

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

**Volume I
Part 3 of 3**

**Naval Operations
from February 1797 to October 1798**

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
30 September 1798, Sunday

At 3 P M all the Fleet being out consisting of 43 Sail of Merchant Vessels belonging to various Parts of the United States, I hoisted the Signal for forming into close Order which Signal was answered by the *Baltimore*. We then proceeded on keeping by the Wind on the Starboard Tack, carrying Poop, and Top Lights at Dark, and the Battle Lanthorns all lighted. At 8 Ditto tacked, and stood to the Southward, at 10 Ditto tacked and stood by the Wind as per Column, all Hands at Quarters, Guns ready to fire at a moment's Warning.

At Day Light discovered a Schooner on the Weather Bow, which I took for a french Privateer, gave Chase, and brought her to after firing two Shot. She proved to be a Spaniard from Havannah bound to Charleston, South Carolina, and laden with Sugar, and Fruit, carrying no Guns, and only eight Men. The Master requested my Protection, but this was inadmissible, as we are at Peace with Great Britain.

At Noon the Bay of Matanzas under the Pan bore South, South East, ten Leagues Distance, from which I take my Departure. All the Fleet that came out with us in Sight and well.

Latitude observed at Noon, when the above Bearings were taken 23°.42 North. Received by the *Belvidera*, that came out of the Havannah Yesterday, and is one of the Fleet, an Answer from the Governor General of the Island of Cuba, to my Letter of the 21st Instant, on the Subject of the Departure of the Fleet, now under my Convoy Home. The Signal almost constantly flying to keep the Fleet in close Order, notwithstanding which the Masters would scatter, without paying any Attention to it.

Longitude at Noon calculated from the Pan of Matanzas 81°.28'W.

[HS of Pa. NDA photostat.]

[October, 1798]

Information furnished by Captain West regarding the Schooner *Amphitrite*, Thomas Snell, master, and prisoners taken by the French Privateer *Fleur de la Mer*, commanded by Pierre d'Pine

Yesterday arrived here, the schooner *Rover*, captain P. West, in 24 days from Curracoa. The following persons came passengers in the *Rover*. Captain Garret Berry of the snow *Fanny*, of this port, and his mate, taken when bound for Laguiria; James Duncan, mate of the brig *Philip*, Captain Gorsuch and three of his men; one of captain Roxborough's, of the snow *Maryland*; and the sailing master and two men of the armed schooner *Amphitrite*.

Captain West has politely favored us with the following information:

The schooner *Amphitrite*, armed with 10 guns, and 22 men, Thomas Snell, master, sailed from New York on the 12th of August last. on a voyage to Demarara, from thence to Grenada, where she arrived on the 20th of September. Left the last mentioned port on the 4th of October, bound for Curracoa, but on the 6th of the same month was stranded on the isle of Aves, a barren, uninhabited place, where they got safe on shore, and saved some of the materials belonging to the schooner. After they had been six days on the island they purchased

a boat, which the captain and four men was to get to Curracoa in, and endeavour to procure some small vessel for the purpose of taking them off: on the 13th, the brig *Philip*, of this port, Captain Gorsuch, made her appearance; the men on shore made signals of distress, which Captain Gorsuch took notice of, and went to their assistance. Took from the island three of the schooner's crew, and then departed for Curracoa; when within three miles of her port of destination, they were boarded by a French privateer, one Dupang commander, who had on board three Americans, viz. John Mathers, native of this port, late mate of the snow *Maryland*, John Roxborough; Solomon Geer, formerly master and late mate of the schooner *Lucinda* John Murry Cambell, master; one Laycock, late gunner of the ship *Stag*, of Norfolk; when the officer of the privateers was on board of the *Philip*, they enquired of Captain Gorsuch whether all these men belonged to the brig? the captain answered no — where did you get them? I took them from an American schooner stranded on the isle of Aves. They then took the whole crew of the *Philip* on board the privateer, except Captain Gorsuch one man and a boy, put people on board, and dispatched her for St. Domingo, as he said; and made the best of his way for the island of Bonair. where he landed all he had on board: left that place and made the best of his way for the wreck — when arrived there he anchored his schooner and went on shore. When first on shore told James Connor, sailing master of the distressed, that he had received orders from the Governor of Curracoa to come and take them with all they had saved, and carry them for Curracoa, but after a short time they were convinced to the contrary, being ordered on board the privateer in a very rude manner, and a strong guard put over what was saved from the schooner; our John Mathers being one of the guard. After James Connor had been a short time on board, and very strictly examined by Dupang, they both went on shore, and Dupang told Conner, that if he should find any goods whatever concealed, he might expect to be severely handled. Dupang landed, and searched above and under ground, until he was weary, but found nothing more than what was mentioned; they took what they pleased and put on board, and then burnt the remainder; left Connor on shore under guard with the rest during the night; before morning John Mathers struck James Connor with his naked cutlass three times, and made him lay on his face the remainder of the night, in the sand. The day following Captain Snell arrived with a small schooner he had got at the aforesaid place, but to his great astonishment found Dupang there, and his people in a far worse condition than when he left them; being robbed of what little they had got on shore. Capt. Snell came to with his schooner some small distance from Dupang; they got the privateer under way and run close to Captain Snell and ordered him to hoist out his boat and come on board, which Snell immediately did; when on board was most shamefully abused; Dupang threatened to put him on a small sand-key destitute of every necessary of life; took from Snell his boat, put all his people on board and discharged him for the place from whence he came, and staid by the wreck for more plunder, if possible to be had. He had before their departure got the foremast, cables, anchors, sails, ropes, main boom, and main mast, from the wreck. so that poor Snell had the schooner to pay for without reaping the benefit of what

was saved from the wreck. Captain Snell arrived at Curracoa on the 20th of October, with a double misfortune: first stranded, and then robbed.

I Peleg West, have had the opportunity of bringing the undersigned to the port of Baltimore, belonging to the *Amphitrite*, who are here ready to attest the same.

JAMES CONNOR, *Sailing Master*.
LEVI BARDIN, *First Mate*.

[LC, "Claypoole's American Daily Advertiser" (Phila.), 7 Dec. 1798.]

[From the New-York Daily Advertiser]

FRENCH ATROCITY

The following detail will be read by every American with feelings of mingled horror and detestation. The conduct of the French in this instance has been so abominable, so fiend-like, that we want words to express our boiling indignation. Our only consolation is, that the spirit of our countrymen is awakened and that similar outrages will seldom occur in future. Our young navy is growing a pace, and spreading its protecting wings over our wide spreading commerce; and ere long, will be able to repel injuries and avenge insults from whatever quarter they may come.

[COPY.]

CURRACOA

By this public instrument and protest, be it known and made manifest unto all whom it doth or may concern, That on this 15th day of October, 1798, before me B. H. Philips, consul of the United States of America at Curracoa, personally came and appeared Thomas Snell, late master of the schooner *Amphitrite*, of New-York, who being duly sworn on the Holy Evangelists of Almighty God, DEPOSETH, that he sailed in the said schooner from New-York, on the 12th day of August last, loaded with provisions, bound to the West-Indies, and on the 20th of September arrived at Grenada, where he sold part of her cargo; and on the 4th inst. left Grenada with the remaining part of her cargo, bound to Curracoa. That on the 6th inst. at meridian, he saw the island called Roca, it bore by his compass S. E. by E. distant about six leagues, when the schooner was hauled to the south and westward, in order to pass between the above-named island and the isles of Avis, supposing that there was a current setting strong to windward, from the small progress the vessel made. That on the 7th inst. at half past twelve A. M. he saw the breakers under the lee bow, when the helm was immediately put down to bring the vessel round; but before she came to and the sails trimmed, she struck on the reef on the north side the isles of Avis, and there she stuck fast. That the guns were immediately thrown overboard to ease the vessel, and at day break the boat was put out, and sent with the first mate and six people on shore with some provisions. That the 8th and 9th inst. were occupied in getting provisions on shore for the crew to subsist on; the said island not being inhabited. That on the 11th

inst. the weather being moderate, a stage was made, and by its help got on shore the main sail, fore sail, and some light sails; but finding that there was no possibility of saving the vessel and cargo without more assistance, the boat was prepared and fitted in the best manner that circumstances would allow; and on the 13th inst. the deponent, with four of the crew, sailed from the isles of Avis for Curracoa, where they arrived the 14th inst. That immediately on their arrival at Curracoa, he, this deponent, waited on his Excellency the Governor, and told him his situation, who with great complaisance and apparent friendship, offered him any assistance in his power, and afterwards on the said consul, to advise with him, who joined in opinion that a vessel should be procured with the utmost dispatch, to bring away the people of the said schooner, and what could be saved from the wreck for the benefit of whoever it might concern; and agreeable thereto he paid a Spanish schooner (the only vessel at that time to be got) called *Santa Antonio Abad*, Manuel Corson, master, to proceed to the wreck, and there to wait eight days, and then proceed to Curracoa, for which he agreed to pay him 320 dollars, and to insure his vessel, valued at 1050 dollars, at the rate of five per cent.

That he sailed from Curracoa in the said vessel so hired, for the Isles of Avis, on the 16th inst. taking on her deck the boat in which he and his four people arrived at Curracoa, and that they arrived at the Isles of Avis on the 18th instant. And on the 20th instant, came James Conner, sailing-master; Levi Bordine, first mate, and Lifter Asguith, second mate, all late of the said schooner *Amphitrite*. who having been also severally duly sworn, did confirm the foregoing, so far as relates to the sailing from New-York, and until said Snell left the Isles of Rois.

Afterwards, that is to say, on the 22d inst. came said Thomas Snell and Frederick Bareth. Said Bareth having been duly sworn, deposeth that he went with said Thomas Snell to the Isles of Avis, and there acted as interpreter on the following occasion: that on their arrival at the Isles of Avis, they found a privateer under French colours (but owned as they are informed in Curracoa) called "*Fleur de la Mer*," commanded by Pierre d'Pine, lying at anchor.

That the day before their arrival at the Isles of Avis, the said Pierre d'Pine had made prisoners of all the people of the *Amphitrite*, who remained there and had taken possession of all they had got on shore from the wreck, with the vessel's log book, journal, &c. and that by order of one of the privateer's prize masters, a hut where some of the people lived, was burned with all their clothes.

That the privateer being then under way, said Pierre d'Pine ordered the deponents to come on board the privateer, and bring all the *Amphitrite's* papers with them. The privateer soon after came to anchor, when the deponents, along with Capt. Corson, went on board, when the said d'Pine demanded the papers. A letter from the Governor of Curracoa, and a certificate from the said consul, were handed him, both of which he treated with great contempt, and told them that he was Governor of the Isles of Avis, and that he would take from the wreck of the schooner *Amphitrite* what he thought proper, and every thing from the shore that he might want which had been saved from the wreck — he had already taken possession of the *Amphitrite's* boat, and ordered the people to go on board the

Spanish schooner with what clothes they had on; he gave them two barrels of beef, part of four barrels of flour, and half a barrel of bread. He then demanded to know what was become of all the arms, powder, &c. Captain Snell told him that he did not know, that he believed he had in his possession already all that had been saved from the wreck; to which he replied he had not, and said that the people had hid them under ground, and that if he did not tell him where every article was, he would put him and his people on a sand-key, without bread or water, or would carry them to St. Domingo and put them in prison. Capt. Snell replied that he was in his power, and that he might do as he thought proper, that he could not tell him what he did not know; afterwards he told said Snell he might go on board the Spanish schooner if he pleased, which he did, and staid with the people of the *Amphitrite*.

