth N H out 50 Days Benjamin Henderson Master the Ship *Eliza* from Cadiz out 40 Days Moses Indicot Master
 at 6 P M saw the Land 16 Leagues East from Point Jacko bearing S E 4 Leagues Distance
 Middle part Moderate & pleasant
 at 5 A M Saw the Pan of Matansa bearing S S W Dist 12 Leagues Tackd ship to the Southward at 6 A M
 Latter part Calm
 Saw an old Tree[;] Dropped the Jolly Boat[;] it proved to be Cyprus
 Latitude Observed. 23° 40' North
 [HS of Old Newbury, Mass. NDA photostat.]

To the masters of American merchant ships, Batavia, from Captain Edward Preble,
 U. S. Navy

[U. S. Frigate] *Essex*, BATAVIA ROADS,
 May 19, 1800.

SIRS: — I have the honor to inform you that the U. S. Frigate *Essex*, under my command, will sail on the 10th of next month, to convoy all the way home, the merchant ships of the United States, that are at that time ready to sail.

Signals will be delivered the 9th day of June, to the commanders of vessels, who wish to benefit by this convoy.

I am, Sirs, your obedient servant,

EDWARD PREBLE.

TO THE MASTERS OF AMERICAN MERCHANT SHIPS,
Batavia.

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

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

[PHILADELPHIA]

Navy Department 19th May 1800

JACOB SHEAFF Esquire

Philad^a —

SIR The President having determined, that the Island, called Dennets Island — near Portsmouth, should be purchased for the Public for a Navy Yard, on the terms offered by the owner, that is to say, Six thousand Dollars for a clear & undoubted title to the Estate in fee simple —

I have the honor to request that after being satisfied of the goodness of the Title, you will make the purchase on account of the United States — taking a Deed to the United States for the same, which after

recording, you will be pleased to send on to me — After making the purchase, it will be proper to have every thing belonging to the Public on Langdons Island removed to Dennets where the Timber for the 74 Gun Ships should be deposited

I have the honor to be

Sir Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799–1800.]

To Naval Constructor Josiah Fox, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

NAVY YARD 19 May 1800 —

SIR, I conceive that the following arrangements ought to be made, for the Completion of the Navy Yard at Gosport, you will therefore be pleas'd to fix them on your plan of the Publick Grounds, in or near the places named this day for each purpose.

- 1st A Mast House, with a sail loft above, 150 by 100 feet long to comprehend Mast Making, Tops, Caps, Cross and Tressel trees, and all other things belonging to the Masts of a Man of War.
- 2nd A Joiners Shop, two stories High 100 by 40 feet, to comprehend all sorts of Joiners Work, & carve Work, wanted for a Man of War, as also the making of Gun Carriages, Oars, Handspicks, Capstan bars, &c &c &c —
- 3rd A rigging loft 180 by 40 feet, with Block room above sufficiently Spacious for strapping and keeping assorted the Various Blocks for several Ships.
- 4th A Blacksmiths Shop in addition to the one now in the Yard 100 by 40 feet which will contain 14 fires &c —
A store house three story high 100 feet long by 40 feet wide, and a spacious Coopers Shop and Shed.

The Bason for the Deposit of Timber, shou'd be completed (with a Wharf Gate & Crane) of the size of the Creek or nearly so, and there shou'd be two pumps in the Yard; six Necessary Houses on a Wharf on the lower side of the Yard, these with the Buildings now Erected are fully sufficient for every purpose, but what is indispensible in a Yard of this sort, is a Master Attendant, who shou'd appoint his own clerk, receive and Issue all articles and Superintend and direct the Various Work, in all its Branches, this shou'd be an honest, decent man, who ought to possess a competent knowledge of Ship business in all its parts and wou'd attend constantly to it, and if such an officer is appointed, no clerk of the Yard will be necessary, I see with regret that much money has been wasted for want of this sort of Officer, who no doubt cou'd be procured if the Secretary or Agent was to look round, for a mere trifle more than what the clerks of the Navy Yards receive at present, To every branch there shou'd be a head (to prevent confusion, and remedy the evils I have seen in this Yard) to Wit — A Master Builder a Master Joiner — a master Smith A Master Mast Maker a Master Block Maker, a Master Rigger, a master Cooper, rope may be made by contract and brought into the Yard for many Years, at a lower rate, than it cou'd be made by the Publick, when the Erecting a Walk and hiring the hands to Manufacture Cordage is considered with the Waste of hemp &c &c —

General rules and regulations for the Yard shou'd be establis'd & under each branch there must be a foreman to see that there is a proper division of Labour and work is allotted to the men employ'd according to their Number. In these regulations there shou'd be a prohibition to all people visiting the Yard excepting they have permission from the Officer of the Guard, or from the officer of the guard at the request of one of the principal heads of a branch employ'd in the said Yard, for much time is lost by idle conversation which I have repeatedly noticed and spoken of. It will be proper that the rules and regulations be read to the men employ'd and to be govern'd thereby, previous to their commencing Labor after engaging, and they shou'd also be hung up in every house or appartment in the Yard, and pasted on the outside of the Buildings in several places.

I have the honor to be Sir with very great Respect

Your very Ob^t humble Servant

THOMAS TRUXTON

M^r JOSIAH FOX
Naval Constructor

[Fox Papers. Peabody Museum of Salem.]

[About 19 May 1800]

To Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps,
from Second Lieutenant Samuel Llewellyn, U. S. Marine Corps

I don't doubt the respectable appearance of the British Marines at New York — Captain Sever, is much pleased with our Marines & I dare say nothing will be lacking on his part to make them appear Decent, tho, they have heretofore laboured under considerable inconvenience, what to do for flour to powder the sentinels I cant tell, the last I had, or can get, was expended this day.

If my wages would admit of it, I would rather than be without, purchase out of my own pocket, which I have done in a small degree, but I must withhold, for my pay will not afford powder to my own hair — I wish you to forward some Cockades, there was none laid in at Boston, the Hats we have on hand are very bad ones, I want some brushes & prickers & shoulder knots — Mr. Strother took with him John M: Gaws his waiter by permission of Commodore Truxton, the *Constellation* will put to sea tomorrow.

SAMUEL LLEWELLYN, *2nd Lieut.*

On board the frigate *Congress*

Commandant of the Corps

[Recruiters' Bulletin, U. S. Marine Corps, June 1916, p. 15.]

[19 May 1900]

Extract from log book of the American unarmed Sloop *Dispatch*, of Norwich, Captain Dan Worthington, concerning her encounter with the French privateer Schooner *L'Hazard*, Citizen Captain Blandinier commanding

ST. VINCENTS.

On Monday May 19, 3 o'clock, P. M. saw two sail standing to the eastward, we being then in lat. 28, 4, long. 66, 31, west; one of which immediately bore away for us, and soon gave us a shot. Thinking it

of no use to strive to get away, and being unarmed hove too — she then came up and boarded us, and proved to be a French privateer schooner, called *L'Hazard*, Citizen Capt. Blandinier, from Port Rico, mounting 6 guns, and about 60 men, having in company a brig, as a prize, which she had taken the day before, called the *Ceres*, of Philadelphia, capt. Joseph Woodman, who sailed in company in the fleet with us from Tortola. She sent on board us one lieutenant, one prize-master, and two men, who after examining the papers, politely gave her up to the captain on condition of our taking the crew of the brig *Ceres*, consisting of the mate, a passenger, and five hands, which we accepted of with pleasure, finding ourselves happy to get off on those conditions. Being short of provisions, we mentioned it to Citizen Blandinier, who politely gave us beef, pork and bread, and wished us a good voyage; expressing much regret that any difference should have taken place between the two republics, but hoped all will soon be amicably settled between the two nations, as they had heard the Commissioners were well received at Paris.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 14 June 1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 19 May 1800

Moderate moderate [sic] breezes and cloudy, Standing In Towards the land of Monte a christo, *Richmond* In company, At 4 fresh breezes Double reefd the topsails the Monte S E by S, 4 leagues saw two strange sails to the westw^d working to windw^d along shore, At sundown saw Cape francois S W by S 7 or 8 leagues the East Extreme of the land to the E^d of the Monte S E by S $\frac{3}{4}$ S —

At 8 brought too Main topsail to the mast Ships head to the Northward Light airs during the night

At Daylight saw a strange sail to the Westward made sail and gave chase, Cape francois S SW, light airs and at times quite calm the chase In towards the land to windward of Cape Francois *Richmond* in C^o

Sent on board the *Richmond* one hogshead of Molasses, At 12 Calm the chase S E by S 6 or 7 miles Cape Francois S S W Six leagues,

[NDA photostat.]

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

[PHILADELPHIA]

Navy Department 20th May 1800

Captain JOHN BARRY
of the *United States* Frigate

SIR If the officers of the Frigate *United States* cannot be accommodated on board while the Ship is under repairs, House room & fire wood will be provided by M^r Humphreys at public expence for them — But no other expences will be paid on their account by the Public. — I mention this that the proper arrangements may be made by them for drawing their rations —

I have the honor to be

Yr obed Servt

B[ENJAMIN] S[TODDERT]

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

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

[U. S. Frigate] *Constellation*

May 20. 1800

BENJ STODDART Esq

SIR We are now about to dismiss our Pilot having been detained 4 Days for want of a fair Wind & much interrupted by continual bad weather for some time past, notwithstanding we have been very fortunate in our Equipment, much to the credit and Zeal of our Worthy Commodore who has been indefatigable & had an immensity of trouble and vexation among the Workmen on Shore

We are now in perfect good order & having rec^d my instructions from Cap^t Truxton which I presume he has advised you of I shall endeavour to render every service in my power to the U S should you think it necessary at any time to give me further orders, I shall have frequent communications with St Christophers or Martinique where they will be rec^d and due attention paid to them

As Cap^t Truxton has had the chief superintendence of our Equipment, I have nothing further to add at present than to assure you of my personal esteem and Zeal for the Naval service — I herewith inclose you all the necessary papers required and am

Your Most Ob^t

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

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

U. S. Frigate *Constellation*

Off CAPE HENRY May 20. 1800

MY DEAR FRIEND After a tedious delay by contrary winds we are at last about to dismiss our pilot & herewith send you my dispatches to the Secretary of the Navy which contains all the Vouchers required —

I must beg your particular attention to their being safely forwarded

I wrote up to Lieut^t Watson as you desired me, and be assured that I will pay particular attention to your Son should I fall in with the *Enterprize* and I have no doubt but you will find that my Nephew will merit your attention to him, by his assiduity to his duty

Independent of the obligation that I know you feel yourself under at all times to serve your Country with Zeal, I cannot but express my personal obligation to you for the indefatigable attention you have paid towards our Equipments wherein I have been rid of much trouble & vexation, which you have had on your part, be assured I seldom forget any friendly acts, and whenever it shall be in my power to render you like services — I shall embrace the opportunity with pleasure

May you speedily enjoy a happy meeting in the bosom of your family & friends & that you may ever enjoy the high esteem of a grateful Country for your meritorious services, is the fervent wish of

D^r Sir

Your Most sincere
and devoted friend

Make my Adieu to our friend Pennock & his good Lady

Commodore TRUXTUN

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

[20 MAY 1800]

Extract from a Paris Newspaper concerning the arrival in France of the U. S. S. *Portsmouth*, Captain Daniel McNeill, U. S. Navy commanding

JUNE 1st. [1800]

On the 20th May, arrived in the Road of Havre, the American frigate *Portsmouth*, Capt. M'Neil, of 26 twelve pounders, in 36 days from New York — Two officers came ashore near the Battery de la Heve, & were escorted to the City by the soldiers of the post. They went to inform the commander, that this frigate had been sent to Havre, to wait there for the Commissioners, who were negotiating with our government. They received assurances that the French nation, and particularly the inhabitants of Havre would give them an honourable and hospitable reception. — They returned on board with a French officer, an interpreter and a pilot, who were doubtless charged to offer the captain any assistance he might stand in need of and to make the necessary arrangements for the entry of the frigate. On the officer's going ashore, the *Portsmouth* fired 15 guns. The batteries returned the salute with nine guns, which was answered by the *Portsmouth* with 15 more. — The negotiation is near being honorably terminated for both parties; and, it is expected, the American Commissioners will leave this city, the latter end of June.

[LC, "Connecticut Journal", (New Haven, Conn.), 30 July 1800.]

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

[PHILADELPHIA]

Navy Department 20th May 1800

Mess^{rs} JAMES & E WATSON
New York

GENTLEMEN The five men belonging to the *Constellation* brought into N York should be taken care of, & their wounds healed at the Public Expence — When they are cured they should be paid off & discharged, but if they have not with them their Accounts from the Purser it will be impossible to ascertain what is due them, — The Captains & Purser have positive instructions never to send a man from his Ship under any circumstances without giving to him a state of his Account — still it is more than these men have no such documents — In this case they can only be paid from the time they were left at Jamaica or rather from the 1st Febr^y, the day of the action between the *Constellation* & *L Vengeance*

It is desirable that both the Frigates at New York should be put into a condition to receive their men — but when this is done it may turn out that they may remain in that state for some time —

I have the honor to be

Yr obed Servt

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

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

[PHILADELPHIA]

Navy Department 20th May 1800 —

Captain S. BARRON

SIR I have the honour to enclose a letter from the department of State, to his Excellency Sr Don Ramon de Castro, Governor of the Island of Porto Rico [dated 16 May 1800]. You will be pleased to call at Porto Rico on your passage to the Windward Islands, and deliver this letter personally, or convey it by some trusty person.

It respects a Black Man, Moses Armetsted [?], who was in the Brigantine *Betsies*, captured by a french Privateer in month of November last. All the Crew of the *Betsies* were removed except him, and a Prize Master and five Men from the Privateer were put on board, with orders to proceed to Guadeloupe. Moses, a few days after the capture, gallantly rose upon the whole crew, and put them to death. The Brigantine however was again taken, and carried into Porto Rico; and Moses it is said, is confined in Irons at Cuyado, [or Cugado] and in danger of being tried and punished as a criminal.

It is possible the Governor of Porto Rico will deliver up this Gallant Man to you. — at any rate, it is expected the letter to the Governor written by the direction of the President, will have an influence on his treatment

I am &C

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799–1800.]