That on the morning of the 19th inst. a signal was hoisted by the Spanish schooner for the privateer to send a boat on board (they having none of their own) which they did, and the deponents went on board the privateer. That previous to their leaving the privateer, they saw the *Amphitrite's* boat, with a number of the privateer's people, rowing for the wreck; and about sun-down, they saw return loaded with rigging, gun-powder, butter, &c. That thus finding the determination of the said Pierre d'Pine was to take every thing from the wreck, they asked his permission to sail for Curracoa, which he granted, and ordered his boat hauled up to put them on board the Spanish schooner: mean time, and while the boat was getting ready, he told them that the Americans were a *pack of villains without humanity; and rather than they should save a single thing from the wreck, he would set fire to her, and burn her up*. That soon after they were put on board the Spanish schooner, 7 o'clock P. M. of the 19th instant, they got under way, and the next day, at three P. M. they arrived at Curracoa.

These deponents thereupon, for the reason above written, do protest, and I the said consul at their request, do solemnly protest against the said current, which drove the schooner out of her course, which caused her to stick on the aforesaid reef, to stick fast and to be wrecked — Against the said French privateer, called *Fleur de la Mer*, officers and crew, for having deprived them of the property saved from the wreck of the *Amphitrite*, and of the wreck also; and against that government which has given her a commission to rob and plunder American persons and property; these acts having been done in a time of peace between America and France, and on the Spanish ground — For all losses, costs, hurts, delays, detriments and damages suffered, or to be suffered or sustained by reason of the premises, reserving to the said deponents, and to myself as consul on the part of the United States of America, the right to enter all further protests and proceeds as may at any time hereafter be needful in respect to the premises.

In testimony of the truth whereof, the said deponents have hereunto subscribed their names.

(Signed) THOMAS SNELL,
 JAMES CONNER,
 LEVI BORDINE,
 LISTER ASGUTH,
 FREDERICK BARRET.

And in faith of the truth whereof, and in testimony, I have hereunto set my hand & seal of office, at Curracoa, this 29th day of October, 1798, and in the 23d year of the Independence of the United States of America.

B. H. PHILIPS, (L. S.)

[LC, "Claypoole's American Daily Advertiser" (Phila.), 21 December 1798.]

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

[1 October 1798.]

SIR, You have done well, by detaining the little British Privateer, for my further Examination; with Respect to the Seamen she has on Board, you have my Consent to take them out, provided you can ascertain beyond all Doubt, that they are Citizens of the United States, & that they are willing to enter with you, but not otherwise; our Government wishes to be on good Terms with Great Britain, and we must not counteract, what it desires.

The Privateer may be dismissed, on Condition of his going immediately out of Sight of the Fleet to Leeward.

I am, Dear Sir, with great Respect,
Your Obedient humble Servant,

THOMAS TRUXTUN.

UNITED STATES SHIP *Constellation*

1st October 1798 — — —

Captain PHILLIPS.

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

To the Secretary of State from D. Humphreys, United States Minister to Spain

(No. 165)

MADRID Oct^r 1st 1798

10 O'Clock at Night

SIR, By a private gentleman who goes Post to Lisbon & will arrive before the mail, I have just time to confirm the News communicated in my last of the destruction of the French fleet in a bay near Alexandria. The substance of the details as rec'd by a Courier from Naples are; that Admiral Nelson with 11 Ships of the line attacked the French fleet of the same number (I think on or about the 4th of Aug^r) that the action continued for three days; that the English took seven Ships of the line (whose names are all mentioned in the relation) two others blew up, and two more (the *Guillienne Tell* & *Geneveux*) escaped to Corfu; that two French frigates were likewise sunk; that the English had upwards of 800 men killed & wounded (one Captⁿ in the number of the first, & Admiral Nelson in that of the last) that the French had lost upwards of 21000, with a great many wounded . . . There is no particular account of the number of transports destroyed, . . . those which were not destroyed but had sought for shelter near the shore, were said to have been repulsed by the Inhabitants. Bonaparte was also reported to have met with considerable resistance. Admiral Nelson was sending the prizes to

Gibraltar, & proposed to remain before Alexandria with such of his ships as were best able to keep the Sea.

With sentiments of great regard & esteem,

I have the honour to be,

Sir,

Your m^o ob^t & m^o h^{ble} Serv^t

D. HUMPHREYS

The SECRETARY OF STATE
&c &c &c

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

To Captain H. G. Campbell, Revenue Cutter *Eagle*, from Secretary of the Navy

[TRENTON,]

Navy Department October 1st 1798

Cap^t H. G. CAMPBELL
Cutter *Eagle*

SIR I have your Letter of this day. — I was in hopes my last orders would have been considered so positive, that you would have obeyed them. — I have now to request, that you will lose no time at Philadelphia, but proceed without the least delay, to Norfolk; where your Gun-Carriages may be altered if necessary, and where you may get the Articles, if any Still Wanted; — Please to write to me, the day you sail. — —

I am Sir
&c^t

[NDA. OSW, Vol. 1.]

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

[TRENTON,]

Navy Department October 1st 1798

Cap^t JOHN BARRY

SIR I presume you are by this time supplied with your requisition of Cordage, Cheese & Bread. —

As this is the season when our vessels may be expected from Europe; And as it is probable attempts may be made by the French Cruisers to interrupt them on or near our own Coasts, it becomes necessary that you proceed to sea as soon as your Ship is watered. The Bread Cordage & Cheese, I hope you have received. — —

Your Object must be to protect the Trade from Delaware to New Hampshire, and doubting neither your discretion, Bravery, nor Enterprize, I leave it to yourself to judge in what manner you can best effect this object. — Captain Decatur will cruise from New York to the Chesapeake. —

There will be, I imagine, but little danger of Enemy Vessels on our Coasts by the 15th November — You will therefore, (no circumstance arising, which in your Judgment shall make a longer cruise necessary) go into Newport, Rhode Island about that time. —

Before you sail be pleased to write me, what your ship will want on your return, for another cruise of four months. —

If there should be occasion to communicate with you, it will be most conveniently done from Rhode Island; — You will please therefore, every twelve or fifteen days appear off the Harbour of Newport — with the French Flag hoisted on your main-top-mast-head, — and hover off & on, long enough to be seen from Newport and to receive a boat; should it be necessary to send one to you — —

I am &c^s

[NDA. OSW, Vol. 1.]

To Captain Thomas Tingey, U. S. Navy, from Captain Richard Dale, U. S. Navy

MARCUS HOOK [1] Oct^r 1798

Your favor of 28th Ult^o I received yesterday — I am happy to hear that you have accepted of the appointment to the *Ganges*. But I am sorry it will take you some time (on account of your business) before you can join the Ship. It is highly necessary that you should come down to the Ship, as soon as possible, for a day or two: I will then inform you of every thing that lays in my power, respecting the Ship, Officers & Men. I long to see you & shall look for you in 5 days.

I am — your friend &c. &c.

Signed R^d DALE

To Captⁿ TINGEY (*Kingston*)

[NDA. Tingey LB, 1798–1800.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
1 October 1798, Monday

Light Breezes Easterly, and a Squall from that Quarter, all the Fleet in Sight.

At 10 P M a small Privateer from New Providence, called the *Nancy*, commanded by one George Broadwater, from the Eastern Shore of Virginia, got along Side of the *Baltimore*, and was preparing to board her, but discovering her Mistake Captain Phillips detained her untill 10 A M, and sent her Master to me. I ordered her discharged, and directed that she immediately proceed to Leeward of the Fleet.

At Noon the Key Largo on the Florida Shore, discovered at 11 A M from the top Mast Head bore North, seven Leagues Distance. The Signal almost constantly flying to keep the Fleet in close Order, notwithstanding which, the Masters would scatter without paying any Attention to it.

Latitude observed 24° 30' N°.

Longitude Account 81° 12' W.

[HS of Pa. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
1 October 1798, Monday

Begins with light airs Inclinable to calm. Saw a Ship in y^e Road at Anchor with American Coll^r Union down. Sent our Yaul with Lieutenant Hull to enquire the Reason who was Inform'd the

people Refused to do their duty was directed to put 4 Men in Irons. @ 7 our boat went on B^t with Lieu^t Hull & Master at Arms, who Confind the According to Orders. @ 5 P. M. a Boat came with 3 Head of Neat Cattle @ 6 Let go our Anchor & veer'd away the Short Service hoisted in our Yaul.

[NDA.]

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

[TRENTON,]

Navy Department October 2nd 1798

Cap^t ALEX^t MURRAY

SIR Since my last Instructions, I have received a Letter from Mess^{rs} Nicklin & Griffith who will write to you particularly on the subject of the *New Jersey*. — It seems a part of the money to be paid by them remains at S^t Thomas's, & must be delivered at S^t Domingo. If you can, without interfering with the general object of your Enterprize, affording assistance in conveying this Money will be agreeable to Government. But this is a point on which you must yourself Judge.

Notwithstanding my most positive orders, Cap^t Campbell of the *Eagle* Cutter, still remains in Delaware. She has been delayed by the Fever, and I suspect a little by other causes. — I have repeated my Instructions to him, to sail instantly for Norfolk. If he obeys, I fear on his arrival he will want both men & military Stores. Have these wants Supplied, if you can, from Norfolk. Perhaps you may have them to spare. If however you find it impossible to take this Vessel with you, and the Brig *Virginia*, Cap^t Bright should be in Port, have her prepared with as much Expedition as possible, & take her: leaving in this case Campbell, to whom I shall send orders to be observed in the Event of his not going with you. —

Please to be attentive to the conduct of this Gentleman, indeed of all the officers, that you may enable me on your return to understand confidentially their characters. —

I have the honor &c^t

[NDA. OSW, Vol. 1.]

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

[TRENTON,]

Navy Department October 2nd 1798

Cap^t ALEX^t MURRAY

SIR Enclosed is a Letter to Cap^t Bright, which you will use, or not, as circumstances may require. — . —

[NDA. OSW, Vol. 1.]

To Captain Francis Bright, commanding U. S. Brig *Virginia*, from
Secretary of the Navy

[Enclosure to letter of 2 Oct. 1798 to Captain Murray]

NAVY DEPARTMENT
October 2nd 1798

Cap^t FRANCIS BRIGHT

SIR If this Letter should find you at Norfolk, you will put yourself Vessel, & Crew, under the Command of Cap^t Alex^t Murray.

Any Supplies you may want, or money to enlist men, must as usual, be furnished by the Collector, — who will continue to act as Agent for the Brig *Virginia* — She being on the Revenue Cutter Establishment —

I have the honor &c^s

[NDA. OSW, Vol. 1.]

To the Secretary of State, from D. Humphreys, United States Minister to Spain

(N^o 166)

MADRID October 2nd 1798.

SIR, In confirmation of what I wrote to you last night, respecting the issue of the engagement between the English and French fleets near Alexandria, I now enclose a Paper containing the names of the ships taken by Admiral Nelson, together with some other circumstances which I was not then able to communicate. A combat of so decisive a nature, in which the English have gained the complete command of the Mediterranean, can scarcely fail to open the Mediterranean again for the commerce of that nation. But the Dutch, who had formerly so lucrative a share of the carrying trade in that sea, cannot now, if ever, expect to recover it. The Swedes and Danes are wisely endeavouring to give countenance to their Merchant vessels by constantly keeping some armed vessels in the Mediterranean. Considering the enterprising character of our Citizens, it appears to me that the United States might profit extremely of the actual circumstances by increasing their trade to the ports which they have been accustomed to frequent, and extending it much farther, if Government could send one frigate and three or four strong sloops of war to protect our Merchant vessels against French Privateers. It is true our armed Merchant vessels will be of sufficient force to repulse the greater part of the French Privateers, especially such as have hitherto been at sea. But since the owners of them have seen our armed Merchant vessels put their Privateers at defiance, and arrive safe with valuable cargoes, they are fitting out larger ones, and some which are even to carry a few twenty four pounders. Lord S^t Vincents now permits all American loaded vessels to enter Cadiz, but no other Neutrals. At that port several cargoes belonging to our Citizens have lately sold at 150 per cent profit at least. It appears to me it would be wise on our part to encourage so rich a commerce, if possible, by detaching an armed force from the United States, particularly during the winter season, when it could not cruize on the coast of America. This measure, if practicable, seems the more strongly recommended by two considerations. In the first place, this armed force would give our flag an unequivocal superiority over all the French Privateers which are now fitting out,

and which will otherwise almost certainly still do considerable damage to our commerce. In the second place, the appearance of these armed vessels in the Mediterranean would very probably prevent any of the Barbary Powers from commencing hostilities against us — a conduct to which they will possibly be instigated — in such sort, that if precautions are not taken to avoid it, I should not be surprized to receive the news of it at any moment.

The Commander of a Swedish armed vessel at Malaga, having lately declined to take American vessels under his convoy in going out of the Streight of Gibraltar, because he had no Instructions for the purpose, the Swedish Minister here has written to his Government (at my instance) to suggest the expediency of having such Instructions given for the future.

The Court is to remove this day from S^t Ildefonso to the Escorial—where M^r de Saavedra continues still incapable of attending to business.

With sentiments of perfect consideration

I have the honour to be,

Sir,

Your most ob^t and most hb^d Servant

D. HUMPHREYS

The SECRETARY OF STATE &c. &c. &c.

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

[2 OCTOBER 1798]

To Captain Henry Geddes from Clement Humphreys, bearer of dispatches to France

To Cap^t HENRY GEDDES Commander of the Brig *Sophia*, belonging to the United States of America.

SIR, The President of the United States, has directed me, to request, that you will proceed immediately with the *Sophia*, to New Castle, Delaware, and on your arrival there inform the Secretary of State, who is now at Trenton, New Jersey.

Wishing you a pleasant voyage,

I remain Sir, with much

respect,

Your obe^t S^t

C[LEMENT] HUMPHREYS

CAMBRIDGE Oct^r 2^d 1798. —

(Copy)

[HS of Pa. NDA photostat.]

To Secretary Pickering from W. Vans Murray, United States Minister to The Netherlands

Private

THE HAGUE 2. Oct^r 1798.

Col. PICKERING

DEAR SIR, The French official accounts differ so widely from the Constantinople letters that it is impossible to say whether Buonaparte is even at Cairo or Damietta — The French here admit that he has received a severe check from 20,000 horse between Alexandria & Cairo. The loss of the Fleet, two ships excepted is certain — This

great event, so critically occurring, is not that I know of, the source of any new idea or plan on the Continent.

* * * * *

Six or Seven Frigates left Brest about three weeks since & with a few other Ships have 3000 men on board — destination unknown — Supposed to be for Ireland — They may be for the W. Indies.

I am with respectfully esteem

Dear Sir

Y^r mo. ob. S^r & c^o & c^o

W. V. MURRAY.

Col. PICKERING

[Mass. HS. Pickering Papers, Vol. 23.]

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

This 24 hours first part moderate gales and Clear pleasant weather at mrdn Block Island Bore west 5 Leagues Distns from which we Teake Our Departure allowing it to Bee in the Latt of 41. 15 N Longetud of 71. 37 west at 5 p m Saw a Schooner Standing to the N N E at 8 p m handed T G Sails one Reef in Each F Sail

Midle part moderate gales and Clear pleasant weather at 8 a m Sounded in 40 fathoms Watter Soft Bottom

Latter part moderate and fair pleasant weather the Brig *Pickring* in Company

Lattd Obbrs 40. 26 North

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

Extract from journal of Lieutenant John Mullowny, U. S. Frigate *United States*, 2 October 1798

Sent the sloop and schooner (prizes) to Mud-fort under charge of M^r Caldwell Midshipman. —

[NA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, 2 October 1798, Tuesday

The Beginning of this Day clear with the Wind light, & variable. The Middle and latter a fresh Trade, and cloudy Weather. Thirty six of the Convoy in Sight.

No perceptible Current such as is usual in the Gulph of Florida, has been yet felt, and although but little of any is discernable at present that little has been westerly.

At Noon spoke the Schooner *Sally* from Havannah bound to Beaufort, North Carolina, this Vessel came out one Day after the Fleet to join the Convoy, seven of which have left us, I suppose, on Account of the bad Sailing of many of the Vessels, and the Negligence, and Inattention of their Masters. The *America*, and *Belvidera*, two armed Ships, mounting each 18 Guns, and well manned are among the Number left us. The Signal almost constantly flying to keep the Fleet in close Order, notwithstanding which, the Masters would scatter without paying any Attention to it.

At Noon the Florida shore bore from N. B. E. to N. W. B. N,
five or six Leagues Distance.

Latitude observed 24°.34' North

Longitude Account 81.12 W.

[HS of Pa. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
2 October 1798, Tuesday

Begins with fresh Breezes call'd all hands washed Decks & unbent
main & Mizⁿ Top Sails & bent others in their Room Two boats came
from Shore on B^d on[e] M^t James Coline Glazier to mend cabin
Windows all hands employ'd variously unbent Sprit Sail & put it
below Furl'd Top Sails and clear'd Decks Hoisted in Boats.

[NDA.]

To Stephen Higginson, Navy Agent, Boston, from Secretary of Navy

[TRENTON,]

Navy Department October 3rd 1798.

S. HIGGINSON Esq^r Boston

SIR, I have too long delayed acknowledging receipt of your Letter
of the 10th Ult^o — I have now before me also yours of the 25th — I
had contemplated Cap^t McNeill's taking the Command of the ship
at Providence — But I afterwards found, or at least believed he
would not be so agreeable to the people there as I expected — and it
seemed too, that the President understood he was to command the
Ship at Portsmouth, and I gave up the Idea of sending him to providence.
This I intended, but omitted to inform you —

The President has appointed Cap^t Fletcher, a Captain in the
Navy. — I hope he merits the distinction. — I have written him
to go to Providence — I find by a Letter from him, that he is Selected
by the Merchants to superintend their Ship. — I wait however his
Answer to my Letter directing him to Providence. — If he declines,
it is not unlikely that Cap^t Chapman may be sent to Providence, and
Sever's first Lieut^t appointed to command the *Herald*, or Chapman's
Vessel. — There is great Anxiety in Providence to furnish the Cap-
tain. — If they should not be gratified sending a man already a
Captain, will be less offensive, than making one to send there — But
if Fletcher should not go, it is not improbable they may be gratified —
At any rate I shall not forget your suggestions on the subject of the
Officers in Chapman & Sever's Vessels. — —

Fearing that Portsmouth will not get clear of the Fever, which
every wher from Philadelphia Eastward, has greatly retarded the
preparations for the Navy, I do not expect the ship at that place can
be got to sea before January. — I hope she may by that time be ready,
with a view to the Employment suggested in your Letter of the 10th
It was with this view too, that I purchased the Ship at Providence. —
I wrote to M^rNeill, that his Officers must be got in New Hampshire,
thinking that state could and would at least expect to furnish the Sub-
alterns if they did not the Captain. — Enclosed is his Answer — I
mean to leave Trenton about the 15th Instant; and perhaps for four
Weeks — certainly for three. — I wish to make such arrangements

as shall prevent the *Portsmouth* ship being retarded by my absence. With this view I have written the enclosed Letter for him, which please to have sent to him after you possessed yourself of the contents. — Col^o Pickering, I expect will attend to the business of the Navy in my absence, and will cause to be remitted you any Money you shall find necessary. —

On the subject of the Ballast for the *Portsmouth* Ship, I requested M^r Watson of New York to send you 50 Tons of Kentledge and a Hearth. — I also requested him to send sheathing Copper & C^s to Newbury Port. — His Letter in answer I enclosed to you — Never having directed Kentledge, or a Hearth for Newbury, I never doubted that these Articles were for you — — I have this day written him to send you 25 Ton Pig Iron, (Kentledge tho long ago contracted for, not being to be had instantly) provided the Kentledge already sent was destined for you — But if that was sent for Newbury, in consequence of a requisition directly to him, from that place. — Then I have requested him to contract for, & send you in three weeks 50 Tons of Kentledge. — I presume it will be in time, to be shipped three weeks hence. — To save you the trouble of hav^g a Copy made of my Letter to M^rNeill, I enclose a Copy of that. — And a List of Provisions deemed necessary for the Ship at Portsmouth for six Months. — —

I have the honor & C^s

[NDA. GLB No. 1.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
3 October 1798, Wednesday

Begins with light winds from East @ 5 Call'd all hands & Wash'd decks and Sprinkled them with Vinegar Rec^d two new Boomkins from Hampton In hoisting them in Tho^s Webb a Boy was dangerously hurt. Lieu't Beale & several Gent^s came on Board with Letters for Cap^t Nicholson Ship lying at Single anchor. [Hampton Roads.]

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
3 October 1798, Wednesday

Fresh Gales from the North Eastward, and squally Weather from Sun down to Sun Rise, with a heavy Sea running, which indicated a strong Windward Current, which in some Measure has been experienced under double reefed Top Sails only, Courses handed.

Thirty of the Fleet in Sight, several of the Vessels having left the Fleet since Yesterday of their own accord, as from the easy Sail we carried, and our Lights being constantly kept up by Night, they might have stayed round the Ships of War at short Distance with great Ease.

At 10 A M made the Florida Shore bearing North North West about seven Leagues Distance.

Tacked.

Latitude observed 24° 52' North

Longitude Account 80.41 W.

[HS of Pa. NDA photostat.]

[4 October 1798]

To Captain Preble of the Ship *Dolphin* from Captain Thomas Truxtun, U. S. Navy

DEAR SIR I am extremely Sorry for Your Misfortune and will render you any Service I have in My power, by furnishing Cordage, Sail Cloth, Spars, or Such other Articles as You are in Need of. —

As I do not think it proper, to detain the fleet any longer than is Absolutely Necessary, I request you will let me know your wants as Soon as possible, in order that I proceed. —

As soon as You was Near enough to let us know, what was the Cause of your Making the Signal of distress, I hoisted Out my boat and dispatched Lieutenant Sterett, with directions to offer My Services in any respect, which I have no doubt of his doing, and as the pump tacks [?] was the only article he informed me, You immediately wanted I Sent them — I directed Captⁿ Phillips also to Send you a boat, which he informed Me he had done — I Should Suppose Your best Way would be, to proceed to Savannah or Charleston, Where you may Arrive in a few days

I am &c.

Captn PREBLE

Ship Dolphin

UNITED STATES SHIP *Constellation*

in the Gulph of Florida

4th OCTOBER 1798. —

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

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

[TRENTON,]

Navy Department, 4. October, 1798.

Cap^t SAM^l BARRON

SIR: Presuming that your Brig will shortly be ready to receive her Crew, I have now to direct that you proceed to commence recruiting, not exceeding Ninety Hands, to consist of Able-Seamen — Ordinary Seamen, & Boys —

I informed you in my Letter of the 19th Ultimo, that no general Arrangement had yet been made respecting the proportion of the different kinds of Men, to be employed in the Navy of the United States, — To that Letter I refer you for other Observations on this subject — And I leave it to your own Judgment to decide, respecting the proportion of the different Descriptions of Men, to be employed by you. —

You will not enlist any but sound &c^s (See Instructions to Cap^t Brown Page (232). this Letter was exactly similar. —

Mess^{rs} John Nevison & John Granbury will advance the Money necessary for recruiting the Men &c^s &c^s See Instructions to Cap^t Brown Page 232. —

I enclose you your Commission —

I am &c^s

[NOTE: Page 232 contains letter to Capt. Brown, dated October 4th, 1798.]