[20 May 1800]

Extract of log book of the American Ship, *Iphigenia*, of New York, Captain Thomas H. Merry, commanding, from Belfast bound to Norfolk, concerning her experience with the French National Ship *La Sophie*

Sailed 20th April, in company with the ship *Mermaid*, capt. Tilton, with passengers for New-York. 12 May, in lat. 35, N. and long. 33, E. of Philadelphia, spoke schr. *Cameron*, capt. Folger, 18 days from Lisbon, bound to Boston, all well. 20th, at meridian, in lat. 37, 30, N. and long. 21, E. saw a large ship to leeward, standing under a press of sail; got in our wake and hove about with English colours out. At 3 P. M. plainly perceived her to be a French National ship, and in chase of us. Made sail to W. N. W. At 7 P. M. seeing she would inevitably overtake us, (then being within gun shot) rounded too. She then came up with national colours out, after a chase of 7 hours, and proved to be *La Sophie*, of 44 guns, capt. Demotte, 2 months from Brest, on a cruise. Sent her boat and took the captain on board; and after examining his papers and finding them to be genuine American, treated him in the most friendly and polite manner, permitted him to return to his vessel, wishing him a prosperous voyage.

During capt. M.'s stay on board the frigate, the captain and officers expressed themselves in the most friendly manner towards the United States, assuring him had they known the brig to have been American, they would not have given chase.

They repeatedly spoke of the *Constellation's* late action with *La Vengeance*, finally hoping it might be the last between two nations who they said naturally ought to be friends.

The officer and party left on board the *Iphigenia* during capt. M.'s stay in the frigate, behaved in the most friendly manner.

They have taken 6 prizes in their cruise, all English, and chiefly out of one fleet, but capt. M. saw no prisoners; perhaps they were concealed.

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

To Secretary of War from Secretary of the Navy

[PHILADELPHIA]
Navy Department May 20th 1800 — —

THE SECRETARY OF WAR

SIR Nine Hundred and Seventy Seven Knapsacks and three hundred muskets & Bayonets are wanting for the Marine Corps — — Presuming you may have as many of these articles to spare from your Department, I have the honor to request that you will be pleased to grant an order for their delivery. — — I will direct the same number to be returned of each article when required. — —

With great Respect I
am Sir.

[NDA. Sec. War, LB, 1798-1824.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 20 May 1800

Moderate breezes from the Eastward, In chace to the southward, at 1 Fresh Breezes and cloudy, Parted C^o with the *Richmond* she being bound in to the Cape, At 2 shortnd sail and boarded an american brig from Newbury port bound to the Cape, $\frac{1}{2}$ past 2 Wore ship and came to the wind to the Northward At 4 Squally Close Reefd the Topsails, at 7 Moderate and clear the Cape S S W 4 leagues

Continued under an Easy sail during the night Wore and Tackd as nessasary to keep our station

At Daylight saw cape francois bearing south 7 or 8 leagues and a small sail In under the land to the Southw^d

At 11 Joind company with the *Amphitheatre* from the Cape

At 12 Moderate breezes from the Eastward Cape Francois bearing S by E eight or Nine miles

[NDA photostat.]

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

DEPARTMENT OF STATE
Philad^a 21st May 1800.

EDWARD STEVENS Esq^r

SIR, Your two letters of the 19th and 24th April to the Secretary of State, were this day received. The political change which they mention to have taken place in S^t Domingo is considered greatly important in its consequences. It gives the President much satisfaction to learn

that General Toussaint continues in his friendly dispositions to the United States, and from the proofs you have given of your ability, diligence and prudence in attending to the interest of the American commerce with the Colony of St Domingo, he has no doubt you will do every thing in your power for its greater security and advantage.

The President has deemed it expedient to remove Jacob Mayer from the office of Consul at Cape Francois, and to appoint Henry Hammond in his place, whose commission is inclosed in a letter to him now transmitted to your care.

With great respect &c &c.

CHARLES LEE.

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

Extract from letter to Secretary of State from John Morton, U. S. Consul at Havana

HAVANNA 21st of May, 1800.

"It is with much concern I announce to you, sir, that since my last, the yellow fever has commenced its ravages among our contrymen at this place. A number of seamen, and several persons, who resided on shore, have already fallen victims to that dreadful disease; and several are now under the hands of the physician."

[LC, "Federal Gazette & Baltimore Daily Adv." Balt., Md., 5 July 1800.]

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

[PHILADELPHIA]

Navy Department, 21 May 1800

Mess^{rs} STEPHEN HIGGINSON & Co

Boston

GENTLEMEN I have to request that you will be pleased to purchase the copper mentioned in your letter of the 29 April and 5th Inst if to be obtained on reasonable terms, and engage M^r [Paul] Revere to manufacture it into Bolts Spikes & sheathing Copper suitable for a 74 Gun Ship —

As copper enough can be procured in our own Country for all the purposes of the Navy on very good terms, it is expected that you will not make this purchase unless it can be done on such terms as are really moderate — With respect to M^r Revere, you will please engage him on such terms as may be considered liberal; tho the Spikes, Bolts & sheathing must not cost more than 50 cents p^r Lb

Sheathing will be the last thing wanted, & it is more important that some should be made by M^r Revere to ascertain that we can make it, than on account of any immoderate demand for it —

I have the honor to be &c &c

B[ENJAMIN S[TODDERT]

I will send in a few days the dimensions of the Bolts & Spikes, & the proper weight of the sheathing copper to be manufactured

B S

[NDA. GLB, Vol. 3, 1799–1800.]

To Phineas Bond, Consul General of His Britannic Majesty to the United States,
from Secretary of the Navy

[PHILADELPHIA]

Navy Department 21 May 1800

PHINEAS BOND Esqre

Consul Gen^l of his Britanic Majesty

SIR M^r Letombe has had delivered over to him, forty six French prisoners to be sent to France in the Ship *Benjⁿ Franklin* At his request I give you this information

I have the honor to be with great respect

Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 21 May 1800

JAMES & EBENEZER WATSON

New York

GENTLEMEN My letter to you of the 18th March last, & the Circular of the 9th of October 1798 were in substance the same so far as respected Slop Clothing. — The quality I find was not designated in either. —

It has not been customary for the Pursers to prescribe the quality of the Slops to be provided by the Public for the use of the Crews of their respective vessels, nor is the practice admissable

The regulation was meant as a humane one to supply the wants of the sailors on reasonable terms, and to prevent impositions on them by the Pursers

Hence plain comfortable clothing such as Sailors are accustomed to wear at sea only could have been contemplated, & such only must be furnished in future —

It will be time enough for you to provide the Slops for the two Frigates when you receive Instructions to complete their stores for a Cruise —

I have the honor to be

Yr obed St

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 21 May 1800

Moderate breezes and cloudy, Employd as nessasary

At 2 Fresh breezes from the eastward tackd In towards cape francois, At 5 taken aback wind from the southw^d with thunder and lightning

At 7 More moderate Parted company with the *Amphitheatre* Tender the Cape S by W 7 or 8 miles

Moderate and cloudy all night standing off and on under an Easy sail, Tackd as nessasary to keep station

At Daylight saw Cape Francois S by W 4 or 5 leagues Ships company Employd In ships duty

At 9 Musterd the ships company and Read the Articles of War

At 12 Moderate Cape Francois bearing S by W 4 leagues

Latitude Observed 20° 11' North

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Wednesday, 21 May 1800

These 24 hours moderate winds & variable, Employd at sundries of Ships duty. At ½ past 11 pm let go Starboard bower Anchor. At 5 Am hove up the same, & got it on the bows. Set topsails, hove short & got under way. Steerd our Course in the fair way thro' narrows between the Shoals off P^t Outong [?] & Middleburg island. At 9 Am. wind came ahead, Came to Anchor after making 2 tacks in 9½ fms — Middleburg Isle bore NE, 2 miles. P^t Antery bore S. E. b. E. Unbent all 3 topsails & M^p sail & rebent other sails Immediatly in their place. Saw a Ship & Sloop Steering towards Batavia under Dutch Colours. Prepar'd the Ship for weighing Anchor.

[LC, EPP, 1799-1800.]

To Charles Biddle, Prize Agent, Philadelphia, from Captain Thomas Truxtun,
U. S. Navy

NORFOLK 22^d May 1800

DEAR SIR The *Constellation* I got to sea on the 20th instant — and the *Chesapeake* will be ready next week — as soon as She departs — I will go on to the Northward — as every thing will be in a fair Way to expedite the *Congress* — but I fear some difficulty in manning her — the prejudices against Captain Sever — are very great — indeed I fear his Idea of discipline is not correct — Discipline is to be effected by a particular deportment, much easier than by great Severity.

The Prize money for the vessels that were not condemn'd ought not to be paid, but by Special order from the Sec^y of the Navy — as there may be a claim made hereafter by the owners — in consequence of their being no Condemnation in which Case I should be soley responsible & accountable unless in a treaty with France — there should be some Article provided for cases of that sort.

You had better see M^r Stoddert and clearly Understand this business before you proceed to the Payment of any one claiming prize money. —

I am truly & affectionately
Your friend

THOMAS TRUXTUN

P S Pickering ought to have been dismissed a year ago in my humble Opinion —

CHARLES BIDDLE Esq

[NYHS, NHS.]

[22 May 1800]

U. S. Frigate *Chesapeake* dropped down from Gosport, Va., to Lambert's Point where she anchored

NORFOLK, VA., May 24, [1800]

On Thursday last, [22 May] about 6 o'clock in the afternoon, the United States frigate *Chesapeake*, Samuel Barron, Esq. commander, dropped down from Gosport to Lambert's Point where she anchored.— She got under weigh at Gosport expeditiously, though but with few hands on board. As her sails filled, a band of music on the quarter deck, played the President's march, and at other intervals enlivened the scene by their performance. As she passed the shipping that lay in the harbour, she fired a salute of 13 guns, which was handsomely returned by every vessel that mounted a gun; and it was gratifying to observe the ships of foreign nations, with equal zeal exert themselves on the occasion. The wharves and houses next the river were lined with people, who with three cheers welcomed her as she passed the townpoint; indeed, from the expressions and joy, and the smiles which gladdened every countenance, the scene appeared as it was — an interesting one. At fort Norfolk, another salute of 13 guns was fired from her, which was returned by the fort. The troops under the command of captain Bruff, were turned out, and displayed themselves whilst she glided before them. Thus, from the *Chesapeake*, the navy of the United States receives no small addition of strength.

[LC, "The Herald", Norfolk, Va., 24 May 1800.]

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

[PHILADELPHIA]

Navy Depart^t 22^d May 1800

Captⁿ THOMAS TRUXTUN

SIR I am honoured with your letters of the 13th & 15th Inst, containing copy of your instruction to Captain Murray, to sail without waiting for orders from this Department, if such orders were not received by him on the 18th Inst.

It is disagreeable to notice, still more to censure Mistakes which flow from zeal to promote the Public Service. Captain Murray should not have been ordered to sail without my instructions, or rather, those of the President, communicated thro' me. Nothing should have prompted this measure, but absolute certainty that important service might be rendered by sending him off thus prematurely, the opportunity for which might be lost, by waiting for instructions from the Government, and even in such a case, the measure, if to be justified at all, should not have been taken until the last moment. Things of this nature must not be repeated. — By your instructions to Murray, he is to sail without waiting to receive the sails from this place or New York, heretofore deemed essential for the Ship —

And these sails you observe to him shall be forwarded to him by the *Chesapeake*, or the *Conquest* [of Italy]. The latter a prize vessel, which the Governm^t has not thought proper to purchase, as a cruiser. The former a frigate, destined for other service, in the event of Murrays going to Windward, where it was not intended he should go —

I mention these circumstances to shew the impropriety of your interference in those things, which belong exclusively to this department, under the direction of the President —

I am &C

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799—1800.]

To Samuel Humphreys, U. S. Inspector of Timber, Georgia, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 22nd May 1800

M^r SAMUEL HUMPHREYS

SIR Since my letter to you informing that the Sloop *Patience*, & Schooner *Sally* might be expected at St Marys by the 15th June to take loads of Live oak, I have received information of the sailing of the Brig *Polly & Betsey* John Larger Master from New London for the West Indies to return by way of Georgia for a load of ship timber — She may be expected in all July

Be pleased to have her loaded agreeably to former directions — My former letters instructed you to send the timbers first ready for the Ship to be built at New York, 2^d Boston, 3^d Portsmouth N Hampshire 4th Philadelphia 5th Norfolk, & 6th City of Washington —

I am Sir &c

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799—1800.]