[NDA. OSW, Vol. 1.]

To the Secretary of State from the Secretary of War

[TRENTON,]

War Department 4th October 1798

SIR, I enclose an Engagement, on the behalf of th United State's of America, under my hand, and the seal of the War Office, in conformity with the stipulations, proposed through Mr. Liston, his Britannic Majesty's Envoy Extraordinary, and Minister Plenepotentiary to the United States, by his Royal Highness Prince Edward, relative to a Loan of twenty four pieces of cannon, French twentyfour pounders, now at Halifax, Nova Scotia, formerly belonging to the *Foudroyant*, with about eighteen hundred shot, for the same —

I am Sir

with the greatest respect
your obedt hble. servant

JAMES MCHENRY

The SECRETARY for the Department of State —

[SDA. Misc., Sept.—Dec. 1798.]

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

[TRENTON,]

Navy Department Oct^r 4th 1798

Cap^t MOSES BROWN

of the *Merrimack* Newbury Port

SIR You will make immediate Arrangements to commence recruiting the Crew of the *Merrimack*, now under your Command, that the complement may be completed by the time the Ship is ready for a cruise. Your Crew must be enlisted for one year. —

You are allowed (besides a Lieutenant of Marines, and 21 privates, which will be supplied you by the Major of the Marine Corps) for your vessel, not exceeding 105 Men. You will therefore enlist, not exceeding Sixty five able seamen: The residue of your Crew to consist of ordinary Seamen & Boys. — I leave it to your own Judgement to get as good a Crew within this limitation as may be in your power. — It is our best policy to create Seamen — Therefore you will take as large a proportion of Boys, as can be found useful on board. You will allow able Seamen 17 Dollars per month — Ordinary Seamen & Boys from 5 to 14 Dollars, according to Merit.— You will be careful not to enlist any but sound and healthy persons. — And that no indirect, or forcible means be used, to induce them to enter into the Service. No Negroes, or Mulattoes are to be admitted, and as far as you can judge, you will exclude all of a suspicious character. — Avoid any advance of money if possible, until the men are got on board. But should you find it impracticable to procure them on these terms, you may gratify them. — In this case you will take care to obtain Sufficient security to resort to, in the event of desertion — And you will allow two months advance — You will have a regular account kept, of the Name & Station of each recruit, together with a description of his person, and his usual place of residence, so that they may be identified at any future period. —

Every man shipped must take an oath agreeably to the Form you will receive herewith. —

Enclosed is the Form of a shipping paper, wherein the name, Station & pay of each person on board must be entered. It will be necessary, to avoid confusion, that this business be executed with the utmost exactness. — The Form of a Bond to be signed by the sureties for the Seamen &c^s you will also receive; And particular care must be taken, that the sureties must be persons of good & responsible characters, before they are accepted. —

M^r Nicholas Johnson will advance the money necessary for enlisting your Crew. — And you must advance to the recruiting Officers, who must Settle their Accounts with you. — They will be allowed besides their pay & Rations, Two dollars for each recruit in full for every expense of attesting; Ribbon, Punch &c^s In short, every expense, but that of provisioning the men enlisted at a distant Port, — And in such cases, the unavoidable expense for their Conveyance to the Ship. But they must observe the utmost Oeconomy; for extravagant charges for those expenditures will not be allowed. And no charge will be allowed, without a proper voucher to support it. —

M^r Bartlett has nominated; Michael Fitcomb J^r 1st Lieutenant — Sam^l Chase 2nd Lieut^t Jonathan Fitcomb J^r Sailing Master, Nathaniel Broadstreet Surgeon, Joseph Hooper, Purser; Joseph Brown, Midshipman; Nathan Fletcher, ditto; Francis Salter, Gunner; James Couch, Carpenter; — These officers I shall immediately nominate to the President; and there is no doubt, but they will be appointed; — But should you find their services, or the services of any or either of them necessary, before they receive their appointments, which unavoidably be some time first (the President being in Massachusetts) you are at liberty to receive them in the Capacities to which they have been nominated by M^r Bartlett.

I enclose your Commission as Captain in the Navy of the United States —

I have the honor &c^s

[NDA. OSW, Vol. 1.]

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

[TRENTON,]

Navy Departm^t 4 Oct^r 1798

Cap^t DAN^l M^oNEILL

SIR, You will in concert with Stephen Higginson, Esq^r, make such arrangements for recruiting a Crew for the *Portsmouth*, now under your Command, as to have her Complement completed by the Time she is ready for a Cruise. Your Crew must be entered for one Year.

You are allowed (besides a Lieut^t of Marines & 21 Privates, w^h will be supplied you by the Major of the Marine Corps) not exceeding 115 hands, to consist of able Seamen, Ordinary Seamen & Boys. You will therefore enlist not exceeding 70 Able Seamen: The residue to be ordinary Seamen & Boys. &^s &^s &^s See

(Instructions to Cap^t Moses Brown) Page (232)

Stephen Higginson Esq^r will supply you, with Money, necessary for enlisting your Crew — ; & you must advance to your recruiting officers, who must settle their acc^{ts} with you. &^s &^s See Page (232) —

I enclose a List of Commissioned & Petty Officers, the latter of which you will appoint —

[NOTE.—Page 232 contains letter to Capt. Moses Brown, dated October 4th, 1798.]

[NDA. OSW, Vol. 1.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
4 October 1798, Thursday

Moderate Breezes with a few flying Clouds producing light Squalls of Wind. At 7 P M the *Dolphin* of Boston, one of the Fleet, made the Signal of Distress, and soon after spoke, and informed us, the Ship *Harmony* of Charleston, had run on Board her, did her much Damage, and that they were sinking.

I hoisted out a Boat, and sent to her Assistance, and directed Captain Phillips of the *Baltimore* to do the same.

Made the Signal for the Fleet to stand on the Larboard Tack, and determined to keep by her, untill Day Light.

At 6 A M sent some Rigging, Plank, Spikes, and Nails &c. on Board the *Dolphin*, which did not leak as bad as was represented, tho' otherwise much injured; the Master informed me after, that he was in Want of Nothing else. I made the Signal for the Fleet to make Sail, and stood on to the Northward.

Latitude observed 25°.40' N^o

Longitude Account 80.25 W.

[HS of Pa. NDA photostat.]

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

This 24 hours first part Light wind and Clear pleasant weather Saw a Dead whale Bearing South hoisted out Cutter and went and Examined it at 5 p m Sprung up a Small Breeze from the Eastward Tact Ship To the Southward out Reefs out Topsails Sett T G Sails Sounded in 31 fathoms at 12 a m Sounded in 42 fathoms Sandy Bottom at 4 a m Sounded in the Same Saw a Brig hove out Cutter and Bored hur found itt T[o] Bee the Brig *Charlotte* Capt Stubbs from Lisbon Bound To Providence 45 Days out at 10 a m one Reef in Each Topsail

Latter part Strong gales and flying Clouds at mrdn Stod Jibb braild up mizen Brig *Pickering* Still in Company

Lattd Obbrs 40 . . 08 North

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

Extract from journal of James Pity, U. S. Frigate *Constitution*,
4 October 1798, Thursday

Light airs from N. E. and clear Weather hove up our Best Bower (it being foul) & Clear'd it let go Small bower and veer'd away to the Short Service. Cutter *Virginia* Boat came on Board a Sch^t came in Dismasted in Long^d 68 West on 25 Sep^t in a hard Gale Wind boarded Brig bound to Boston Sam^t Allen Master Carpenters employ'd fitting New Boomkins.

[NDA.]

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

[TRENTON,]

Navy Department October 5th 1798

Cap^t SAM^l NICHOLSON

This Letter was not delivered to Captn Nicholson, but returned by Mr Pennock at the desire of the Sec^y of the Navy

GC

SIR I wrote the 1st October, deeming it barely possible that my letter might find you at Hampton. — Your Letter of the 26th with a P. S. of the 27th Ult^o makes it too probable that you are still there. —

It was most unfortunate, that, if it was absolutely necessary for you to conduct with your Frigate, the *Niger* into Port, that you did not immediately proceed again to sea, in pursuance to my Instructions of the 13th August. — This, you must have judged was the more essential, as you knew that Cap^t Truxton, having gone to the Havanna, there remained no adequate Force on the Southern Coasts, to protect our Commerce in that Quarter. — Should the Fever, which has attacked your Crew, continue its ravages, I request that you will instantly concert with M^r Pennock, means for having such as are infected removed to the most airy & healthy situation in the neighbourhood of Norfolk. I hope M^r Pennock can procure Tents, or provide a house, and I write to him, to employ, Skilful, medical assistance, and to procure all necessaries for the sick — With the healthy part of your Crew, you will proceed immediately to Sea; And if your men continue healthy, You will remain on the Southern Coasts, & govern yourself by my Instructions of the 13th August, until the 15th November, when I presume you may return to Hampton without danger of the Fever, and take on board such of your Crew left at Norfolk, as shall have survived the Fever, and without remaining at Norfolk, longer than necessary to take on board these men, you will then immediately proceed to the Port of Boston, & conduct yourself, as directed in my Letter of the 1st Ins^t

But if after getting to Sea, in the first Instance, from Hampton Road, you should discover any symptoms of the Fever among your Crew; you will in that case, instead of remaining on the Southern Coast, proceed with all expedition to Newport, Rhode Island — and leaving just men enough on board the Frigate to secure her in Harbour, you will remove all the rest of your Crew to some high & healthy part of the Country, which will be provided by Mess^{rs} Gibbs & Channing, to whom I shall write on the Subject. — This you will do, without any further communication with the Town of Newport, than absolutely necessary to obtain supplies —

I have the honor to be &c^t

To William Pennock, Navy Agent, Norfolk, from Secretary of Navy

[TRENTON,]

Navy Department October 5th 1798

W^m PENNOCK Esq^r }
Norfolk }

SIR By a letter from Cap^t Nicholson of the 26th & 27th September, I am mortified to find that he Still remained at Hampton. — Where he ought not to have remained for two days — and to add to the Calamity, his Crew is seized with the prevailing Malady. —

I have directed him to concert with you instantly, measures for getting all his sick Men, landed and removed to a high and airy place in the Neighbourhood of Norfolk — Pray without delay Select such a place, provide Tents, or an airy and large nouse — Employ able medical assistance, and have the best possible care taken of the men — Let this be done instantly if you please — and give Nicholson no more advice to remain in Port — for that injudicious part of his conduct, he mentions your advice. — He will proceed to Sea, if he has healthy men enough to Navigate his vessel; and will be governed by the health of his Crew, whether to return to the Eastward, or to remain on the Southern Coast. — If he wants a doctor on board, and a good one can be obtained at Norfolk, he shall have the appointment promised him, to obtain his services at this time.—

[NDA. GLB No. 1.]

To Tench Francis, Purveyor, from Secretary Pickering

TRENTON Oct. 5. 1798.

[To] TENCH FRANCIS Esq^r Purveyor.

SIR, I received your letter of the 3^d and delayed an answer because I was at a loss to determine what ought to be done. However, I had concluded to detain M^r Murrays ship, loading for Algiers, until the three armed vessels bound thither were ready to convoy her. Since I had come to this clonclusion, this morning, M^r Murray fortunately called upon me. I observed to him, that I originally expected his ship would have been ready to take in her loading long before she came round to Philadelphia; and in that case the three armed vessels would have been also got ready and sailed before the yellow fever deranged all business; that this delay of his Ship induced me to order the armed vessels to receive no more men than were requisite to keep them in port; and that now it was impracticable to man them: that probably in two weeks such a change as to the fever might take place as would enable us to proceed; and then as much dispatch as possible should be given.

M^r Murray acquiesces willingly; and will give orders to delay manning his ship: he is equally anxious with us that she should go under convoy. He is going to M^r Warder's (at Peele Hall) where perhaps you may see him, and converse about the ships bringing back the crews of the armed vessels.

I am respectfully yours

TIMOTHY PICKERING.

P. S. It will be important to arm M^r Murray's Ship: I suppose the public could loan some guns. M^r Murray engaging for their value if lost. Please to confer on this point with him. —

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

To President John Adams from the Secretary of Navy

[TRENTON,]

Navy Department October 5th 1798

JOHN ADAMS Esq^r
President of the United States

SIR I have the honor to enclose a Letter from Cap^t Nicholson of the 26 & 27 September; which I had the mortification to receive last evening. There seems to be no calculating the Evils of his first false step.

His Letter of the 12th exhibited a very strong disposition to remain in Port, to secure at all events his prize. — But the return into port of the vessel, which he Idly supposed had been sent out with orders for him, depriving him of all pretence, he promised to proceed with all expedition to sea, after filling his Water. — He had watered little more than a fortnight before in Rhode Island. — His present Letter will shew his proceedings since, and the consequences. —

I know of nothing better to be done, in his present Situation, than to order him to Land instantly at Norfolk, all his infected men; and to proceed instantly to sea, if symptoms of the disorder prevail on board, to make for Rhode Island — And there to leave enough of his Crew on board to take care of the vessel and to March the rest, into a high and healthy part of the Country, — without communicating with Newport farther than necessary to procure Supplies. —

By this Arrangement there will be a chance of his meeting with Frost, a fortnight earlier than in the South — and a chance of preserving the lives of a Number of his Crew. —

I have the honor to enclose a copy of my Letter to him. — I fear this Gentleman will fulfil all the predictions of Boston concerning him.

I have the honor to be

&c^s

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

To Secretary Stoddert from Josiah Parker, chairman of committee,
 House of Representatives

NORFOLK 5th October 1798

SIR, Having recovered from a severe and dangerous indisposition I have found it convenient to Visit the Brigg *Norfolk*. Cap^t Williams and the Brigg Capⁿ Barron. the first is nearly manned and lays at Sewels point, she is a fine looking Vessell and will sail fast, has nearly all her Stores on board & may be got ready for Sea in a few days but I fear her Marines will be wanted. L^t J. Reddick is recruiting at Suffolk and ready to obey his orders but at present I understand he is to hold himself in readiness for the *Constellation*, my being unwell in the Country has given Williams an opportunity of gratifying himself in respect to his Officers — except as to L^t McRae, I will furnish you with a list of them by next post with my remarks — Upon examining the Rigging of the *Norfolk* I am sorry to say the greater part of the running Rigging is worse than ought to be in any Vessell for Sea, this I have mentioned to Williams who tells me it was the best that could be got.

I do myself the honor to enclose a list of officers for Capt^r Sam^l Barron, they are not only his choice, but the choice of Mess^{rs} Nevison & Granberry as well as my own, they will in my opinion do credit to their appointments — the Brigg will soon be ready & I will be much deceived if in all respects she is not what ought to be expected from you — the Agents having more money than will fitt her, appear desirous of the honor of compleating her with provisions, Stores Men &c that they may have the entire merit or discredit of her, but from the Agents and the Captain & his officers I flatter myself that all they may have done will be as it should be —

Officers for the Brigg at present called the *Augusta*, Sam^l Barron esq^r Commander, to be loaned to the U. S. by the Merch^{ts} of Norfolk &c. —

James Boush first L^t
 John Ballard Second d^o
 John Cowper Sailing Master
 W^m Cowper d^o Mate
 Richard Henry Lee Lawson, first Midshipmen
 Roe Lattimer ----- 2^d ditto
 Buller Coeke Purser

D^r Reynolds I am told has been appointed to the *Norfolk*, but not being ready to go on board D^r J. K. Reade is on board the *Norfolk* as Surgeon and I think he is worthy the appointment. Reynolds will be ready for Barron.

With much respect & esteem

I have the honor to be

Your most obedient Servant

J. PARKER

BENJ^r STODDERT

[NDA. Area 7, October 5, 1798.]

Remarks extracted from the log book of the Schooner *Clara*, Captain F. Hill

The following remarks are extracted from the log book of the schooner *Clara*, captain F. Hill, from Grenada to New York.

October 4, saw two schooners ahead, which proved to be armed vessels from Martinico, bound to New York. Capt. Thomas of the privateer schooner, sent his boat for me and my papers, examined them very strictly, broke open some letters, otherwise behaved very polite and dismissed me.

October 5, at 4 P. M. the before mentioned armed schooners brought too and made a prize of a small schooner under Danish colours. At 9 do. the weather very dark, fell on board one of the schooners, carried away our jib boom and moved the bowsprit in. — Now fairly tired of being convoyed, made sail for the passage. At 9 A. m. was spoke by a British 20 gun ship, but did not stop us.

October 6, two schooners in sight, one to the east, the other to the south; employed securing the bowsprit. At 4 P. M. the bowsprit fast, made all sail, the schooner astern in chase of us. At 9 P. M. the weather very threatening took in all light sails, and brought too under main sail and jib. At half past do. two shot was fired at us — one of

which fell very near: at same time saw a light astern, showed a light immediately and was hailed by the three masted schooner *Wanspite*, capt. Mollineaux, who threatened to fire a twelve pounder into us immediately, if we did not send our boat on board: I told him we had but two men and the mate that could stand the deck, and the weather was so bad it was impossible for us to get her out; but he was inflexible, and fired a musket over us, threatening to fire a broadside if the boat was not hoisted out directly: I promised to do my best, at same time very ill, my wound* not being well. After threatening in this manner near an hour, and our bot not yet out, he sent his boat with four armed men — I was obliged to go on board his schooner, where I was treated very politely, and soon dismissed; it appeared my setting so much sail was my only crime, and having so few hands, one of the privateer'smen, in my absence, threatened to murder one of my sick men because he was a Dane.

October 6, spoke the schooner *Rover*, Capt. West, of Norfolk, from Baltimore, bound to Curracoa, out 14 days all well.

* This wound Capt. Hill received on board of an English ship, at Grenada while assisting to quell a mutiny. The contents of a pistol, (discharged by accident) went through his thigh.

[LC "Claypoole's American Daily Advertiser" (Phila.), 13 November 1798.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
5 October 1798, Friday

Wind at N^o hazy W^t @ ½ past 7 A. M. came to Sail Cutter *Virginia* in Company found we could not get out of the Roads Let go our Anchor in 9 fath^ms Hampton Inlet bore N. b. E. ½ E. Willoughby Point E. b. N^o Old Point Comfort N. E. b. E. Cutter also put back with several other Vessells. at ½ past 11 a Brig^t Anchor'd with her main Mast gone.

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
5 October 1798, Friday

Moderate Breezes, and fine clear Weather all these Twenty four Hours. At half past 5 P M made the Florida shore bearing N. W. B. W at the Distance of six Leagues, and at 8 Ditto tacked, and stood to the Eastward. At A M tacked, and stood to the North Westward, at 4 Ditto tacked, and stood to the Eastward, and at 9 Ditto, tacked to the North Westward. Twenty four Sail of the Convoy with us, besides the *Baltimore*.

At Noon we were Midway between the black Rock off the River Saint Lucia, on the Coast of Florida, which is a short Distance to the Northward of Greenville Inlet, and that noted Rock, or Key, on the Edge of the Bahama Bank, called Memory Rock, Distance from each twenty five Miles.

Latitude observed 27°.00' N^o

Longitude Account 80.13 W.

[HS of Pa. NDA photostat.]

To Joshua Sands, Collector, New York, from Secretary Pickering

DEPARTMENT OF STATE,
Trenton New Jersey Oct^r 6. 1798

[To] JOSHUA SANDS Esq^r

Collector of the Customs New York

SIR There being reason to apprehend, that some of the vessels to which the President's permission to clear for French ports may be issued, may after landing their passengers be sold to the French, it became necessary to devise expedients in order to prevent a traffic so contrary to the meaning of the Act of Congress, and which if they are sold for vessels of war, which is the most likely case, may prove so detrimental to our commerce. It is therefore the command of the President, that before you issue his permission in future cases, you take a bond with sufficient sureties, conditioned that the vessel return to the United States forthwith after the performing of her voyage and be entered with some Collector: I enclose the form of the condition of the bond, the penalty whereof is to be the amount of the value of the vessel as nearly as you can estimate the same. But as by a collusion between the owner of the vessel and the French Officers in the port or ports of her destination, she may be sold under the mask of a pretended seizure, it is also the President's direction that, before issuing his permission to clear any vessel for a French Port, you cause it to be ascertained, that she is not a fast sailing vessel or calculated to be converted into a privateer: if she be of that description the permission is to be withheld. I am &c.

TIMOTHY PICKERING

P. S. I enclose permissions to clear the Brig *Sally* for S^t Thomas' and S^t Domingo, and the Sch^t *Fanny* for Cape Francois.

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

[Enclosure]

PERMISSION TO CLEAR SHIPS

Whereas the President of the United States, in pursuance of an Act of the Congress of the United States, passed on the 13th day of June 1798, entitled "An Act to suspend the commercial intercourse between the United States and France and the dependencies thereof," hath on the day of the date hereof, issued to the said Charles Pond, as owner of the Brigantine called the *Sally*, whereof Anthony Stow is at present Master, a permission authorizing the Collector of the Customs for the port of New York to clear the said Brigantine for the Island of S^t Thomas' and S^t Domingo, to aid the departure of French persons, who have been resident within the United States with their goods and effects:

Now the condition of the above obligation is such, that if the said Brigantine shall forthwith after the accomplishment of her said voyage proceed for and arrive within some port in the United States and shall be duly reported and entered with the Collector thereof, all unforeseen and inevitable restraints and accidents being excepted, then the above obligation to be void otherwise to be and remain in full force and virtue.

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

From Jacob Wagner to John Marrauld, Philadelphia

DEPARTMENT OF STATE
Trenton, New Jersey Oct 6, 1798

[To] M^r JOHN MARRAULD *Philadelphia*

SIR, By the direction of the Secretary of State I am to inform you, that he has just sent to the Collector of Norfolk a permission to clear the Schooner *Little John* for the Islands of S^t. Thomas and S^t Domingo, to whom you will therefore direct the owner M^r Marreast to apply for the same. The Collector will make known to him the terms on which it will be granted to him. I am, Sir, &c.

JACOB WAGNER.

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

From Secretary Pickering to Secretary of the Navy

DEPARTMENT OF STATE,
Trenton Oct. 6. 1798.

[To] BENJAMIN STODDERT Esq^r
Secretary of the Navy.

SIR, There are at Halifax, Nova Scotia, twenty four cannon, French 24 pounders, and about eighteen hundred shot belonging to them. The cannon were taken in the French Ship *Foudroyant*, and given by King George the Second to the province of South Carolina. When Charleston surrendered to the British Army, in the American War, these guns fell of course to the Victors, who on the evacuation of that city afterwards, took the cannon and shot with them. Upon an application to the British Minister, M^r Liston, to procure a restoration of them, for the immediate defence of Charleston, he wrote to Prince Edward, who commanded the British troops in Nova Scotia, and to Sir John Wentworth the Governor of that province; and the Prince agreed that the cannon and shot should be delivered *on loan* to the United States, as he had no authority to *give* them. The condition of the loan was, that they should be relanded, when required, and without expence, in any part of His Britannic Majesty's American Dominions which should be designated.