Rules and Regulations to be observed on board U. S. Frigate *Congress*

Frigate *Congress*, May 22 — 1800

It being no less the desire, and Command of, the President of the U, S.; than the wish of the Commander of this Ship; that the most pointed attention, shou'd be paid on the part of the Officers, of the several grades: as well as on that of the Seamen, and Marines constituting the Crew, of the U, S, Frigate *Congress*: to that good order, & discipline, which it is absolutely essential at all times to maintain: he is induced to order that the following Rules shall be observed; as it may regard the duties to be requir'd; of the several Officers, Seamen &C, serving on board the *Congress*. —

1st

The Officers of every Grade, are particularly requir'd to take care, that due attention, is paid to the observance, of the Rules, & orders, prescribed by the government of our Country, for the regulation of the Navy —

2nd

No Commission'd Officer, or Midshipman, shall be allow'd, to make his appearance, on the Quarter Deck of this Frigate, without his side Arms —

3^d

It is expected that the Officers of the several grades, shall mutually pay that respect to each other; which the stations they may respectively occupy, will have a right to Command; and which politeness, and decency shall dictate. —

4th

No Officer of an Inferior grade shall address himself to his superior Officer, without moving his hat; nor any petty Officer, Seaman, or Marine, shall accost a Commission'd Officer, without, taking off[f] his hat; & remaining uncover'd, during the period of Conversation — The same rule shall apply when accosted by a Commission'd Officer. —

5th

When a Seaman, or Marine; shall be accosted by, or accost himself to a Midshipman, or other Warrant Officer; he shall pay that Officer, the Compliment of taking off[f] his hat; at the commencement, and ending of the Conversation. —

6th

The first Lieu^t or in his absence, the Officer next in Rank; shall take care that the deck is never left during the day in Harbour, nor at any time, during the night or day at Sea — without being in charge of a Sea Lieutenant, or the Sailing Master; who shall not be allow'd to leave the deck; unless by special order; without being regularly reliev'd. —

7th

No Petty Officer, Seaman or Marine, shall be permitted to pass the Barricade of the Quarter Deck; when the Commander; or other Commission'd Officer is present; without pulling off[f] his hat; and remaining uncover'd, untill he shall have pass'd the Wheel; the same thing will be requir'd after passing the Wheel in going forward. nor will they be suffer'd to pass on the weather side of that deck; without an especial order —

8th

No person what ever shall be allow'd to throw any thing out of; or to take any thing in at; any of the Ports, on the Gun deck — on any pretence whatever. —

9th

It is strictly forbidden to lay any thing; upon any of the Guns; or their Carriages, on either deck — excepting the implements, necessarily attached to them, on pain of the punishment, which may be inflicted for a disobedience of Orders. —

10th

The Gunner, his Mates, & Crew, will be responsible, that the foregoing regulations shall be carefully attended to: and that the guns &

their carriages &C. are kept clean, and in perfectly good order, as the safety of the ship, under certain emergency's, and the reputation of the Officers & Men; is greatly dependent, on the attention which should be invariably paid to her batteries. —

11th

The Officers will take care, that the several duties which are requir'd; shall be perform'd, with as little noise as possible, by the Ships Company —

* * * * * *

13th

Care shall be taken, that all dirt, and dirty water, be carried forward upon the upper deck, and thrown over to Leeward, without suffering it to touch the Ships Side, or any of the Guns —

14th

It being necessary to the Safety, as well as good appearance of the Boats — that they be kept from the Ships side; it is especially enjoin'd upon the Officer Commanding on deck, that he never permit the boats to lay along side, without one or more boat keepers; who shall be responsible, that their respective boats are kept off from the Ship, so as to guard against their injury; the Cockswains of the several Boats, shall take care that they are always provided with a sufficiency of suitable fenders. — on the penalty of being chargeable, with all damages the Boats shall sustain from their Negligence.

15th

It shall be the duty of the Officer, Commanding the Watch; to be particularly attentive, that the several Inferior Officers, and Seamen, composing the Watch. be alert at their respective Stations; that they are not to be allow'd to lay down; or to quit their Stations, during the Watch; but to be always in readiness to perform the duties which may be requir'd of them, at their respective posts. —

16th

It being essentially necessary that punctuality in the performance of all duties; should be attended to; the Commander directs that ten minutes only shall be allowed, for the Watch to be at their several posts; after they shall be call'd — for this purpose the Officer Commanding shall at the expiration of that period, cause the Watch list to be call'd over; when those who are not present; shall be noted and their names sent to the Ships Steward; who shall take care that their Grogg shall be stopped for the day, if any person shall be found repeatedly negligent, he will be punished as the Rules and regulations shall direct —

17th

The Officer of the Watch will not be allow'd to take in, or to make Sail, or to tack, or veer Ship, nor to alter the Course; without pre-

viously acquainting the Commander, with the necessity for so doing unless in cases of emergency; such as sudden Squalls — or falling in with danger; in which latter case, he will make report while the Operation is performing it shall be his duty personally to report any Contingencies that may Occur during his watch; as the unexpected making of Land — any strange Sail, or Sails — or other uncommon appearances.

18th

It is expected that the Officer Commanding as well as those attach'd to the several divisions; will be attentive, that the men under their orders, shall be carefull to keep themselves clean; both in their persons, & their cloathing; that they keep their cloaths in good repair; for this purpose, friday in each Week, shall be appropriated for Washing, mending Cloaths &C —

19th

It is expected that the dress of the Officers; shall as nearly as may be comport, with the Rank, which they may sustain in the Ship; it is more especially necessary, that this subject; should be attended to; as the Example which shall be shewn by the Officers of the superior grades — will always influence the conduct of the Inferior Officers, Seamen &C. —

20th

Care shall be taken, by the Officer Commanding the Watch; that the duties are executed with great precision; that the Log is carefully hove; that the course on which the Ship is steer'd, be minutely attended to; that the correct distances be marked on the Log board; together with the Leeway which the Ship may make, when by the Wind —

21st

The upper & Gun Decks shall be carefully Wash'd every morning, at 5 oClock, during the summer, The Hammocks when the weather will allow, to be piped up at Seven Bells: Breakfast, at 8 oClock — for which, half an hour shall be allow'd; Dinner at 12, oClock to be allow'd one hour: the morning Grogg. to be served at the call to dinner; that for the afternoon, at Sea at 4 P M; in harbour, at half an hour before Sunset. —

22nd

The Sea Lieu^t & Sai^r Master shall frequently inspect the Birth & Orlop Decks and their passages leading to the Store rooms. as well as the Cockpit; in order that they may direct them to be clean'd, as often as they may appear to require it. —

23^d

The Officer Commanding Watches; are required to notice, those men, who may be disposed to be inattentive, or negligent, in the performance of their duty; in order that they may be punish'd if it

should be found necessary — and to remark those, whose activity and cleverness may be conspicuous; that they may be rewarded by promotion or otherways when ever opportunity shall present.

24th

The Officers generally are requested to be carefull that the strictest economy shall be observed in the expenditure of the public stores, that no waste, or embizzlement, may be permitted, that every person, who shall wilfully, carelessly, or negligently lose, dispose of, or destroy any article of public property: be reported to the Commander — in order that the amount of the Article, so lost or destroy'd be charged on the Books of the Ship, that it may be deducted from the wages of the Offender —

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

[22 May 1800]

Protest of Francis Bowen, Master, Sloop *Flora*, captured by the *Conquest of Egypt*

By this Publick Instrument of Protest Be it known and Manifest That on the Twenty second Day of May A D. 1800 —

Before Me Sam^l Chace Esq^r Publick Notary Duely admitted to said office Personally appeareth & Comes Francis Bowen late Master of the Sloop *Flora* [*] Belonging to Thomas Jones Jacob Whitman James Chace Merch^{ts} with himself — and being Engaged according to Law Doth Depose and Declare. That He saild out Master of said Sloop from hence Bound to the Island of St Thomases — That on his passage near the Virgin Guada He was Captured By a French Armd Schooner Calld the *Conquest of Egypt* commanded by Capt Lacklamer & He This Declarant was Taken out of said Sloop and she was sent off some where to windward, but where He knows not — and they Took from Him all the Sloops Papers — including Her Register in particular and Totally Detaind them all from him past all Recovery

[No signature]

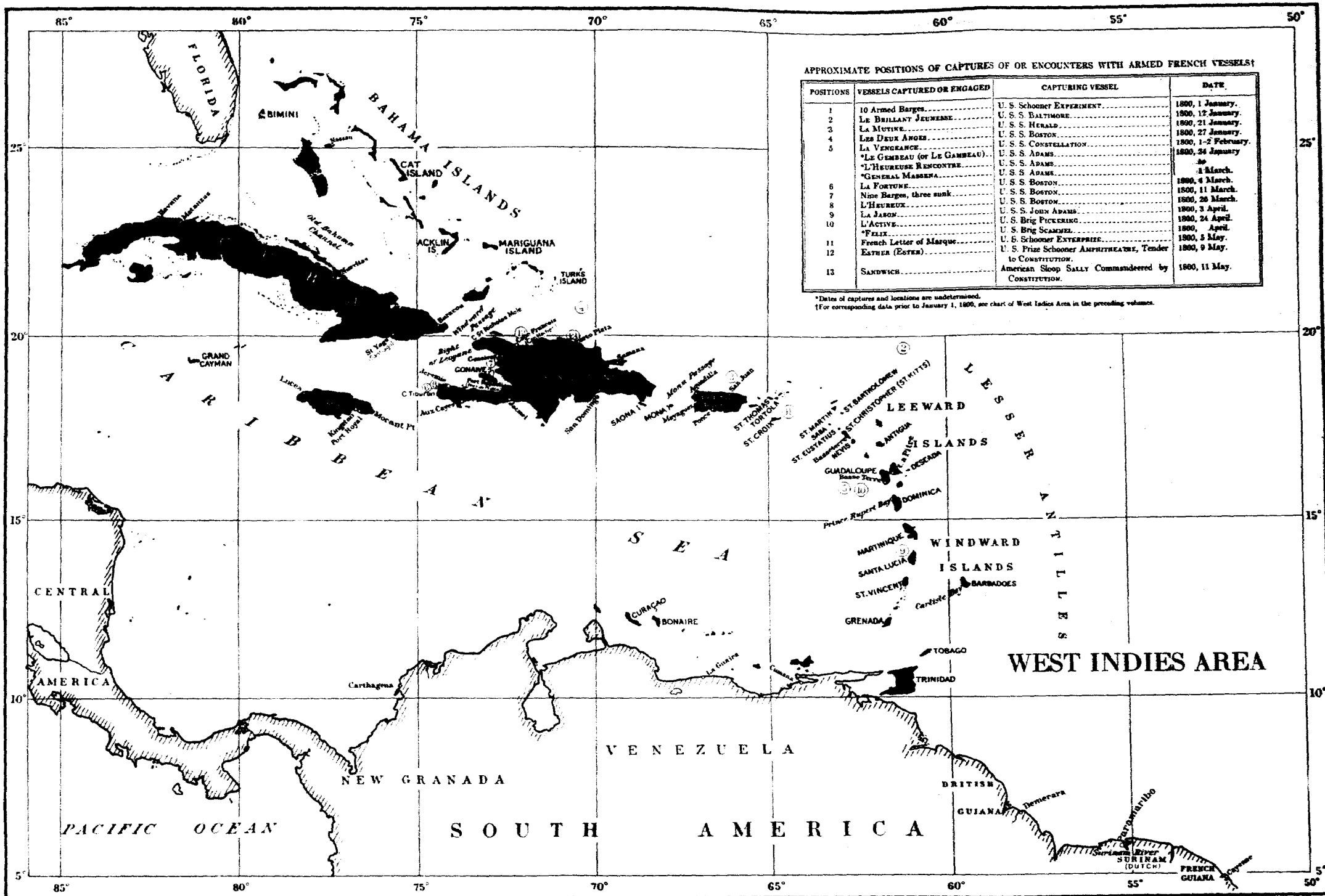
Wherefore the said Capt Bowen Protests and I the said Notary Do for Him as Desired Hereby Solemnly Protest against the said Capture upon Him his Vessell Cargo and Papers Made, for by Means thereof He Has Totally Lost the said sloops Register past Recovery and against all Loss Cost & Damage that Accrues or may Happen to the owners of said Sloop or any others Concernd on account thereof — Thus Done Sworn to & Protested under my Hand & seal Notarial in Providence aforesaid in said state of Rhode Island & Providence Plantations on the Day & Date hereabove written

SAM^l CHACE
Publick Notary

Protest 9/

[*See also capture under date of 4 May 1800 by *L'Egypte Conquise*.]

[R. I. HS photostat.]



APPROXIMATE POSITIONS OF CAPTURES OF OR ENCOUNTERS WITH ARMED FRENCH VESSELS†

POSITIONS	VESSELS CAPTURED OR ENGAGED	CAPTURING VESSEL	DATE
1	10 Armed Barges.....	U. S. Schooner EXPERIMENT.....	1800, 1 January.
2	LE BRILLANT JEUNE.....	U. S. S. BALTIMORE.....	1800, 12 January.
3	LA MUTINE.....	U. S. S. HERALD.....	1800, 21 January.
4	LES DEUX ANGES.....	U. S. S. BOSTON.....	1800, 27 January.
5	LA VENGANCE.....	U. S. S. CONSTELLATION.....	1800, 1-2 February.
	LE GEMBEAU (or LE GAMBEAU).....	U. S. S. ADAMS.....	1800, 24 January.
	L'HEUREUX RENCONTRE.....	U. S. S. ADAMS.....	do
	GENERAL MARSENA.....	U. S. S. ADAMS.....	1 March.
6	LA FORTUNE.....	U. S. S. BOSTON.....	1800, 4 March.
7	Nine Barges, three sunk.....	U. S. S. BOSTON.....	1800, 11 March.
8	L'HEUREUX.....	U. S. S. BOSTON.....	1800, 26 March.
9	LA JASON.....	U. S. S. JOHN ADAMS.....	1800, 3 April.
10	L'ACTIVE.....	U. S. Brig PICKERING.....	1800, 24 April.
	FELIX.....	U. S. Brig SCAMMEL.....	1800, April.
11	French Letter of Marque.....	U. S. Schooner ENTERPRISE.....	1800, 5 May.
12	ESTER (ESTER).....	U. S. Frigate AMPHITHEATRE, Tender to CONSTITUTION.....	1800, 9 May.
13	SANDWICH.....	American Sloop SALLY Commandeered by CONSTITUTION.....	1800, 11 May.

†Dates of captures and locations are undetermined.
 (For corresponding data prior to January 1, 1800, see chart of West Indies Area in the preceding volume.)