The cannon probably may weigh each 3 tons	72
The 1800 shot at 27½ lbs English each, about	22

94

The total weight may be supposed about ninety or ninetyfour tons. As the guns have been lain by, unused, probably they are without carriages or implements: if however there are both or either, they will doubtless be delivered with the cannon, to which they are exclusively adapted: and it will be well to direct your officer charged with the transportation, to make the enquiry. I will hint these articles to M^r Liston, that he may mention them in his letters.

M^r Liston has informed me, that if the terms of the loan should be approved by the President, and the Secretary of War should consequently come under an engagement for the purpose, "and a vessel should be sent properly authorized and protected, to convey the guns and shot to Charleston, he would give the Commander such letters,

addressed to Prince Edward and Sir John Wentworth, as would procure their delivery to him." — Yesterday I sent to M^r Liston the Engagement of the Secretary of War, and will furnish you with a copy of it, duly attested, to be sent to your officer, if I can obtain it in time. I desired M^r Liston to write to Halifax immediately, that the requisite orders might be issued, to prevent any delay when your vessel or vessels should arrive there. I will write him again to day, and desire him to send duplicate letters, to the care of Gibbs and Channing in Newport, to be by them delivered to Captain Sever or other officer having orders on this subject.

I am very respectfully &c.

TIMOTHY PICKERING

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

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

[TRENTON,]

Navy Department October 6th 1798

Cap^t JAMES SEVER,

SIR You will perceive by the enclosed Copy of a Letter from the Secretary of State to me, that there is a parcel of Cannon & Shot at Halifax, which are to be transported from thence to Charleston, South Carolina, under Convoy. —

If your Ship and Cap^t Chapman's, can take these Guns & Shot on board, without being too deeply laden for defence, or offence, in that case you will proceed with these Vessels under your Command to Halifax, and take on board the Guns & Shot, and carry them to Charleston. — But if you judge that this cannot be done — then Mess^{rs} Gibbs & Channing of Newport will hire a proper vessel, to proceed under the Convoy of your two vessels to Halifax, and from thence with the Guns & Shot on board to Charleston, South Carolina, where they are to be delivered to William Crafts Esquire — Agent for the War Department. — After performing this service you will return with both the Vessels under your Command, to the Eastward, and about the 20th of November, go into the Harbour of Boston, where you will wait for further orders. —

Should you arrive at Charleston in the Month of October, which is hardly to be expected, you will in that case, cruise on the Southern Coast, just long enough to admit of your return to Boston, about the 20th November. —

Mess^{rs} Gibbs & Channing will furnish you with 400 Dollars Specie, for the Expenses of getting the Guns on board at Halifax. — Should you deem it necessary that money should be furnished for the Officers & men of either of your Vessels, Mess^{rs} Gibbs & Channing will advance that also; And will furnish any Supplies of provisions & Stores, you may require. —

I expect M^r Liston will enclose to Mess^{rs} Gibbs & Channing, such Letters for you to take to Halifax, as will render unnecessary the enclosed engagement, on the part of the Secretary at War; — But if such Letters should not be received, then this Engagement of the Secretary at War, will shew the Commanding Officer at Halifax, that

the Terms required on the part of the British for the delivery of the Guns &c^s, have been complied with. —

P. S. Cap^t Barry will be on the Eastern Coast —
I have the honor &c^s

[NDA. OSW, Vol. 1.]

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

[TRENTON,]
Navy Department 6 October, 1798. —

Cap^t PATRICK FLETCHER.

SIR, You will make Arrangements to commence recruiting a Crew for the *George Washington*, now under your Command, that her Complement may be completed by the Time she is ready for a cruise.

You are allowed not exceeding 120 Hands, to consist of able-Seaman — Ordinary Seamen, & Boys — You will therefore enlist not exceeding 70 Able Seamen; the residue to consist of Ordinary Seamen & Boys — &^s &^s See Page 232.

You will not enlist any but sound & healthy Persons, &^s &^s &^s See Page 232.

Cap^t Silas Talbot will supply you with the Money necessary &^s &^s See Page 232 —

The Petty officers you will appoint yourself. —

See Instructions to Cap^t Brown Page 232. —

You will be allowed Officers of Marines & 30 Privates exclusive of the 120 Hands.

[NOTE: Page 232 contains letter to Capt. Moses Brown, dated October 4th, 1798.]

[NDA. OSW, Vol. 1.]

To Captain Jonathan Chapman, U. S. Navy, from Secretary of the Navy

[TRENTON,]
Navy Department October 6th 1798

Cap^t JONATHAN CHAPMAN

SIR, My Instructions of the 12th & 30th of July last placing you in the first Instance under the command of Cap^t Barry, and in the Second Instance under Cap^t Sever, were not particular on the subject of the Armed Vessels of other Nations than the French; because having given them respectively to the Captains under whose command you were instructed to cruise, I presumed you would have received the necessary information from them. —

As we are only at War with French Armed Vessels, and the persons found on board of them, you are not authorized to Recapture any American Vessels, which may have been captured by the Armed Vessels of any other Nation at War than the French.

Should you even see one of those Vessels about to Capture an American Vessel, you cannot lawfully interfere to prevent such capture. — It must be presumed until the contrary be proved, that the Courts of such Nation will render Justice. —

[NDA. OSW, Vol. 1.]

To Captain Chapman, U. S. Navy, commanding Revenue Cutter *Pickering*, from
Secretary of the Navy

[TRENTON,]

Navy Department 6th October 1798

Cap^t CHAPMAN

SIR Enclosed is your Commission as Captain in the Navy. — Your Officers will be attended to — After performing the present service, I hope a better vessel will be given to you. —

I know not for what time your men have been engaged — should their time of Service expire before the 20th November, I hope you can engage them to continue till that time. — The Fever in Boston, makes it dangerous to return to that place, 'till after severe Frost. — I have the honor &c^t

[NDA. OSW, Vol. 1.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
6 October 1798, Saturday

Fresh Breezes and squally at Times, but generally clear Weather, with a Swell from the N. E. running very high. Tacked occasionally and at Noon sounded in Fifty two Fathoms Water off Cape Caneveral Shoals, over a Bottom of darkish Sand, mixed with Mud; set up the Rigging, &c.

Twenty seven Sail of the Convoy in Sight, many of which pay but little Attention to Signals or to our Lights at Night; and this is a Complaint always made of the Americans, by the Captains of British Men of War, having them under Convoy. The Owners of Ships, and Underwriters ought most undoubtedly to pay some Attention to this Subject, as it is of serious Moment to them.

The Brig *Fair Eliza* of Bristol, Rhode Island, Oliver P. Earle Master, hoisted the Signal of Distress, and bore down on us. I ordered the Boat hoisted out, and sent some Lead, Nails &c. with the Carpenter on Board her, who soon returned, the Leak having been stopped by our Carpenter.

Latitude observed 28°.10' N^o

Longitude Account 80.13 W.

[HS of Pa. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
6 October 1798, Saturday

Wind at N. b. E. fresh Breezes & Cloudy W^t call'd all hands out pinnace @ 5 the dismasted Brig pass'd us bound to Norfolk Crew employ'd at Sundries.

[NDA.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
7 October 1798, Sunday

Fresh Breezes & Clear W^t a 4 A. M. call'd all hands up Anchor and came to Sail Cutter *Virginia* in C^o @ 6 came abreast of old point Comfort @ 1/2 7 shortened Sail for the *Virginia*. Saw a

Ship at Anchor South of Cape Henery With the head of her main mast gone. I take my Departure from Cape Henery Light Latt^d 36.57 N^o Long^d 76.04 West. dist. 3 Leagues Course S. E. Steer'd by Compass for 1 hour 7 Knots, unbent Two Cables & Stow'd the Anchors. Light house bore S^o 2 Miles distant.

[Latitude observed 36°. 50^m N^o]

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
7 October 1798, Sunday

Moderate Breezes variable, but chiefly from North, to North North East, accompanied with a great Swell from the North East Quarter. Stood on the most favourable Tack, to take Advantage of the Gulf Stream, without meeting any Thing remarkable. Twenty seven Sail of the Convoy in Sight. Many of the Masters shamefully neglectful of their Duty.

Latitude observed 29°.9' N^o

Longitude Account 80.00 W.

HS of Pa. NDA photostat.]

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

[TRENTON,]

Navy Department 8th Oct^r 1798

Cap^t ALEX^r MURRAY

SIR, This Letter I expect will find you at Norfolk; Your own vessel, William's & Bainbridge's ready for Sea. The Brig *Eagle* Campbell, of 14 Six pounders, I fear may not be at Norfolk so soon. She will, by my acc^t leave Marcus Hook to morrow. I have taken great pains to get her off before, and know not whether to attribute the delay entirely to the Fever, or to divide it between the Captain and the Fever. — Bainbridge I have no doubt will answer the high expectations formed of him; Williams I don't know; & Campbell I am afraid wants Energy. — I shall hope to receive on your return your free and candid opinion of these and other Officers under your Command. It is the duty & the Interest of every brave man in the Navy to assist in ridding it of those of a different character. —

I have not fettered you by Instructions, but have left you at large to act from the dictates of your own Judgement. I need not prompt you to enterprize, and you will not forget, that it is the duty of a commanding officer to be prudent, as well as brave.

If you return by the Havanna, perhaps you will at least have an opportunity of Convoying to our Coasts, some American Vessels. Still I wish you to understand that you are to Judge for yourself in returning in that or any other direction. Wishing you as much success & honor as possible

I am &c^s

P. S. I have said in a former Letter you are at Liberty to proceed with three, instead of the four Vessels; should you find that waiting for one would occasion long detention; — but perhaps you had better wait a day or two after the receipt of this, for Campbell. —

[NDA. OSW, Vol. 1]

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

[TRENTON,]

Navy Department Oct^r 8th 1798

Cap^t SAM^l NICHOLSON

SIR I am honored with your Letter of the 26th & 27th September. — I am very glad to find, by a Letter of the 29th from M^r Pennock, that the Alarm of the Fever had subsided on board your Frigate, — and that you would on that day proceed to Sea.

As the Southern Coast was without protection, I could not help being mortified at your long detention at Hampton. — Having watered so lately at Rhode Island, I did not suppose it was necessary that you should water again at Norfolk so early. —

This Letter I presume, will get to your hands towards the last of this month; as you suggest in yours, that you should put into Hampton about that time. —

I hope no circumstance will arise, to make it necessary for you to continue at Hampton two days. — You will please to proceed to Sea, with as little delay as possible. — And as far as our Southern Extremity, & in a Course more likely to fall in with French Cruisers. — You will then proceed Eastward, pursuing a course with the same View, and endeavour to arrive at Boston Harbour, nothing intervening to make a longer cruise essential in your Judgment, about the 20th Nov^r

Immediately on getting to Boston, you will cause proper surveys to be made of your provisions & Stores; and make immediate returns to the Navy Agent at that Port, of the Supplies you will want for a Cruise of Six Months. —

I have the honor &c^s

[NDA. OSW, Vol. 1.]

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

[TRENTON,]

Navy Department 8 October 1798

Cap^t SAM^l BARRON *Norfolk*

SIR In my Letter of the 19th Sep^r I requested you to select and nominate your officers. I have not heard from you in answer. — I expect to leave this for three weeks, on the 15th Instant, and before that time I hope to hear from you. —

But to prevent delay in getting your Crew, be pleased to understand that the Officers you select, and recommend, shall be nominated to the President; — And there is no doubt, will be appointed by him — You will therefore call such Gentlemen into service as soon as their services are wanted — And if you can get four, instead of two respectable young men for midshipmen, it will be agreeable. —

Should you be ready for Sea, before the Officers get their Commissions, they must be under your appointment; but this I do not expect will be the Case. —

Mess^{rs} Nivison & Granbury mention in their Letter to me, that they expect the Brig will be ready to receive the men by the 20th of this month

Perhaps you had better not begin to recruit till she is ready — Should you get your Crew, & every thing prepared to sail by the 1st of December, it will be as soon as I expect — But I much wish that you should not be delayed beyond that time, because by that time, there will be another Vessel ready to cooperate with you — You will please to write at least twice a week how you go on, in fitting & arming your Vessel —

Remember that you will have to contend with an Enemy, who will depend much upon boarding —

I have the honour &^a

[NDA. OSW, Vol. 1.]

To Rufus King, United States Minister, London, from James Maury,
United States Consul, Liverpool

LIVERPOOL 8. Oct 1798

DEAR SIR, I will have the pleasure to communicate to our Captains the Information You have been pleased to give me in your Letter of the 6th Instant.

The Original of your Dispatch is in the *Warren*, Fawn the Copy in the *Caledonia*, Melloby both armed & to sail this week for New York. I annex a List of the Vessells to sail in the Course of eight or ten days.

I am very much obliged by your good offices in Favor of the *Adolphe*.

I have the Honor to be with perfect Respect

Your Excellency's

Most ob^t Servant

JAMES MAURY

His Excellency RUFUS KING

Minister Plenip^y to the U. S. America

London

[Enclosure]

<i>Sally</i>	Boston	} unarm'd
<i>Accepted Mason</i>	"	
<i>Liberty</i>	Phil ^a	arm'd
<i>Alliance</i>	New York	"

[SDA, Liverpool. Vol. 1, C. L., 1790-1800.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
8 October 1798, Monday

First part this 24 hours Fresh Breezes & Cloudy W^t all hands employ'd Stowing Anchors &c. Saw a Sail bear^t West with her Masts gone. Haild the *Virginia* and order^d her to shew a Light.

Middle part Pleasant & Clear. Saw a Sch^t to lew^d Steer'g for some port to the Northward. Saw another Sail to Windward appear^t Large haul'd our Wind close & Stood after her. Made Signal for the Cutter to give chace which she Answered @ Merd^s the Schooner was hull down Ends clear & Pleasant Ship in chace upon a Wind.

[Latitude 34.50.N^o]

[NDA.

Extract from journal of Lieutenant John Mulloony, U. S. Frigate *United States*,
8 October 1798

[New Castle, Del.]

Unmoored to proceed to sea

[NA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
8 October 1798, Monday

Moderate Breezes all these twenty four Hours, intermixed with some Calms, and Nothing very remarkable. Twenty seven Sail of the Convoy in Sight.

People employed, with the Sail Maker, repairing the Sails, and at sundry necessary Jobs.

Latitude observed $30^{\circ} 32' N^{\circ}$

Longitude Account $80.00 W.$

[HS of Pa. NDA photostat.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy,
commanding, 8 October 1798.

This 24 hours first part the wind Hald To the S S W a havy Swell from East at 8 p m Strong gales Close Reef Topsails

Middle part Clear weather and Strong Gales Tryd for Sounding No Bottom at 6 a m out one Reef out East T Sail Lused all Light Sails To Dry at 7 am Saw a Schooner to N n E out Sett T G Sails gave Chase at 7 Spoak the Chase from St Croix Bound Kenebunk. Saw a Brig To the N W gave Chase at Mrdn Spoak hur from St Johns New Brunswick Bound To philadelphia 3 days out Latter part strong gales and heavy Swell from Eastward Brig *Pickring* in Company

Lattd Obbrs $40.40 N^{\circ}$

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

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

UNITED STATES SHIP, *Constellation* 9th Oct. 1789.

To Capt^s PHILLIPS

After the receipt of this, you will proceed to the Westward, untill you are out of Sight of the *Constellation* (so that it may not be known, where you are going) and then make the best of your Way off Charlston Bar, examining all strange Vessels. On your Arrival off the Bar, cruize there four Days, and then return to Hampton Roads, continuing from the Time you leave the Fleet to examine as aforesaid all Vessels you meet. On your Arrival in the Roads, you will make Report, to me, what you have meet &c. I wish you Success —

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

To the Secretary of State from D. Humphreys, United States Minister to Spain

(N^o 167)

MADRID Oct^r 9th 1798

SIR As I am persuaded you will receive from all quarters the particulars of the victory obtained by Admiral Nelson over the French fleet near Alexandria (as mentioned in my late letters) I forbear enclosing other Papers on the Subject. But I cannot dispense with repeating the suggestion contained in my last of the expediency of our having a frigate & a few sloops of war, if possible, in the Mediterranean — The necessity of this measure has been always felt & urged by all who have had any knowledge of our relations with the Barbary States. And it would certainly be more requisite now than at any former period, for the sake of giving a compleat defense to our merchant vessels against the large French Privateers which are preparing in the Ports of Spain; & of affording our Merchants an opportunity of gaining a full share in the Mediterranean trade before the English shall return to carry it on thro' the ancient channels. I think it proper to add my opinion, that a small public armed force, in addition to that of our private armed vessels, would be adequate for these purposes. — That the crews of French Privateers love plundering better than fighting has been demonstrated on several late occasions. — One Privateer has lately returned to S^t Sebastian, with the Captⁿ first L^t & seven Men killed, & in a very shattered condition; while the American armed Merchant vessel which had been attacked by the Privateer pursued her voyage. On the 30th of Sep^r ten American vessels sailed together from Malaga, while the French privateers in that Port did not dare to molest them.

We can procure no business of any consequence to be done at this Court. — where some changes still continue to take place. The Confessor of the Queen (who was lately supposed to be in high credit) has been dismissed; & yesterday the Governor of the Council of Castille was changed. — M. de Saavedra gains health slowly. —

We have had a report that war was declared by the Emperor against France; but it is not confirmed by this day's Courier.

It appears that the Grand Signor has been much alarmed by the Invasion of Egypt & that hostilities between him & the Directory may probably be the result.

In the last French Gazettes, the Editors have scarcely deigned to make mention of the U. S. — Some of them have however inserted the English official Acc^t of the Capture of the French Corps which had landed in Ireland, & many details of the loss of their fleet at Alexandria.

I have this day rec'd letters from Captⁿ OBrien at Algiers, in date to the 26th of Sep^r, copies of which I shall enclose in my next.

With Sentiments of great regard & esteem, I am

Sir

Your mo. ob. & mo. h^{bl}e Ser^{vt}

D. HUMPHREYS

The SECRETARY OF STATE
&c. &c. &c.

To Secretary Benjamin Stoddert from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *Constellation*,
off the coast of Georgia October 9th 1798.

SIR, Having sailed from the Chesapeake Bay the 5th Ultimo on the Expedition directed, I proceeded without Delay, taking Care of such Merchantmen, as could keep pretty well up with the Ships of War; and on the 21st I arrived off the Morro Castle, where I immediately dispatched Lieutenant Saunders, with a Letter to his Excellency, the Governor of the Island of Cuba &^c, Copy of which, and Governor's Answer are here enclosed, as also Copy of a public Notice given the Merchants and Masters of Vessels, as to the Time I had fixed for Sailing, with the Signals sent the Consul to be delivered to each Vessel, on their being under Sail.

Two Days after I forwarded these Papers, I received a Visit from M^r Hawley our Consul, who earnestly solicited me to extend my Departure, from six or seven days, the Time I had given for the Vessels to get ready, and join the Ships of War without the Harbour, a couple of Days longer, otherwise a Number of Vessels would be left behind to the great Injury of their Owners &^c as it was not probable, another Convoy would offer for Some Time to come, under such Circumstances I determined to acquiesce with the Consul's Request, and on the 29th forty four Sail of our Vessels sailed, with which I proceeded to Windward and steered for the Gulph; but the Wind soon proving adverse, with a Lee Current between Cuba, and Florida, many dull sailing Vessels, and great Inattention in several of the Masters; some of the fast Sailors, and the two armed Ships belonging to Philadelphia, the *America*, and *Belvidere*, proceeded on, but not before they were, as I conceived, clear of all Danger from french Privateers; for this Description of our Enemies in that Quarter being weak (and by no Means so numerous, as we have been led to suppose) they seldom go any Distance from Cuba, especially as the New Providence Cruizers are much stronger, and many more of them in Number.

After passing through the Gulph of Florida and reaching the 31st of North Latitude on our own Coast which is to the Northward of the Southern Limits of the United States, and being fully convinced there was no further Risk to be apprehended from the French in the passage of the Convoy Home, I made the Signal for the Fleet to make the best of their way, & each one of Course steered according as he was bound, and I have no Doubt but they will all reach their respective Ports of Destination in a very few Days, unless prevented by some Cause other than french Cruizers.

Every Occurrence during the Expedition, that appeared of sufficient Magnitude to Journalize, you will find in a Copy of my Records, which I shall forward immediately on my Arrival in Hampton Roads.

In the Course of this Voyage, I have only seen one french Privateer Schooner Rigged Boat, mounting as I was informed one Gun, and that Vessel I chased almost into the very verge of the Breakers on the Coast of Cuba, a few Leagues to Windward of Havannah, but it falling calm, she got off with the Help of her Sweeps, and was afterwards fired into by the *America* belonging to Philadelphia, which Ship she attempted to approach.

We have brought to, and examined many Merchantmen of various Sorts, but none under Circumstances, that would warrant the smallest Detention. A New Providence Privateer (called the *Nancy*) got among the Fleet off the Coast of Florida, the Master of which (George Broadwater) who is an American from the Eastern Shore of Virginia, behaved very improperly, I ordered him out of the Fleet, and desired him on his Peril not to attempt to hover about it again, he went off and I saw no more of him, but not without attempting to speak one of the Vessels, as he steered away.

During my Cruize off the Havannah, some Arrivals from Cape Francois announced, that three french Frigates, that were laying there was ready, and waiting only an Oppertunity of slipping out, and passing the British Ships of War on that Station, and that their Destination, was certainly and beyond all Doubt, to the Havannah, for in Fact they could no where else get a Supply of Provision, either for a Cruize, or to carry them to France. It may therefore be considered a fortunate Circumstance, that the Convoy got away so early, otherwise it might have been detained for some Time, waiting for an Oppertunity, that would justify the Sailing of so valuable an Assemblage of Vessels.

The only Ships of War I have seen, since I left the Chesapeake Bay, were two Spanish 44 Gun Frigates that I bore down on with the *Baltimore* in Company, and spoke on the Coast of Cuba. If I may except half a Dozen Others that came out of Havannah, while I was on that Station, with two Convoys, one for Spain, and PortERICA, & the Other for La Vera Cruze.

I am perfectly well satisfied with the Conduct and Attention of Captain Phillips of the *Baltimore*, to every part of his Duty, and I beg Leave to recommend him to your particular Notice, and shall be obliged by your mentioning him to the President in my Name. I have the Honor to be, Sir, with great Respect,

Your very Obedient & humble Servant.

HON^{ble} BENJAMIN STODDERT

Secretary of the Navy.

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

To Joshua Humphreys, Naval Constructor, from Secretary Pickering

DEPARTMENT OF STATE TRENTON Oct. 9. 1798

[To] M^r JOSHUA HUMPHREYS

SIR, I have informed you of the arrival of the *Sophia* at Boston: your Son [Clement] I expect will come on by land without delay.

You informed me that the masts of one of the Algerine vessels were to be shortened; and that the other two were to be tried, and their masts also shortened, if found needful. It is desirable that these alterations should be made immediately, and the vessels got ready for sea. The ship destined for Algiers with a cargo of stores is loaded; and waits only for the further abatement of the fever in Philadelphia, or rather for the manning and victualling the three armed vessels which the sickness has hitherto delayed. M^r Murray,

the owner of the transport ship has agreed to let her wait a fortnight. I must beg you to write me immediately when the three armed vessels may be got ready for their voyage.