MAP OF WEST INDIES AREA

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 22 May 1800

Moderate breezes and cloudy, at 2 a light breeze from N NE, Ran down toward Cape Francois

At 7 Cape Francois bore S SW 5 or 6 leagues the Monte SE by E

During the night Moderate breezes and cloudy under an Easy sail tacking as nessasary

At Daylight saw the Monte SE by S, 7 or 8 leagues, and two strange sails bearing E SE, Made sail and Gave chase

At 10 Answer'd the private signal of the chase an English Frigate lying too close in with the land. landing prizoners which she had taken In the *General Touissant* Schooner Belonging to Gen^l Touissant. $\frac{1}{2}$ past 10 saw a strange sail bearing East steering West; hauld to the Wind and Gave chase. At 12 Moderate breezes from the Eastward the Monte SE by S 3 or 4 leagues the chase E by S 9 or 10 Miles

Latitude Observed $20^{\circ} 11'$ North

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Thursday, 22 May 1800

Commences with moderate weather & variable winds. At 3 pm. weigh'd anchor & beat to windward. At 5 pm. wind Came off Shore which made a fair wind for us in the fair way. At 6 pm. Man Eater's Island bore West D 3 miles, Great Cambay bore NE. 4 M^s passed them both. At $\frac{1}{2}$ 7 pm. came to Anchor with the Stream, in 15 fathoms — Muddy Ground —

At 5 am. hove up Anchor & spoke Captain Webb in the Brig *Exchange* from Salem bound to Batavia. Passed between Bantam bay & Babu [or Babeel] Isle in the fair way —

[LC, EPP, 1799-1800.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Thursday, 22 May 1800

The first part Moderate and pleasant Breezes

at 1 P M 3 Gun boats got under way from Garuca. Rowed out for us fired several shot The[y] did not Reach us Hoisted American Colours The[y] Returned

at 3 spoke with several of the fleet from Havana

at 6 the Moro bore S W b W 4 Miles Dist

at 7 took in sail & Hoisted a Light

at 9 spoke A schooner bound to New York from Havana Capt Pain Middle part Moderate Breezes Tackd ship to the Eastward

Tackd ship and Made sail Occasionally

at 8 A M S^t Cruz bore South 2 Leagues Several sail in sight at A Distance

at 12 Meridian the pan bore S B E 7 Leagues Distance

Latter part Moderate 1 schooner in Company

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

To Midshipman James Lawrence, U. S. Navy, from Charles Washington
Goldsborough for Secretary of the Navy

[PHILADELPHIA]

Navy Department 23rd May 1800

M^r JAMES LAURENCE
Midshⁿ

SIR You will repair to New York & shew this to the Command^r
Officer of the Frigate *New York* who will receive you as one of his
Midshipmen —

By order

C W G

[NDA. OSW, Vol. 3, 1799–1800.]

Condemnation of French Schooner *Jason*, captured by the U. S. Frigate *John Adams*

Friday May the 23^d 1800

The UNITED STATES

vs

The Schooner *Jasen*, a French
Armed Vessel, her Tackle,
furniture, Apparel and boats

Decree. That the Schooner *Jasen*
with her Tackle, furniture and boats
be sold by the Marshal after a
Notice of four days, and that the
monies arising from such sale be lodged in the Branch Bank of the
United States for the benefit of the several Persons entitled thereto
by Law —

[NDA. XZ, 1798–1800.]

To John Steele, Comptroller of the Treasury, from Accountant of the Navy

[PHILADELPHIA]

NAVY DEPARTMENT

Accountant's Office May 23^d 1800.

SIR I am about to make up an Account, for the Subscribers to a
Loan, at Baltimore, for Building the *Maryland* and *Patapsco* Sloops of
War, in order that Certificates May issue — and I presume it would
be best to Calculate the Interest up to a Certain Day, to be paid
previous to the issuing the Certificates — but if this mode is to be
adopted, I am at a loss to know, to what Head of Expenditure to
Charge the Interest, — and to what time the Interest shou'd be
calculated. — and therefore take the Liberty of requesting infor-
mation of you —

Very respectfully

I am Sir

Y^r Mo. Obed^t S^t

THO^s TURNER.

[F. D. Roosevelt Collection.]

To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

Navy Department 23^d May 1800

THE SECRETARY OF THE TREASURY

SIR The Crews of Nine Vessels, whose times of service expire in May, June, July & August, must be paid off and discharged within the next three months. Probably other Vessels whose service will end a month or six weeks later, may arrive within the ensuing 3 Months, in which case it will be good economy to discharge their Crews. — I think we cannot calculate on a smaller sum for paying off Officers — Marines and discharged seamen within the ensuing three months, than 300000 Dollars. — Nor do I think we can safely calculate the other unavoidable expenditures of the department for the same time, at less than 300000 more — I shall most assuredly do all in my power to keep the expenditures considerably within these limits — but I see not that it can be effected without injury to the service. —

I have the honor &c &c

[NDA. Req. on US T, 1798–1803.]

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

[PHILADELPHIA]

Navy Department, 23 May 1800

W^m PENNOCK Esq
Norfolk —

SIR A most extravagant Acco^t for supplying the Marines at Norfolk with rations has been exhibited by a M^r Jennings as Contractor He charges 22 Cents for rations, & 4 cents for small rations — What is meant by small rations?

I pray you to enquire into this business — and inform me, who employed M^r Jennings as the Contractor — what contract was made with him, and let him explain what he means by small rations — The Marines on shore are entitled to Army rations, and those are contracted for to supply all the Troops in Virginia at 13 Cents 7 mills. — If the Marines at Norfolk cannot be supplied on the same terms, or at most at 16 cents, I request that you order imm^d all those quartered there not belonging to any of the Ships in that port up to Baltimore, & Norfolk should not be considered a place of rendezvous for Marines

Enclosed is an extract of the Contract for supplying the Army —

I have the honor to be &c

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 23 May 1800

Moderate Breezes and cloudy In chace to the Eastward Tackd as nessasary, At 4 the Monte SW, at 6 calm and Rainy lost sight of the chace. Sounded in 24 fathoms of water 6 or 7 miles to the E^d of the Monte and 4 or 5 from the land

At 8 A light breeze from the land filld to the N^d and stood off from the land.

At 11 Brought too. Main topsail to the Mast and lay by all night with Moderate breezes

At Daylight saw Monte a christo SW 8 or 9 leagues and two strange sails bearing NW by W bore up made sail and Gave chace, At 10 Observed the chace to be our Tender [*Amphitheatre*] and an English Ship of War In chace of her

At 11 shortnd sail and Joind company with the British Frigate *Alarm* and Tender *Amphitheatre* from Cape Francois

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Friday, 23 May 1800

Commences with light variable winds, & hot sun. Spoke the Brig *Globe* Capt Gardner from Philadelphia bound to Batavia off Bantam Bay. Employd Opening & Airing our Spare Suit of Sails. At 7 pm came to anchor near P^t S^t nicholass, about 1 mile from Shore 35 fms water. Soft bottom. At 6 am hove up Anchor made Sail for the Straits Sumatra Isle in Sight. Saw 5 strange Sails to Westward of us. 3 of which we saw first Steerd for them & found in the number there was 3 Ships & 2 brigs. Clear'd Ship & prepar'd for action —

[LC, EPP, 1799-1800.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren* Master Commandant Timothy Newman, U. S. Navy, commanding, Friday, 23 May 1800

The first part Morderate Breezes and pleasant

Tackd ship Made sail and Took it in Occasionally

at 7 P M the Pan of Matansa bore S W b S 6 Leagues Distance Point John bore S b W 5 Leagues Distance

Middle part Moderate and Cloudy

Wore ship and made sail Occasionally

at 7 A M bore away to the Westward

at 12 Meridian Sth Cruz bore S B W 2 Leagues Distance Made all sail possible for the Havana by the Order of Capt Newman it being that I was the Offiser of the Watch from 12 untill 4 I forced the ship to the Westward as fast as wind and sail would drive her at 4 P M I ordered the Watch Called as Usual it being the Second Lieu^t Watch from four untill Six the wind Hauling to the Northward I ordered the Lee Main and Main T Gall stearing sails Taken in The first Lieu^t Saild Let the stearing sails stand I told him that it was not His Watch and Left the Deck and Informed the Second Lieut that it was his Watch he Went on Deck and took in the Lee stearing sails

at 5 P M Anchored in the Havana with the Larboard Bower and Moored with the Stream to the Westward

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

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

[PHILADELPHIA]

Navy Department 24th May 1800

THOMAS TRUXTUN Esq^r
Norfolk — Virginia

D^r SIR I am extremely mortified at the unwarrantable step which your too great Zeal has prompted you to take — I mean, in sending off Murray, without his Instructions from the President — It was every way improper — You assumed the direction in a case, belonging to the Executive exclusively, and God knows what inconveniences may result from it. You must avoid such interference in future. It is painful to censure any thing done by an Officer of your uncommon merit — but surely in the present case, your own reflections will convince you of the great impropriety of your conduct — Murray was intended to relieve Talbott who ought now to be relieved. — Finding that Murray might have sailed without my orders and to the Windward, I sent Instructions to Barron to proceed to Cape Francois to relieve Talbott Barron too may have gone without receiving his orders from me — or he may have gone on his first orders for the Windward Station & before the others arrived — Now it has become necessary that he should not leave the Coast — I dispatch therefore a pilot Boat with orders for him to proceed to the Southern extremity & thence to New Castle on Delaware, with money to be brought from Charleston —

Sever when he is ready must wait for my orders, — but I can form no judgement when he will be ready

I am with great Respect & Esteem

D^r Sir

Yr obed S^t

B[ENJAMIN] S[TODDERT]

P — S — I still hope Murray was detained for my Instructions — If both he & Cap^t Barron should be gone tell me where they are gone

B S

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

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

[PHILADELPHIA]

N Department 24th May 1800

Captain SILAS TALBOT
of the *Constitution*
Cape Francois

SIR It was intended that Cap^t Murray of the *Constellation*, should have departed from Norfolk about this time to join you & to assume the command at S^t Domingo when you left that Station, which it will be necessary you should do in such way as to preserve good faith with your crew —

I have reason to fear, Murray left Norfolk under orders from Captain Truxtun without waiting to receive mine — I afterwards ordered Captain Barron of the *Chesapeake* to proceed to join you, &

to relieve you — Enclosed is the Copy of the letter written by both with no other change than the name of the Captain & Vessel. But I am this day dispatching a pilot Boat to Norfolk to direct Barron to cruise on the Coast, a measure rendered necessary by the appearance of one or more French privateers —

This goes by Capt^r Mallowney who will proceed to the Havana to convoy some. — I hope you will have no trouble in keeping your men satisfied until you are relieved either by Capt^r Murray or Cap^t Barron — I shall by every conveyance, write Murray, who if he has not gone to S^t Domingo, has gone to the Windward to join you —

I have the honor to be with great Respect —

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 24th May 1800

Captain ALEXANDER MURRAY

Of the *Constellation* —

SIR It was highly improper in Captain Truxtun to order you to Sea without Instructions from this Office — The step was unfortunate as well as improper —

4 copies of this
letter forwarded by
Capt Mallowney of
the *Ganges*

The moment you receive this repair to Cape Francois, join Captain Talbott & assume the command when he leaves the Station, which he ought to do in June — He will turn over to you his Instructions —

I have the honor to be with great Respect

Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799–1800.]

To Thomas Howard, of Pilot Boat *Thomas & Richard*, from Abishai Thomas for Secretary of the Navy

[PHILADELPHIA]

N, Department 24th May 1800

M^r THOMAS HOWARD

Of the Pilot Boat *Thomas & Richard*

SIR You will proceed imm^o to Norfolk in Virginia with the dispatches herewith to Captain Thomas Truxtun, & Capt Sam^l Barron

Probably you may meet with the *Chesapeake* Capt Barron, prior to your arrival at Norfolk — In that case you will deliver his letter to him & proceed with the other, imm^o after delivering which you may return waiting only to receive, such dispatches as either of those Gentlemen may have to send by you to the Secretary of the Navy — If you are detained at Norfolk more than 24 hours by order of Capt Truxtun or Capt Barron you shall receive extra pay at the rate of

ten Dollars p^r day — For the Service exclusive of detention, you will be paid 100 Dollars

I am Sir

By order of the Secr^y

AB THOMAS

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

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

[PHILADELPHIA]

Navy Department 24th May 1800

Captain SAMUEL BARRON
Of the *Chesapeake*, —

SIR Instead of proceeding to the West Indies as directed in my letter of the 16th Inst or to Saint Domingo as directed in mine of the 17th you will please imm^y on receipt of this proceed to the Southward, as far as the Southern extremity of the United States, then return to Charleston where you will receive on board of the *Chesapeake* a large sum in Specie from the Branch Bank in Charleston for the Bank of the United States at this place — With this money you will proceed, cruising along the Coast to New Castle on Delaware, where orders will be lodged with Mess^{rs} Riddle & Bird as to the way of getting the money to Philad^a, or for your future operations —

A French privateer has captured an American vessel in Lat 30 — 51 N & 70 Long [?] There may be others on the coast — You will keep a good Look out for them, in going to & returning from the South —

I have the honor to be

B[ENJAMIN] S[TODDERT]

P S — You have enclosed a letter to the Cashier of the Bank at Charleston from whom you will receive the money

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

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

[PHILADELPHIA]

Navy Department 24th May 1800.

Captain SAMUEL BARRON
of the *Chesapeake*

SIR Instead of proceeding immediately to the West Indies, as directed in the Instructions heretofore sent you, you will please to proceed with the *Chesapeake* to Charleston South Carolina, and take on board of the Frigate, a large sum in Specie which will be delivered by the Branch Bank at Charleston which you will bring for the Bank of the United States at this place, but as the Navigation of the Delaware is difficult beyond New Castle, you will please stop at that place with the Frigate, & send up from thence to Philad^a the Specie by such conveyance as may be pointed out by Thomas Willing Esqr President of the Bank —

After performing this Service, you will proceed from New Castle to the West Indies in pursuance of the Instructions you have already received, provided you should meet at New Castle no orders for a different service —

Mess^{rs} Riddle & Bird at New Castle act as Agents of the Navy — from them you will obtain any assistance you may require —

I have the honor to be with great Respect

Yr obed Servt

B[ENJAMIN] S[TODDERT]

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

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

[PHILADELPHIA]

Navy Department 24th May 1800

Captain JOHN BARRY

or the Commanding Officer of the
Frigate *United States* —

SIR Be pleased to turn over to the *Ganges*, Captain Mullowny, thirty seamen from the crew of the *United States*. This number, includes the 25 men ordered the 15th Inst. — You may therefore consider that order as cancelled —

I am Sir

Yr obed Servt

B S

[NDA. OSW, Vol. 4, 1800-1801.]

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

[PHILADELPHIA]

Navy Department 24th May 1800

Captain JOHN MULLOWNEY
of the *Ganges*

SIR Presuming that the *Ganges* is [in] complete preparation for Sea, I have the honor to direct that taking under convoy such of the Merchant Vessels as may be ready to sail with you, and destined for the Havana and Saint Domingo, you proceed by the most convenient rout to convoy all the vessels bound to Saint Domingo, not parting with them until you see them safe into port. You will make land to the Windward of Monto Christo, & in running down, keep the Land well on board.

After accomplishing this object, you will proceed to the Havana where you will find the *Warren*, T. Newman whom you will direct to return to the United States taking under convoy any vessels ready to sail for the Continent — Order him to cruise from the Southern extremity of the United States, keeping on & off the Coast, & to touch at Charleston where he will call on Wth Crafts Esq Navy Agent to learn if any orders are lodged there for him — Should he receive no such orders, he is then to proceed to Norfolk, where he will receive such supplies from Wth Pennock as may be needfull & where he will get orders for his future destination: Be particular in your Instructions

to Newman, that he may commit no mistakes & send me a Copy by him — You have letters for Captain Talbott & Doctor Stevens which you must have safely delivered — the one for M^r Hammond may be left with Doctor Stevens —

I will only further observe, that the way to render the most important services to your Country, most effectually to protect its Commerce, & acquire personal honors is to keep constantly cruising — to go into port as seldom as possible — this also will best preserve the health of your Crew —

Wishing you great Success & Glory, I have the honor to be
Sir

Yr obed Serv^t

B[ENJAMIN] S[TODDERT]

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

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

[PHILADELPHIA]

Navy Department 24th May 1800

Captⁿ JOHN MULLOWNY of the *Ganges* —

SIR There being information received of a French privateer being on the coast of the United States, you will proceed coastwise as far as Charleston, South Carolina taking care of the convoy under your orders, if they choose to remain with you and then proceed as directed in the Instructions of this date herewith, unless you should receive well authenticated information that there are French privateers on the Coast, in this case, you must pursue them. But it being of great importance that your cruise should not be interrupted, and there being but little probability of French Cruisers remaining on the Coast, it is confidently expected that you may proceed to Cape Francois from Charleston without any material deviation from your course —

Herewith you have three letters to Captain Murray of the *Constellation* which you will please send by as many opportunities if such should occur to Saint Kitts —

I am Sir

Yr obed Serv^t

(Sign^d) BEN STODDERT

[NDA. OSW, Vol. 4, 1800-1801.]

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

[PHILADELPHIA]

Navy Department 24th May 1800

Captain PATRICK FLETCHER
of the *Insurgente*, Baltimore —

SIR I am at a loss to know the exact Situation of the *Insurgente*. — Her services are immediately wanted. — I hope she is ready to receive her men — if so you must immediately commence recruiting. —

I have the honor &c &c

B S

[NDA. OSW, Vol. 4, 1800-1801.]

560 NAVAL OPERATIONS; JANUARY 1800—MAY 1800

To Howland & Allyn, Navy Agents, New London, Conn., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 24th May 1800

Mess^{rs} HOWLAND & ALLYN

New London

GENTLEMEN Immediately on receipt of this you will please order the prize master of the Sch^t *Active* to proceed with her to Boston —

Please have the wounded man taken care of if he cannot go on to Boston —

I have the honor to be

B S

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

To Joshua Kilburn, Prize Master of *L'Active*, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 24th May 1800

M^r JOSHUA KILBURN

Prize Master of the Prize *Active*

SIR On receipt of this you will proceed with the prize *L'Active* instantly to Boston

I am

Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

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

To Uriah Forrest, Georgetown, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 24th May 1800

URIAH FORREST Esqre

George Town —

SIR I have received your letter of the 21st — It is now too late to begin to put the two Houses in the order requested for the Offices of the State & Navy Depart^{ts}

Had the business been set about instantly there would have been no difficulty in accomodating you with the sum absolutely necessary — But it is now impossible to begin — and to finish the apartments required, before the 15 June

I have the honor to be

Yr obed Servt

B S

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

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

These 24 hours moderate breezes & clear weather. Spoke the Above vessells [sighted off Sumatra 23 May] & found them to be Americans Viz^t Ship *Fair American* Capt Earle of Charles town last from River La Plata, Ship *Franklin* Capt Shore, [or Shaw] on the same Voyage

in Company with Capt Earle — these 2 Ships mounted 40 Guns. Brig *Lapwing* Captain Samuel Clap from New York, 4 Months out from home, with some provisions for our Ship, &c. Brig *Lydia* Captain Bernard of Boston, from Plymouth (E) 129 days out. Ship *Magens* Capt. Hawley of Philadelphia from Newport. Sail'd with Us from thence At 7 pm. anchord in 22 fathoms water Soft Ground on a bank off pepper bay At 6 am saw a Ship without us in the fair way, hove up Anchor & made Sail for him, found her to be one of the above mentiond Ships — also saw Yesterday a Ship in Shore at Pt anger at Anchor under Sweedish Colours. At 8 am Stood well over the Isle Sumatra, Tack'd Ship & stood back in the fair way. At 10 Am Thwart Island bore E — Pass'd the same

[LC, EPP, 1799-1800.]

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

[PHILADELPHIA]

Navy Department 25th May 1800

Captain JOHN MULLOWNY
of the Ganges —

SIR Upon more reflection, I find the vessels to Cape Francois & the Havana have claims for convoy, which cannot be neglected

Two or three of our vessels must be at this time on our Southern Coast, returning to the United States — and it is most probable, that the *Constellation* is now scouring that Coast. —

You must therefore, proceed with the convoy within a convenient distance of the coast, to meet with privateers, as far as the Capes of Virginia from whence you will steer your course for Cape Francois as heretofore directed, & thence to the Havana — where I wish you to arrive as early as possible, that you may send back Capt^s Newman, agreeably to the Instructions already given you. —

The vessels under your convoy have very valuable cargoes. — pay to them, all the attention in your power — If they leave you, the fault will not be yours but do not let it be said, that you neglected them —

I have the honor to be

Sir Yr obed Servt

B. S

[NDA. OSW, Vol. 4, 1800-1801.]

To Hon. Charles Pinckney, Senator from South Carolina, from Secretary of the Navy

[PHILADELPHIA]

25th May 1800

Honble CHARLES PINCKNEY
Senator from the State of
South Carolina —

SIR I had the honor to receive your letter of this date requesting a convoy for such Vessels as are going to Charleston, and informing me that your inability to travel by land, made it necessary for you to go by water. — Yours is the only application which has been made for a convoy to Charleston, and as it does not state the number of vessels meant to be convoyed I will be thankful for such information as is

in your power to give me upon the subject At the same time I take the liberty to observe, that I have received no official accounts, nor do I beleive any circumstances exist which ought to excite apprehensions of capture in going from hence to Charleston and that at the present moment there is no vessel so unengaged in the public service that it may be instantly employed in the manner you have requested — If the trade to Charleston does require a convoy, it will be necessary to wait till a Public Ship can be provided, which I beleive may be done in the course of two weeks at latest.

I mentioned to you this morning that the *Constellation* had sailed from Norfolk about the 18th Inst in search of the privateer said to have been near our coast — and that I had reason to beleive other public vessels returning from the West Indies were at this moment on the Southern Coast —

I have the honor to be with great consideration Sir

Yr most obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799–1800.]

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

NEWPORT May 25 1800

We are honored with your favor of y^e 13 Inst — as soon as the *General Greene* arrives, we will apply to Cap^t Perry for a report of all the repairs, and indents of all the Stores necessary to equip her completely for Sea, which shall be immediately attended to — The Treasurer has made us a remittance of Twenty thousand dollars which you directed, and we will pay over to the Purser of the *General Greene*, the money requisite for the payment of the Crew as wanted; — when this Ship arrives, we will immediately advise you, and to the enquiries you make relative to her outfitt. The *George Washington* was got off in the Stream last evening she has on board her ballast and part of her stores, and will take in her water, Guns & remainder of her Stores this week, and be ready to proceed immediately after if not delayed for want of men, which at present we do not apprehend — There are about 12 men & boys entered & on board — Lieu^t Jacobs writes us from Providence, that he shall send about 10 or 12 men in a few days; and that he has sent two officers to endeavour to procure the remainder of his Crew

Hon BENJAMIN STODDERT Esq —

[Newport HS. Gibbs & Channing LB.]

[6 October 1799 to 25 May 1800]

Prizes taken by Squadron commanded by Captain Richard V. Morris, U. S. Navy

A List of Prizes taken & retaken, from the 6th October 1799 to 25th May, 1800, by the Squadron under Command of Richard Valentine Morris, Esq^r

October	By <i>Pickering & Delaware</i>	Brig <i>Henrich</i> ,	Recaptured
	By <i>Adams</i>	Brig <i>Zylpha</i> ,	recap.
Novem ^r	By <i>Delaware</i>	Brig <i>L'Ocean</i> ,	Captured
	By <i>Pickering</i>	Brig <i>Brothers</i> ,	recap.
Dec ^r	By <i>Adams</i>	Schooner <i>L'Onze Vendemiaire</i>	cap.
	By <i>Eagle</i>	Brig <i>George</i> ,	recap.
	By <i>Pickering</i>	Schooner <i>Voltiguese</i> ,	cap.
	By <i>Connecticut</i>	Brig <i>Penelope</i> ,	recap.
Jan ^r	By <i>D^e</i>	Brig <i>Conquest of Italy</i>	cap.
	By <i>Baltimore</i>	Brig <i>L'Esperance</i> ,	cap.
	By <i>Insurgente</i>	Ship <i>Commerce</i> ,	recap.
	By <i>John Adams</i>	Lugger	recap.
	By <i>Baltimore</i>	Schooner <i>Brilliant Youth</i> ,	cap.
	By <i>Adams</i>	Schooner <i>La Fouquese</i> ,	cap.
	By <i>Enterprise</i>	Schooner <i>Victoria</i> ,	recap.
	By <i>D^e</i>	Brig <i>Amoriscoggin</i> ,	recap.
	By <i>Adams</i>	Schooner <i>Gambeaux</i> ,	cap.
	By <i>Pickering</i>	Schooner <i>Harriet</i>	recap.
	By <i>Adams</i>	Schooner <i>Alpha</i> ,	recap.
Febr ^r	By <i>Insurgente</i>	Ship <i>William & Mary</i> ,	recap.
	By <i>D^e</i>	Schooner <i>Aurora</i> ,	recap.
	By <i>Adams</i>	Schooner <i>L'Heureuse Rencontre</i> ,	Cap.
	By <i>D^e</i>	Schooner <i>Gen^l Massena</i> ,	cap.
	By <i>Pickering</i>	Ship <i>Portland</i> ,	recap.
	By <i>Eagle</i>	Schooner <i>Benevolence</i> ,	recap.
	By <i>Adams</i>	Schooner <i>Isabella</i> ,	recap.
March	By <i>John Adams</i>	Brig <i>Hannibal</i> ,	recap.
	By <i>D^e</i>	Brig <i>Atlantic</i> ,	recap.
	By <i>Adams</i>	Sloop <i>Nonpareil</i> ,	recap.
	By <i>Eagle</i>	Schooner <i>Three Friends</i> ,	recap.
April	By <i>Adams</i>	Schooner <i>Priscilla</i> ,	recap.
	By <i>Pickering</i>	Brig <i>Mary</i> ,	recap.
	By <i>Eagle</i>	Schooner <i>Favorite</i> ,	cap.
	By <i>John Adams</i>	Schooner <i>Jason</i> ,	cap.
	By <i>Merrimack</i>	Brig <i>Anna</i> ,	recap.
	By <i>Pickering</i>	Schooner ———	cap.
	By <i>Scammel</i>	Schooner <i>Felix</i> ,	cap.
	By <i>Pickering</i>	Brig <i>Eliza</i> ,	recap.
May	By <i>John Adams</i>	Schooner <i>Dispatch</i> ,	recap.
	By <i>D^e</i>	Schooner <i>William</i> ,	recap.
	By <i>Enterprise</i>	Schooner	cap.
	By <i>Adams</i>	Schooner	recap.
	By <i>Adams & Insurgent</i>	British Letter of Marque,	recap.
	By <i>Adams</i>	Schooner <i>Nancy</i> ; sent to N York,	recap.
	By <i>D^e</i>	Brig ——— sent to Martinique,	recap.
	By <i>D^e</i>	Brig <i>Dove</i> , carried into St Thomas,	cap.
	By <i>D^e</i>	Schooner <i>Renomie</i> ,	cap.
	By <i>D^e</i>	Schooner <i>Grinder</i> [words illegible] Unitie British Frigate	recap.

The two last taken since the 25th

[NDA. SZ, 1799-1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy of U. S. Frigate *Constitution*,
Captain Silas Talbot, U. S. Navy, commanding, Sunday, 25 May 1800

Fresh Breezes and hazy weather, At $\frac{1}{2}$ past 3 Parted company with the United States Brig *Richmond* she being bound to leward, At 4 Wore ship and stood In towards the land; at 7 wore and lay too & Sent our boats on board of the Tender $\frac{1}{2}$ past 7 the Cape bore SW by W and the Monte E $\frac{1}{2}$ S 4 leagues Fresh breezes and squally Running to the Eastward Sounded every half hour, No Ground

AM At 6 the Monte bore SE and the Cape SW 7 leagues

At 12 Cape francois SW by S the Monte SE $\frac{1}{2}$ S 4 leagues dist

Latitude Observed $20^{\circ} 18'$ North

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*,
Captain Edward Preble, U. S. Navy, commanding, Sunday, 25 May 1800

Moderate breezes & fair weather. At 1 pm stood into the Roads off Anger point & came to Anchor. Here we found a Sweedish Ship from China bound home At 6 pm took the Bearing of Land. Viz Crocatao Isle bore W B S, 6 leagues — Thwart Isle — bore NW B N — 4 Miles the Flag at y^e Huts bore SSE. 2 miles on Java Button Isle bore N B E. 3 Miles — P^t S^t Nicholass bore NE B N. 2 leagues Cap or a small Isle bore NNE — 1 mile distance Anger point bore SW — Dis^t 1 league off which appears to be shoal water Ship lies in 16 fathoms water — At 6 am weigh'd anchor & made sail the Sweed in Company. Wind fell Calm come to Anchor in 30 fathoms water muddy ground. Thwart Island bore N b E. Dist — 5 miles.

Latitude obs^d $6^{\circ} . 8'$ South

[LC, EPP, 1799-1800.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding
U. S. Ship *Ganges*, 25 May 1800

Weighed anchor and proceed down the river [Delaware] at $\frac{1}{2}$ 5 P.M. came to below Gloucester point

[NA.]

To Secretary of the Navy from President John Adams

PHILADELPHIA, 26 May, 1800.

SIR, — I hereby request you on the 1st of June, or whenever Mr. McHenry shall leave the war office, to take upon you the charge of that office, and I hereby invest you with full power and authority to exercise all the functions of secretary of the department of war, and charge you with all the duties and obligations attached by law to that officer, until a successor regularly appointed and commissioned shall appear to relieve you.

I am, &c.

JOHN ADAMS.

[NDA. Life & Works of John Adams, Vol. IX.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Department 26th May 1800 —

JOHN ADAMS Esq^r

President of the U. S.

SIR I have the honor of your direction of this days date, for me to take upon myself the charge of the War Office, and to exercise all the Functions of Secretary of the Department of War, from the first of June, or from the time M^r M^rHenry shall leave the Office — until a successor regularly appointed and commissioned, shall appear to relieve me, which I shall attend to with great cheerfulness, but under the hope, that I may be soon relieved from the duties enjoined me. —

I have the honor & —

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

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

[PHILADELPHIA]

Navy Department 26th May 1800.

Mess^{rs} STEPHEN HIGGINSON & C^o

GENTLEMEN The Bill of Clarkson, is passed to your credit — and I have this day ordered a remittance to be made you of 20000 Dollars —

The *Pickering* is so useful a Vessel — and Hillar is so clever a fellow that I am anxious she should get out again without delay — The small Vessels sail at little expense, and are most useful than Frigates in the present circumstances. — If any are to remain in port it should be the Frigates. —

Relying therefore that the *Pickering* will not be delayed more than a month, from her first arrival in port, — I shall in the course of seven days send on Hillars sailing orders. —

I am &c &c —

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

[26 May 1800]

Account of Sales of French Schooner *Jason*, captured by U. S. Frigate *John Adams*

Account Sales of the private French Armed Schooner *Jason* prize to the Frigate *John Adams*, George Cross Esquire Commander, made by Order of Court the 26th May 1800 —

The Schooner <i>Jason</i> , her Tackle, Furniture, and Apparel to Benjamin Booth for.....		\$3500.	00.
CHARGES			
May 9 th Marshal's Attendance at Court.....	2.50		
" Crier's D ^y D ^y	1.00.		
" Making two proclamations.....	.60.		
" Advertising Monition.....	5.00.		
23 Marshal's Attendance at Court.....	2.50		
" Crier's D ^y D ^y	1.00.		
" Advertising Sale.....	5.00.		
" Clerk's Bill.....	12.19.		
" District Attorney's Bill.....	17.00.		
" Wharfrage Bill.....	13.33.		
" Commissions on \$3500 — 2½ per Ct on 1 st 500 and 1¼ upon Excess.....	50.00.	110.	12—
Dollars —		3389.	88.

Stated by me —
CHARLES B COCHRAN
M. Dist. S^c Carolina —

[Enclosure No. 1]

— Copy of receipts of the Navy Agent —

June 12th 1800. Received of Charles B. Cochran, Marshal, One thousand, six hundred, and ninety four Dollars, ninety four cents being the United States proportion of the Prize Schooner *Jasen* captured by the Frigate *John Adams*, George Cross, Commander
\$1694.94 — (Signed) W^m CRAFTS.

June 12th 1800. Received of Charles B. Cochran, Marshal, One thousand, four hundred and seventy seven dollars, four cents being the legal proportion of prize money due to the Officers & Crew of the Frigate *John Adams* from sales of the prize Schooner *Jasen*, excepting the shares of three Lieutenants, Sailing Master, Purser and Surgeon —
\$1477.4 — (signed) WILLIAM CRAFTS —

[Enclosure No. 2]

— Copy of receipt of the Agent for the said Officers —

Charleston 19th June 1800 — Received of Charles B. Cochran Two hundred and seventeen dollars, ninety cents being the proportion of prize money due to three Lieutenants, One Sailing Master, the Surgeon and Purser of the Frigate *John Adams* from sales of the prize Schooner *Jasen* —
\$217.90 — (Signed) A. MILLER —
Agent for said Officers —

[NDA. KZ, 1798-1800.]

Extract from journal of Lieutenant Isaac Hull U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 26 May 1800

Moderate Breezes and Cloudy weather, Employd working to windward to the Northw^d between Monte a christo and Cape Isabella, At 6 In the evening tackd to the Northward and Parted company with the Tender *Amphitheatre* she being orderd to work to windward along shore, At 7 sounded in 14 fathoms the Monte bearing S E by S, 2 or 3 leagues distant

Continued working to windward all night under an Easy sail Tackling as nessasary

At Daylight saw a strange sail standing In shore which we suppos'd to be the British Frigate *Alarm*

Employd cleaning out the Fore hold Main hold &c

At 12 Moderate breezes from the Eastward Cape Isabella bearing S S E 14 leagues

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Monday, 26 May 1800

Commences with very hot Sun & almost Calm At 3 pm weigh'd anchor & made sail — & gave chase to a sail we saw to Eastward of us, found her to be a Galliot. In stud^s Sails & hauld our wind, & fetch'd in to the Bay we Anchor'd in last night. Tackd Ship & stood out in the fair way with the wind off Java Shore, the Sweedish Ship in sight ahead of us. At 6 pm. Crocatao Isl^d bore E b S. D^o 6 leagues.

Continue our way towards the watering place during the Night. At 7 Am. pass'd the Island of Crocatao & stood to the S^d & W^d towards Princes Island — At 11 Am tack'd Ship & passed a Baltimore Schooner who was bound to Sea. Saw a strange Sail under Java Shore to windward.

[LC, EPP, 1799-1800.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, 28 May 1800

Received from the Frigate *United States* Commodore John Barry thirty seamen.

[NA.]

To Hon. Charles Pinckney, Senator from South Carolina, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 27th May 1800

Honble CHARLES PINCKNEY

Senator from the State of South Carolina —

SIR I mentioned to you in conversation on Sunday Morning, that the *Ganges* would keep near the Coast as far as Chesapeake Bay with her convoy — that I had dispatched a Pilot Boat to Norfolk, with orders to the Frigate *Chesapeake* to proceed to Charleston — that it was possible the *Chesapeake* might leave the Bay before my letter by the Pilot Boat should arrive, in which case she would go to the West Indies, and not to Charleston — I hope however, & my letters rec^d this day encourage the hope, that the Pilot Boat will arrive at Norfolk before the *Chesapeake* sails, and that that Ship will proceed agreeably to her last orders to Charleston — If you think proper to avail yourself of the protection of the *Ganges* to Chesapeake [Bay], and of the chance of the *Chesapeake* from thence to Charleston it will afford me pleasure that the Public Vessels should be so far usefull to you

The Commanders of these Vessels would consider it their duty to give you all the aid in their power consistent with due attention to the service they are ordered to perform, without directions from me but to prevent all doubt, I enclose a direction to them —

I have the honor to be with great consideration

Sir

Yr most obed Servt

B[ENJAMIN] S[TODDERT]

[Enclosure]

To the Commanding Officers of the U. S. S. *Ganges*, and U. S. Frigate *Chesapeake*, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 27th May 1800

The Commanding Officer of the Ship *Ganges* will pay all possible attention to the Vessel, on board of which the Honorable Charles Pinckney has embarked for Charleston as far as Chesapeake Bay — from whence the Commander of the Frigate *Chesapeake* will convoy the vessel to Charleston

(Sign^d) BEN STODDERT

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

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

DEPARTMENT OF STATE
Philad^a 27th May 1800

RICHARD O. BRIEN Esq^r

SIR, This moment I am informed of an opportunity to Algiers and all the letters and papers of the office being packed up for removal to the city of Washington, whither I proceed to morrow, it is not in my power to acknowledge several letters by date which have been lately received from you. However the last which was received mentioned the arrival of the *Sophia*, and your hope of hearing soon that the *Hero* had arrived at Tunis, and represented that the arrival of the *Sophia* had given some satisfaction to the Dey. The ship [*George*] *Washington* which is very large is daily expected here to take in the remainder of your inventory left by the *Sophia*, and the *Ann Maria* a large ship at New York is preparing to take in a cargo for Tunis. Some delay from the change in the Cabinet and from the removal to Washington will be unavoidable; yet you may be assured that it shall be the least possible, in consequence of these circumstances, and that the departure of these ships shall be hastened.

I am Sir &c. &c.

CHARLES LEE

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

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Tuesday, 27 May 1800

Moderate wind from the S & East. Spoke the Ship *Juno*, Capt^s Smith from Newport bound to Batavia, who had some Stores for us on board. Sent the Jolly boat on Board, Capt. Smith came on board of us, — returned to his Ship & we parted. At 3 pm made sail & beat to windward into Mew bay. At 9 pm Anchord in 22 fathoms of water, Soft Gro^d 1½ miles from Shore —

At 5 Am. hove up & tack'd Ship & saild for the Anchorage near the watering place & came to Anchor with the Bower in 14½ fathoms water. Oozy Gr^d. the Shore on Java bearing S.E. the Rocks, call'd the Carpenters bearing W.N.W. D. 7 miles —

East Point of Princes Island bearing N. 3 leagues Second Point on Java bearing N.E. 5 miles. Sailmaker & gang employd repairing old Mainsail. Sent the Boats watering. Water fill'd into the Casks in the Hold 3487 Gallons —

[LC, EPP, 1799-1800.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, 27 May 1800

Came to off New-Castle. —

[NA.]

[28 May 1800]

Extract from a letter to a Gentleman in Baltimore, Md., from an Officer on board the U. S. Sloop *Patapsco*, concerning capture of the schooner *Cecilia* and subsequent encounter with a British privateer lugger

“BASSATERRE, (St. Kitts) June 26, 1800.

“I take this liberty to write to you by a fleet which now sails for the U. States, under convoy of the frigate *Adams*. The *Patapsco* after arriving here, was ordered on a cruise to Curracoa, and was proceeding thither, when on the 28th May we overhauled, after a chase of 5 hours, a schr. called the *Cecilia*, said to be from Antigua, bound to St. Thomas's, but on examination found that she had no papers on board. Capt. Geddes immediately sent me with some seamen on board her, with orders to proceed to Bassatterre, to have her examined. I was in possession of her nearly a day, when I discovered a British privateer lugger in chase of me, which had been in chase of the *Cecilia* in company with the *Patapsco* the day before; but as soon as I knew the vessel I was under no apprehensions, not fearing any thing from the British, but rather supposed they would convoy me up to Bassatterre. As soon as she came up with me, the capt. ordered me with my papers to come on board; I readily complied and shewed him my letter of instructions and warrant, and told him the situation of the vessel, but it all would not do; he immediately sent men on board and took possession of her, alledging that the Americans had no right to her. They carried her into Nevis, and there the collector of the customs took possession of the schr. as being without papers; he said she was a *droite* to the admiralty; we were ordered to leave the schr. immediately, and at the same time told that it was a great piece of impertinence in the American capt. and that he might be arrested when he came to Bassatterre for acting as he had. I came to Bassatterre and informed our agent of their proceedings, and entered a protest against the lugger, and James Ward, collector of the customs at Nevis. It is the general opinion, that we shall come upon them for very heavy damages for taking the schooner out of our possession & insulting our flag.

“The privateers out of Guadaloupe are swarming in these seas. There are 6 or 8 prizes belonging to the different U. States vessels now lying in these roads. The schr. *Enterprize*, capt. Shaw has lately brot in one of 6 or 8 guns after an action of half an hour, during which time he killed & wounded 18 of the Frenchman. The Frigate *Constellation*, Capt. Murray, arrived here a day or two ago, and sailed yesterday on a cruise, supposed towards Cayenne. There are a number of Corvettes lately from France, in these seas; one of them has been taken by the British frigate *Tamer*, there has been one a long time, mounting 24 guns, of 12 and 18 pounders, and between 2 and 300 men — she would be a good match for some of our sloops of war. The account we had of her was, that she had gone to Curracoa on a cruise. Our ship is on that station now, and I have been waiting all this month for her to return, but have had no accounts from her.”

[LC, “Connecticut Journal”, (New Haven, Conn.), 6 August 1800.]

[28 May 1800]

Orders for the removal of the Navy Department to Washington, D. C.

The President having directed the offices to be opened at the City of Washington on the 15th June — The Gentlemen belonging to the Offices of the Sec^y & Accountant of the Navy will regulate their affairs accordingly There will be an Advance of as much money to each person as is due at the time for salary — perhaps a little more, but this cannot at present be counted upon —

Vessels are daily preparing & carrying the furniture of the Gentlemen in the other Offices — Such things as can be spared may be sent as soon as the Owners please in such vessels at the Public Expence But M^r Whelen the Purveyor must be consulted in every instance — he having directions from the Treasury, particularly on this subject — It is intended to close the offices here on Saturday the 7th Inst

Signed BEN STODDERT

28th MAY 1800

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

To Midshipman Louis C. Bailey, U. S. Navy, Prize Master of Schooner *Chance*,
from Secretary of the Navy

[PHILADELPHIA]

Navy Department, 28th May 1800M^r LOUIS C BAILEY

Prize Master of the Schooner

Chance New York —

SIR If there is no prize Agent appointed at New York for the [U. S. brig] *Richmond*, you had better put that business into the hands of Mess^{rs} J & E Wattson, who are Navy Agents —

The prisoners, of whom you should have sent me a list, and must still send me a list must be delivered over to Aquila Giles Esqu^t Marshall of New York. — The men whose Accts no doubt you have from the Purser of the *Richmond* must be paid off & discharged, when their services are no longer necessary to take care of the Schooner *Chance* agreeably to such directions as you shall receive from Thomas Turner Esquire Accountant of this Department. —

If the Salvage received for the Schooner can be settled immediately, these men as well as Yourself, may as well receive their proportion of prize money from the Agent of the Prize at once —

I am Sir

Yr obed Serv^t

B S

[NDA. OSW, Vol. 4, 1800-1801.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Wednesday, 28 May, 1800

The first part of these 24 hours with Moderate Breezes At 2 P M Saw al [a] Sail to Windw^d bearing E S E The Commodore sent the *Adams* in Chace She prov'd to be a British Ship from Antigua bound

to Jamaica At 3 P M Tack'd Ship to the North'd Employ'd
Shifting of Shot to Trim Ship —

At 4 Tack'd Ship to the South'd under the Easterd of Nevis —

At ½ past 6 Ro Dundo bore E ½ S about 4 Leag's & the S E point
of Nevis N N E dist about 4 Leags At 11 Squally in top Gal Sails —
Midnight Moderate

At 4 A M light Winds At ½ past 4 Saw a Sail ahead beat to
Quarters and clear'd for Action the *Adams* under our Lee —

At 6 A M made Signals for the Day which was Ans^d by a British
Ship of War —

At 8 light breezes Set the Royals Top Gal and Federal Stay Sails
At 9 Tack'd Ship to the South'd —

Meridian pleas^t

Latt Obs^d 16.17 N.

[NDA, original.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S.
Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding,
Wednesday, 28 May 1800

Moderate Land Breezes the fore part Cald all Hands at 4 A M
Unmoored ship got Ready for Sea, at 10 A M got under way and
came to sea with 12 sail of American Vessells under our Convoy
they bound to America at 12 Meridian 2 Miles to the Eastward of
the Moro Castle

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

To Howland & Allyn, Navy Agents, New London, Conn., from Secretary of the
Navy

[PHILADELPHIA]

N Department 29th May 1800

Mess^{rs} HOWLAND & ALLYN

New London

GENTLEMEN I am honored with your letter of the 26th Inst.

The prize Schooner *Peggy* & her Cargo must be libelled in the
District Court, and if condemned will of course be sold by order of the
Court

If there is no prize Agent appointed by Cap^t Jewett & the Crew of
the *Trumbull* you will please take on yourselves the direction of this
business & see that the whole is done in a proper manner, taking into
view, that *French Armed Vessels* only are liable to capture & con-
demnation by the Laws of the United States. — The prisoners if
any brought in must be delivered over to the Marshall of the District,
& a list of their names, rank &^e transmitted to this Office —

The men from the *Trumbull* must be discharged & paid off as soon
as their Services are no longer necessary to take care of the *Peggy*.
It is presumed M^r Rogers the prize Master has the Accts of all the
men certified by the Purser of the *Trumbull* which he must transmit
to Thomas Turner Esq Accountant of this Department who will give
directions, agreeable to which the men must be paid — All the
expences attendant on the transactions relative to the, (except the

payment of the Prize Master) Mens wages to the time of arrival of the prize must be defrayed out of the Sales of the prize if condemned —
I have the honor &c

B[ENJAMIN] S[TODDERT]

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

To Elizur Goodrich, from Secretary of the Navy

[PHILADELPHIA]

Navy Dep^t 29th May 1800.

Honble ELIZUR GOODRICH Esq^r

SIR I am honoured with your letter of the 26th Inst. in relation to the Salvage taken from the Brigantine *Anna*, recaptured by the *Merrimack* Capt. Brown. No doubt the owners are entitled to receive back from the officers and crew of the *Merrimack*, all that has been paid for Salvage, beyond one eighth of the value of the Vessel and cargo — The next consideration is, how shall this be effected with the least expence, trouble or delay to the owners? I shall immediately write to D. M. Clarkson agent for the *Merrimack* who is also Navy Agent at S^t Kitts, instructing him to pay no more than one eighth of the value of the Vessel and Cargo to the Capt. & crew of the *Merrimack*, and apply the residue in his hands to the purposes of the Navy — and lest he should have already paid the whole money received, to the captain & crew. I shall also write to Mess^{rs} Higginson & Co agents for the *Merrimack* at Boston, who have some prize money in hand belonging to that ship, to retain in their hands the sum that must be returned to the owners.

The moment I get information from Clarkson, that he has received my Instructions in time, to stop the money in his hands, I will pay the amount to the owners, — but if I should receive no such information, in that case the money must be got from Mess^{rs} S. Higginson & Co. In some way I have no doubt this business must be so settled and understood, so that the owners of the *Anna*, will be paid at latest, in the course of three months. If it was an affair in which the United States had an Interest, they should be paid sooner. I hope they will be satisfied. — The error has arisen from Ignorance of the Law, at the time of the recapture —

I have &c

B[ENJAMIN] S[TODDERT]

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

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

[PHILADELPHIA]

Navy Department 29th May 1800

DAVID M CLARKSON Esq.

S^t Kitts —

SIR It has been represented to me that one half of the value of the Brig *Anna* & Cargo, appraised at £818.8.0 has been detained by you as Agent, & Moses Brown Capt of the *Merrimack*, which sum has been paid to you by the Captain in lieu of salvage contrary to an

Act of Congress, passed the 3rd of March 1800 which expressly limits it to one eighth of the value of the vessel & Cargo recaptured If you have not paid to the recaptors in this case the amount of the appraisal received on their account I have to request that you will only pay them one Eighth of the value of the vessel and Cargo, and apply the residue to naval purposes —

I have the honor to be

Yr. Obed Servt

B S

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

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

[PHILADELPHIA]

Navy Department 29th May 1800

Captain THOMAS TRUXTUN

Norfolk, Virginia

D^r SIR It was unfortunate, Murray did not wait another day to receive my Instructions A great deal of confusion and some cause of complaint on the part of Captⁿ Talbott who will be kept on his Station longer than his time, would have been prevented — We must make the best of it —

Write by any opportunity that may offer from Norfolk, a Single line to Murray "to proceed to Cape Francois to relieve Talbott"

The Pilot Boat I dispatched on Sunday last no doubt would arrive in time with Barrons orders to proceed to Charleston, to take on board money there from the Branch Bank, to bring as far as New Castle for the Bank of the United States — I will have Instructions & money sent tomorrow to recruit Severs crew — I suppose he will be ready to begin to take a crew by the time the Instructions are received — & that he may quickly after get to Sea — I believe he will be kept sometime on the Coast — but this is at present uncertain —

There being only one Frigate [*Congress*] at Norfolk, I presume you may on receipt of this, & after putting in a proper train for her dispatch, proceed to N York to take the Command of the *President* — It is not at present desirable that more should be done to that Ship than to put her into a perfect state of readiness to receive her crew

The Crew need not yet be recruited — I mean of the *President*. —

I Leave this with my Office the 8th June & expect to be at Washington by the 15th You will be pleased to direct your letters accordingly — Perhaps you may return by land & that way — I shall be very glad to see you there — but do not wish you to travel by Land, unless that was your intention—

I have the honor to be with great Esteem & Respect —

D^r Sir

Yr obed Servt

[NDA. OSW, Vol. 4, 1800-1801.]

To Amaziah Jocelin (Captain of Galley), Wilmington, N. C., from Secretary of the Navy

[PHILADELPHIA]

Navy Department, 29th May 1800

AMAZIAH JOCELIN Esqre

SIR I have the honor to enclose you a Commission as Captain of a Galley, dated the 23^d of January last, the day on which Captn Dorsey died, & from which you will draw your pay & emoluments —

I am sensible that this Commⁿ is not equal to your merit — The President however has thought proper to offer it to you & by allowing your pay & Emoluments to commence the earliest day, to compensate you in some measure for public service, hitherto but partially rewarded

It is not expected that you will station yourself on board of the Galley, unless necessity should compel you — but that you will retain the agency of the North Carolina Galley as heretofore —

The oath of allegiance is enclosed which you will be pleased to take & return to this office —

I have the honor to be with great respect

Sir

Yr most obed St

B S

[NDA. OSW, Vol. 4, 1800-1801.]

To Secretary of State from Josef Yznardy, U. S. Consul, Cadiz, Spain

CADIZ 29th May 1800.

SIR My last respects to you was under date of the 1st Ins^t inclosing the papers of the American Brig *Harmony* of Charleston John W. Hider Master who went on shore near the Harbour of S^a Lucar on her passage from Charleston to this Port —

The American Brig *Columbia* Cap^t Samuel Veacock was Captured last month in the Streights of Gib^t by the French Privateer *L'Esperance* on her passage from Guernsey & Lisbon to Gibraltar, with the major part of her Cargo ordnance, Balls, & other articles of amunition & some Merchandize, said Vessel was carried into Algeciras & condemned by the french Consul or Commissary of this City against which Sentence I enter'd no appeal by the express orders of said Captain, which he gave me from under his hand —

The American Ship *Dublin Packet* Cap^t Hen. Greene from New York & bound to Leghorn & Brig *Friendship* Cap^t Gideon Rea from Norfolk & bound to S^a Lucar were both Captured on the 18 Ins^t off Cape S^t Vincent by the French Privateer *L'Abeille* & brought to this Port which causes are now in the French Commissarys office but as yet nothing decisive has been determin'd regarding said Vessels respecting which business I have wrote various Offices to the Governor of this City & said French Commissary & the results you shall be acquainted with in course —

I thought ere this to have been on my passage to America but have experienced some unexpected disappointments: however I shall em-

brace the first opportunity that offers which I hope at all events will be in the course of Next month —

I remain with usual Sentiments of Respect & Esteem —

Sir

Your Most Ob^d hum^e Serv^t

JOSEF YZNARDY

TIMOTHY PICKERING Esq^r[*] *Secret^y of State Philadelphia* —

P. S In consequence of a decree issued some time since by his Catholic Majesty the french Consuls or Commissarys have no more power than the Consuls of any other Nation, nor will they in future be permitted to give definitive sentences on captured Vessels, on which decree I have founded my defence of the 2 Vessels in question by not acknowledging said Commissarys Authority in this Country, thus all he can now do in cases of neutral Vessels is to send the documents & information relative to the business to the Tribunal of Prizes in Paris where the affair is to be determind

[*Ceased to execute duties of Secretary of State, 12 May 1800.]

[SDA. Cadiz, CL, Vol. 1, 1791-1805.]

[29 May 1800]

An account of the Plundering of the American Merchant Ship *Minerva*, Captain Pinkham, by the French privateer Schooner *Les Deux Amis*.

CHARLESTON, *June 7. [1800]*

On the 29th ultimo, captain Pinkham, being then in lat. 32, 32, long. 66, fell in with a French privateer schooner of 12 guns and 95 men, belonging to Guadaloupe, which took from him three packages of Irish linens, and robbed his vessel and passengers of their cloathing and several other articles. A steerage passenger on board of capt. Pinkham, having informed the French captain that there were 400 guineas concealed on board, they rummaged every part of the ship, but, not finding any money, they took the linen.

The privateer was called *Les Deux Amis*. The privateer put on board of captain Pinkham's vessel, the mate and three seamen of the schooner *Sea Flower*, of Salem, which they had captured, and sent to Guadaloupe. They also informed captain Pinkham, that they had captured a ship from Cape de Verds, bound to New-York, loaded with salt, which they had burnt, and sent the crew home in a schooner with ballast, which they had also captured.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 19 June 1800.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Thursday, 29 May 1800

Commences with abundance of rain. At 2 pm weigh'd the Kedge Anchor. & hove Short on the Bower, hove up & shifted our birth further out. Let go the Stream Anchor, Pay'd away 40 fathoms of Cable. At 7 pm. squally with rain. Ship drifted. Let go the Bower Anchor, hoisted in Boats. 3 sick men on the list. this Afternoon finish'd filling our Water & have on Board, 26500 Gallons. At

6 am hove up bower Anchor, Cleard it & got the same ready to let go again if necessary —

hove up the Stream Anchor & made sail for Princes Island, & hove too a little while, made Sail & steerd towards Crocatao Isle. Set Stud^t Sails. At Meridⁿ Crocatao bore N b E, 3 leagues.

Latt^d P^r Obsⁿ 6° . 32' South

[LC, EPP, 1799–1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Thursday, 29 May 1800

The first part of these 24 hours with Moderate and pleasant Weather —

At 3 P M Tack'd Ship to the North'd

At 4 Exercised the Men at the Guns and small Arms

At 7 P M Tack'd Ship to the South'd —

At 8 Captⁿ Morris returned on Board —

At 11 P M Set the Main Sail —

Midnight pleas^t Breezes

At 3 A M Braild the Mizen up

At 5 Set top Gal Sails

At 8 Shook one reef out of the Top Sails and Saw the Land Gaudaloupe bear^e East

At ½ past 11 Tack'd to the South'd and East'd

Meridian pleast

Latt Obs^d 16.00 N.

[NDA, original.]

To Hon. Charles Pinckney, Senator from South Carolina, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 30th April [May] 1800

HONBLE CHARLES PINCKNEY
Senator from the State of
South Carolina

SIR I am honored with your letter of the 28th Inst —

I take the liberty to enclose an answer I had written to the second letter you addressed to me in Philad^a — I sent the answer [25 May 1800] to your lodgings in an hour after I received yours — but it was returned to me with the information that you had been gone several hours. To the letter now before me of the 28th Inst, permit me to reply — That I consider it to be my duty to afford all the protection in my power to the persons & property of all the Citizens of the United States, without distinction — and without enquiring whether the persons wanting the aid of the Navy are private Citizens, or Gentlemen high in Official Dignity & importance

Since I had the pleasure of seeing you I have received official information that the *Constellation* had sailed from Norfolk, & had gone southward and that the *Chesapeake* had not sailed and would not sail until my orders by the Pilot Boat arrived, which directed her to proceed to Charleston — Other Public Vessels are also on the

Southern Coast — but I beleive no French privateers or Ships of War — so that if you have proceeded with the *Ganges* or if you still proceed with that Ship to Chesapeake, you will in all probability have convoy all the way to Charleston

I have the honor to be with great consideration

Sir

Yr most obed Servt

B S

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

To Israel Whelen, Purveyor, from Secretary of the Navy

[PHILADELPHIA]

Navy Department, 30th May 1800 —

ISRAEL WHEELEN Esq^r

Purveyor. —

SIR The War, & Navy Offices will be kept open here until Saturday the 7th June — They will then be removed to the City of Washington. —

I request the favor of you to provide Vessels, to begin to take in about Wednesday or thursday next, — the Furniture of both Offices — and of the Officers attached to them. — I cannot judge of the tonage necessary — perhaps you can. — Several Waggon's will also be wanted, to load on Saturday — and monday week — I suppose four or five may be sufficient. —

I am &c &c

Perhaps Vessels carrying 150 Tons, may be enough

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

To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

Navy Department May 30th 1800

THE SECRETARY OF THE TREASURY

SIR It may be of use to your arrangements to be informed that money will be necessary for the Navy Department between this time, and the day when the Treasury Department will be in operation at Washington — which I suppose will not be sooner than July. —

It is difficult for me to form any thing like an accurate estimate — orders are presented on me without previous notice, from the West Indies — and from some of the distant ports of the United States — Vessels sometimes arrive a month or two before their time, and it is economy to discharge them. — At this time I have to remit to Mess^{rs} J. & E. Watson 30,000 Dollars — M^r Sheaff at Portsmouth, 10000 Dollars — to Baltimore 10000, and a like sum to Norfolk — I know not of any necessity for immediate remittance to any other place — Sixty thousand Dollars then, to be placed in the hands of M^r Meredith, for the remittances to these places, & twenty thousand for demands here, will I presume be sufficient for Navy purposes while I remain at Philadelphia which will be till the 9th June —

If then you will be pleased to place in M^r Meredith's hands Eighty thousand Dollars, out of the appropriation for the maintainance of the Navy for 1800 — and make arrangements for subjecting to my warrants forty thousand Dollars, after I get to Washington, the 15. June, — I should hope, this provision for the Navy, would be sufficient until your arrival at Washington. —

I have the honor &c —

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

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Friday, 30 May 1800

Moderate breezes & fine weather, All Sail set Steer the Ship towards Crocatao Island. At 4 pm passed the Island, haul'd round the NNE part of the Isle & came to Anchor at $\frac{1}{2}$ 6 pm — the Peak bearing SSW. Ship 2 miles off Shore Southern Point bore S b E $\frac{1}{2}$ E D 2 $\frac{1}{2}$ miles. North Point bore W. D 5 miles Tamarind Island bore NNE. 2 leagues. 30 fathoms water, Soft ground. At 6 am hove up & made Sail towards Tamarind Island. At 7 Am hauld to the wind, made 2 tacks to windward. Strong current Sitting to Westward, & wind from S. E Came to Anchor at 9 am in 19 fathoms water muddy Ground. the peak on Crocatao bear^t S $\frac{1}{2}$ W, 5 miles Distance. North point bore W. B. S. 3 miles d^t — Tamarind Island the peak bore NE $\frac{1}{2}$ N 4 miles Distance 3 sick men on Board. People employd in cleaning the Ship.

[LC, EPP, 1799-1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Friday, 30 May 1800

The first part of these 24 hours Moderate and Cloudy Weather At 5 P M took in Top Gal Sails At $\frac{1}{2}$ past 5 Tack'd Ship to the North'd for the Land —

At 7 P M took in 3rd Reef in the top Sails

At $\frac{1}{2}$ past 10 Wore Ship to the S E —

At 5 A M let 2 Reefs out of the top Sails & Set top Gal Sails Saw the Land Gaudaloupe East end bearing E $\frac{1}{2}$ S At $\frac{1}{2}$ past 9 gave Chace to Leward after a Schooner at 10 hauld up for a Sail to Windw'd and left the other for the *Adams*

At $\frac{1}{2}$ past 10 Spoke the Schooner Privateer *Lydia* of Antigua with a small Schooner Prize took in top Gal Sails & Wore Ship for the *Adams* turned all hands to Setting up the Main Rigging and clear the Birth Deck Wash & Scrub

Meridian fresh Breezes and Cloudy Laying by for the *Adams* Gaudaloupe bearing East'd 5 Leags

Latt Obs^d 15.55 N

[NDA, original.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Friday, 30 May 1800

the first part Moderate Breezes and pleasant
 at 4 P M saw a sail to the Westward
 at 6 Boarded the Schooner *Sea Horse* from Porto Bello Bound to New York 17 days out W^m Lambert Master
 at 7 Left the fleet they fired A salute We Answered with one Gun
 Took in sail Occasionally
 at 12 Midnight under Double Reefed T sails only
 Middle Very squally with plenty of Rain Made sail as Occasions Required
 at 6 several sail in sight
 at 9 A M saw A sail bearing S W
 Latter part pleasant Breezes
 Latitude Observed. 24° 03' North
 [HS of Old Newbury, Mass. NDA photostat.]

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

[PHILADELPHIA]
 Navy Department 31 May 1800

SILAS TALBOT Esquire
 of the *Constitution* Cape Francois

SIR I have only to observe by this opportunity, that if Captain Sever arrives in the West Indies before Captain Murray, you may relinquish to him the command on the S^t Domingo Station, & return by way of Havana to Boston — shewing yourself if convenient at Charleston — I have referred Capt Sever entirely to you for Instructions, as you will perceive by my letter to him of this date which he will shew you —

I have the honor to be
 Yr obed St

[NDA. OSW, Vol. 4, 1800-1801.]

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

[PHILADELPHIA]
 Navy Department 31 May 1800

SIR, As heretofore the *Congress* is allowed, besides Officers and Marines,

One hundred able Seamen and
 One hundred & forty five ordinary Seamen & Boys — but as you will have so many Midshipmen,
 137 Ordinary Seamen & Boys will be sufficient —

As you have not transmitted a list of the Men turned over to the *Chesapeake*, I can not name the number of Men now to be recruited; but you will enter as many as will complete the Complement allowed you, unless indeed you think a smaller number would be sufficient — You will open rendezvous & observe the same rules, as were pointed out to you, in your former recruiting instructions of the 7th Aug last.

Enclosed you will receive a complete sett of recruiting papers — I also enclose the "Act for the better government of the Navy" & a new "Act further to suspend the commercial intercourse &c"

You will make your requisitions for money on M^r Pennock; & prior to your Departure, transmit your accounts & vouchers to M^r Turner for settlement. — directed to the city of Washington.

I have the honor to be

Sir,

Your most ob^d Serv^t

BEN STODDERT

Capt^t JAMES SEVER

You may recruit the men to serve either twelve months, from the ships first weighing anchor on a cruise, or until the times of the rest of your crew expire.

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

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

[PHILADELPHIA]

Navy Department 31 May 1800

Captain JAMES SEVER
of the Frigate *Congress*

SIR From Captain Truxtuns letters, I judge you will be ready for sea by the 15th June, provided you get men. — He informs me, he had ordered Lieut Watson on board of the *Congress* — you will find him an excellent Officer, & a man of sense, who will aid you in preserving harmony on board of your Ship. —

I know not from Captain Truxtuns letters, whether you have yet commenced recruiting your crew — You have now enclosed Instructions for that purpose. Begin when you are ready to receive them, & when your Repairs are so nearly compleated, as certainly to be finished as soon as you can get your men—but not before —

I fear there must have arisen great confusion in the Accounts of the men &c turned over to the *Chesapeake* — This could only be avoided by very great attention. — If you are ready for sea before you hear from me again, you will proceed with as much Expedition as possible to Cape Francois, see Capt Talbott of the *Constitution*, the time of whose crews is nearly out, shew him this letter, & receive from him all his Instructions for his Government on that station, which you will consider yours & assume upon his leaving the station which I presume will be imm^d after your arrival, the command of all the Vessels remain^d & employ them, as he has done for the security of our Trade —

Captain Talbott will be able from his experience to give you a great deal of information, respecting the employment of the vessels left under your command, to which you will pay due regard The *Boston*, Captain Little will I presume return as soon as Captain Talbott — Both these ships, and indeed all others returning to the United States, should bring with them no more provisions than necessary to last to the United States — the surplus should be delivered to the remaining Vessels — or to the Navy Agent M^r Levy. — No prize vessels should be sent to the United States without some of the persons captured in them on board — Without this they will not be condemned — No men

should be sent from any Ship to return to the United States without an Acco^t from the Purser of the money due them, on the day of leaving their Ship. — These things are mentioned in the Instructions to Captⁿ Talbott, to be delivered over to you — but they cannot be too often repeated. — One thing more — Our Laws Justify the capture of Armed Vessels only — A French Vessel without arms cannot be condemned, & ought not to be taken You will pay all necessary attention to the preservation of harmony between the Officers & Crews of our vessels — and General Touissaint & the people of the Island of St Domingo under his controul —

It is probable I shall send you from hence before my removal to Washington which will be in a week such Instructions, as will supercede the necessity of your receiving those Captain Talbot has but do not wait for them if you can get ready it being very desirable that Capt Talbot should be Relieved. — & if possible before the 1st July. — Direct any letters for me after the receipt of this, to Washington where I shall commence my official duties on the 16th June —

I have the honor to be

Sir

Yr obed St

B S

[NDA. OSW, Vol. 4, 1800-1801.]

To Lieutenant James P. Watson, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 31st May 1800

Lieut J P WATSON

Norfolk —

SIR Captain Truxton informs me that he had instructed you to enter on board of the *Congress*. — I am pleased with this arrangement, & have no doubt Capt Sever will have reason to be highly satisfied — I hope the situation will be agreeable to yourself

Captain Sever is a man of sense, & with your aid will be able to preserve more harmony in the Ship than has heretofore been the case

I have the honor &c &c

B S

[NDA. OSW, Vol. 4, 1800-1801.]

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

NEWPORT May 31. 1800

A Schooner arrived here yesterday which brings advice, that there are several French Privateers cruising in latitudes northward of where our Cruisers leave the Vessels they convoy — we had a conversation with the Captain of an English Brig, who was taken by one of those privateers, and sent in this Schooner, the information he gives, appears so important that we have taken a memorandum from him relative to the Privateers & there cruising lattitudes, which we now have the honor to inclose —

We have the pleasure to inform you, that a requisite number of hands are engaged for 12^{mo} to navigate the *Geo. Washington*, she has [on] board all her stores & provisions, and will take her guns & powder in the beginning of the week — Lieu^t Jacobs writes us from Providence, that he shall come to the Ship, and will sail with all possible dispatch agreeable to your orders. We received a letter from Cap. Perry dated "Cape Francois April," in which he says that he expects to be in Newport in the course of 8 or 9 weeks he has inclosed to us Indent of sundry articles that will be wanted for the *General Greene*, which we shall have ready against her arrival —

Hon BENJAMIN STODDERT Esq —

[Newport HS. Gibbs & Channing LB.]

To Accountant of the Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 31 May 1800

THOMAS TURNER Esq

Acco^t of the Navy

SIR Mess^{rs} Riddle & Bird were by my directions authorized to provide for the sick & wounded seamen & Marines of the *Patapsco* & *Enterprize*, left in the Hospital at New Castle by Cap^t Geddes of the *Patapsco*, & Lieu^t Shaw of the *Enterprize* —

B S —

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

To John Steele, Comptroller of the Treasury, from Secretary of the Navy

[PHILADELPHIA]

Navy Department. 31 May 1800.

SIR The Subscribers to the Frigate at Phil^a p^d their money at different periods — perhaps at one hundred different times. It is impossi[ble] to fix upon any time for Interest to commence, to do Justice to all. Interest has been calculated on the different pages up to the 1st Ap^l 1800 — & amounts to 6.611 9/100 D^r — Can not I give a Warrant for that sum to be charged to the Frigate *Philadelphia* & a certificate that the Subscribers are entitled to Cert^s bearing In^t from the 1st April.

I have the honor to be with

great respect, Y^r Most

Obe^d Ser^v

BEN STODDERT.

[F. D. Roosevelt Collection.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Saturday, 31 May 1800

Moderate and clear, At 1 Made sail and stood in towards the land *Amphitheatre* in company

Employd Washing between decks and Mustering the ships companies cloathing

Punish'd Thomas Smith seaman with 12 lashes for disobedience of orders and drunkenness, old Cape francois West 4 leagues & Samana SW by S 6 or 7 leagues

Continued standing to the Eastw^d all night under an easy sail wind continually veering with Squalls of Rain

At Daylight saw the land S by S E 6 or 7 leagues

At 9 Wore ship In for the land, Employd cleansing ship &°

At 12 Fresh breezes old cape francois W $\frac{1}{4}$ S ten leagues *Amphitheatre* in Company

Latitude Observed 19° 49' North

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Saturday, 31 May 1800

Commences light airs of wind & Variable. Scal'd some of the Quarter Deck Guns. Unbent New Mainsail & bent old one in its Place — People employd at Sundries of Ship's duty — At 3 pm. weigh'd Anchor & made sail, made several tacks to the Eastward. At 6 pm. Thwart the way Island bore ESE. 6 Leagues — At $\frac{1}{4}$ 8 pm. Tamarind Island bore NW B N. D 2 leagues. Crocatore Isle the peak bore SW. D^es 3 Leagues — took in Royals, Staysails & Spanker. Continue our Course Eastward in the fair way. At 9 Am Spoke a Danish Ship from Batavia bound to Sea. Sent the Jolly Boat with an Officer on board her — Boat return'd — made sail. Set Stud^s Sails & royals. Wind almost calm & very hot sun 4 sick men on Board. At $\frac{1}{2}$ 11 Am. M^r W^m H. Williams, Midshipmen Died — At Meridian South Point of Thwart Island bore NE. 5 leagues. Anger Point on Java E B S. 4 leagues —

Latt^d obs^d 6 . 7 S —

[LC, EPP, 1799-1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Saturday, 31 May 1800

First part of these 24 hours Moderate & Cloudy Weather Chaceing in every direction At 4 P M spoke the Schooner and Board'd her, the *Elizth Anne* of S^t Thomas's Clearance for Surinam Lamberton Tacks Master a very Suspicious Vessell let her pass —

At 6 P M the Body of the Island bore ESE ab^t 4 Leags At 7 Board'd the Schooner — Cartelle from Gaudaloupe bound to Tortola 15 Prisoners on Board was informed that the Cartelle Sail'd for S^t Kitts, Midnight fresh Breezes At 1 A M Set the Main Sail & Brail'd the Mizen up At 6 A M the North end of Dominico bore N E by E dist 4 Leag's the S end S E $\frac{1}{2}$ E dist 6 Leag's the Saint bore N N E $\frac{1}{2}$ E Dist 7 Leag's Set the Spanker light Breezes Set top Gal Sails At 8 the South end bore E $\frac{1}{2}$ S & the North end N N E Prince Ruperts head N E $\frac{1}{2}$ N dist 4 Leag's — Meridian pleas^t Tackd Ship to the South'd the East end of Dominico bear^t E $\frac{1}{2}$ S Dist 4 Leags

Latt Obs^d 15.11 N.

[NDA, original.]