I am with much esteem &c.

TIMOTHY PICKERING

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

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

[TRENTON,]

Navy Department October 9th 1798

Cap^t R^d DALE.

SIR I intend to leave this place for Maryland about the 15th and mean to return with my Family to Philadelphia about the 10th or 12th of Nov^r

I have made a representation to the President, on the subject of the rank of the first six Captains appointed in the Navy — And I anxiously hope, that that matter may be settled to your satisfaction, and without losing the services of either yourself, Talbot, or Truxton. I do not expect however, it will be finally arranged before the 1st day of December —

And I must entreat that you will not think of a resignation of your Commission before that time — If you should do it afterwards; which I hope however will not be the Case. — For I am firmly persuaded that our Navy is to be an useless Expense, & a disgrace to the Country; or its best, and most honorable Defence — As Indifferent, or meritorious men are at the head of it — And thus thinking, I cannot contemplate with patience, any circumstance, which should occasion the Loss of yourself, Talbot, or Truxton to the Navy. —

I have the honor to be

&c^s &c^s

[NDA. OSW, Vol. 1.]

To Benjamin Goodhue, Salem, from Secretary of Navy

[TRENTON,]

Navy Department October 9th 1798

BENJ^s GOODHUE Esq^r }
Salem.

SIR, I am honored with your Letter of the 3rd Instant; and am highly gratified by the Information it contains —

The Gentlemen who Subscribe to the loan for the purpose of Building a Ship for Government, are so much better Judges than I am, of the best mode to be pursued, to get the Ship well, and expeditiously built, that I shall not pretend to interfere as to the mode proper for them to adopt.

If they appoint an Agent to conduct the Business, paying him a Salary or Commission, no doubt such expense must be considered as part of the Cost of the Ship, and paid for by Government, in Certificates bearing an Interest of 6 per Cent, as well as every other expense relating to the Ship — In short, the subscribers to the loan, will devise such plan as they deem best, in disposing of the Money Subscribed in building a Ship, and all the expense incurred in carrying

such measure into execution, must be considered as the Cost of the Ship, and must be paid for by Government. —

It will be well for the subscribers, a Committee of the Subscribers, or the Agent, to determine as early as can be done, how far the money subscribed will go in Rigging, & equipping the Ship as a Vessel of War; & to mark distinctly to me what they will do, and what will remain for the Public to do; that arrangements may be made by me in time for such things as the public must supply, to prevent any delay in getting the Ship to Sea, after the subscribers turn her over to the Public —

It will be expected that the Subscribers will build and rig the Ship. They will determine whether their money will hold out to furnish her with two Suits of Sails. — If not, one Suit must be furnished by the Public. — Should they however, be able to do this, they will then determine how far they will go in providing, first, Water Casks, next, Iron Ballast, then Guns, & so on to the complete equipment of a Vessel of War. — But unless Ship-Building be much cheaper at Salem, than in any other part of the United States, — or the Citizens of that place exceed all others in Liberality & Public Spirit, I suspect the private Contributions must Stop, with the Completion of the Ship to receive her Guns — and probably with one suit of Sails —

The model & dimensions of the Ship must be left with the Subscribers to determine; — I should be glad however, to be furnished with a Draft of her, that if she should turn out a fine Sailer, we may profit by it hereafter. —

The persons the Subscribers appoint to be their Agent, or any other person they recommend, shall be the Agent on the part of the Public to procure Such Articles as the public must Supply. —

The Ship should be Copper Bolted & sheathed — If Copper, or Composition Bolts can not be had to the Eastward — Mess^{rs} James & Ebenezer Watson of New York, will be able to supply them. —

I have said nothing about the size of the Ship, that being a point to be determined by the amount of the Subscription — But if she could be made a Frigate to carry 32 Guns, every thing authorized by the Acts of Congress in relation to Ships would be obtained. —

The President being in Massachusetts, I cannot at this moment obtain his consent, that the Captain to Command the ship, and all the Officers shall be appointed by the Gentlemen who contribute to the Expense. But this is a measure so obviously right, and affords so infinitely the best chance of having the Ship well officered, that I am sure I risk nothing in undertaking for his cheerful and hearty concurrence in it. The Gentlemen on their part, I am sure will consider the importance of brave, & active men, to the honor of our Navy. —

I expect to leave this for Maryland before I can have the pleasure of hearing from you in reply — and shall return with my Family to the seat of Government about the 10th of November. —

P. S. Should the services of the Captain be wanted at the commencement of the Ship, the Gentlemen will please to call into service the person they select. — His Pay &c^t will go on from that time. —

I have the honor
&c.

To Messrs. Gibbs & Channing, agents, Newport, E. I., and others, from
Secretary of Navy

[TRENTON,]

Navy Department, October 9th 1798

Mess^{rs} GIBBS & CHANNING

Newport R. Island,

A Letter of the
same Tenor &
date was sent
Capt Silas Talbot
Agent for the
Ship *George*
Washington at
Providence, R. I.
Also to Stephen
Higginson Esq^r
Agent for the
Ship *Portsmouth*
at Portsmouth

GENT^l I have directed Major Burrows Commandant of the Marine Corps, to give you a discription of the Uniform, and I must request you to have the Clothing made in Conformity for the Marines that will be sent on board the Ship *Gen^l Greene*, consisting of a Corporal serjeant, Drummer, Fifer, & 30 Privates. — Each must have a complete suit, consisting of the following Articles,

1 Wool Hat, 1 Coat, 1 Vest, 2 p^r Woolen overalls,
2 p^r Linen Ditto, 4 shirts, 4 p^r Shoes, 4 p^r Socks,
1 Stock & Clasp, & 1 Blankett. —

You will please to have the whole delivered to the Lieutenant appointed to Command; taking his receipt for them, which you will remit to the Accountant of this department. —

The Regulations of Congress, permit Slops to be provided for the Sailors. — They are to be delivered over to the Purser, who sells them at the Price fixed on, to the Sailors, to be deducted out of their Pay. — This is meant as a humane Regulation, to prevent the sailors from suffering, & to prevent Imposition on the part of the Pursers — Please therefore have provided, to be delivered over to the Purser, such a Number of each of the following articles, not exceeding the number of Sailors to compose the Crew of the *Gen^l Greene*, and excluding the Marines, as you shall on consultation with the Captain & Purser Judge necessary for six Months — Shirts, Frocks, Outer Jackets, Under Jackets, Flannel Drawers, shoes, Wool Hats, Blankets — & Mattrasses, a few of which I suppose will answer. — These Articles should be delivered to the Purser, with an Invoice of the Prices — They should be bought by wholesale; and ten per Cent should be added to the Price, in the invoice delivered to the Purser to make up for Losses. — It not being intended that the United States are to lose any thing by this provision, Nor that they should gain at the Expense of the Sailors. — You will forward a Duplicate of the Invoice given the Purser, to W^m Winder, Esq^r Accountant of the Navy Department, that he may make his charge against the Purser. — In addition to these articles you will please to provide 15 Watch Coats, to be delivered also to the Purser, but to be supplied to the sailors on Watch in Cold Weather, at the discretion of the Captain. —

I have the honor to be

Sir

&c^s

To Stephen Higginson, Navy Agent, Boston, from Secretary of Navy

[TRENTON,]
Navy Department, October 9th 1798

STEPHEN HIGGINSON Esq^r Boston —

SIR There has been a great many difficulties & mistakes about Ballast for the *Portsmouth* — The 25 Tons directed for you have got to Newbury Port — I have directed 50 Tons Pig Iron to be sent to you from New York — (Kentledge is not now to be had — should you have made provision for Ballast, this may be kept at Boston for the Merchants Ship

I have the honor &c^t

P. S. I have Letters from Norfolk, saying that Nicholson's Crew had not the Yellow Fever, and that he would go to Sea on the 29th Sept^r

[NDA. GLB No.1.]

To Major Commandant Burrows, U. S. M. C., from Secretary of Navy

[TRENTON,]
Navy Department 9th October 1798

Major BURROWS,

SIR, David Stickney of Newbury Port, is recommended by the Merchants building a Ship for Government at that place, to Command the Marines. — I have therefore named him to the President, and no doubt he will be appointed a first Lieutenant. — This Ship, the *Merrimack*, will require a Lieutenant, Serjeant, Corporal, Music, & 21 Privates. — Be pleased therefore without delay, to send on Instructions to this Office to recruit the men. — Guns will be sent from Philadelphia — Clothes for the Marines will be provided by Nicholas Johnson Esq^r at Newburyport; to whom pleased to give a description of the Uniform. — I sent you 1500 D^s instead of the 1000 you asked, that you might have money to send to this, & other Officers. — You had better enclose your Letter for Stickney, to M^r Johnson. —

There will also be immediately wanted on board the Ship *George Washington*, Cap^t Fletcher, at Providence, Rhode Island, 30 Privates, and Officers to command them. . Please to have these immediately sent on board that ship — you have, I presume Officers & Marines enlisted in the Eastern States, In pursuance of my Letter of the 31st August. — —

There will be wanted in a month from this time, the same number of Marines, as for the *George Washington*, for the Ship *Portsmouth*, Cap^t M^cNeill, at Portsmouth, New Hampshire. — and a like number for the Ship *Gen^l Greene* at Newport Rhode Island, — These two last detachments will be wanted in a month, — The other Detachments immediately. — —

I have written to Stephen Higginson Esq^r of Boston, to procure the clothing for the Marines for the *Portsmouth* Ship. — To Mess^{rs} Gibbs & Channing of Newport, to procure the Clothing for the

Marines for the *Gen^l Greene* — And to Cap^t Silas Talbot at Providence, to procure the Clothing for the Marines for the *George Washington* — you will please to give each of these Gentlemen, as well as M^r Johnson, a description of the Uniform. — Guns & accoutrements for the whole must be sent from Philadelphia.

I have the honor &c^t

[NDA. GLB No. 1.]

To President John Adams from the Secretary of Navy

[TRENTON,]

Navy Department October 9th 1798

JOHN ADAMS ESQ^t

President of the U. States

SIR Col^o Pickering thinking that cases might occur, to make it necessary to shew that it was your pleasure he should execute the duties of my Office, in the absence, which you have done me the favor & honor to permit; I have taken the Liberty to enclose a paper to that effect. He does not think it necessary that I should remain here until he receives this paper. —

M^r Pennock the Navy agent at Norfolk, writes me the 29th of September, that Nicholson & his Crew, had got over their apprehensions of contagious Fever. And would proceed to Sea that day in pursuance of his Instructions, received at Newport, to guard the Southern Coast; which from his unnecessary & improper detention at Norfolk, has been too long without adequate protection.

I have the honor to be

&c^t

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

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
9 October 1798, Tuesday

Light and variable Winds, with a Swell from the Eastward. At 8 A M being about four or five Leagues to the Southward of the Light House on the Enterance of the Tybee leading to Savannah, and about Twenty Leagues to the Eastward of it, and judging that the Convoy (Twenty seven in Sight) was perfectly safe as to any Danger from french Privateers between this, and the various Ports of their Destination, I made the Signal for them to proceed, and make the best of their Way Home; and at the same Time I gave Captain Phillips a Letter of Instructions to proceed off Charleston Bar, and cruize four Days, so that in that Time the several Vessels bound to Charleston will in all Probability arrive. At the Expiration of Captain Phillips's four Day's Cruize above mentioned, I have directed him to return to Hampton Roads, and there report to me, what he may meet &c. Exercised Great Guns, Marines &c; at Noon the Wind being light, all the Convoy were still in Sight, and Charleston Bar bearing N. W. $\frac{1}{2}$ N. Twenty three Leagues Distance.

At 8 A M when I made the Signal for the Fleet to make the best of their Way, and the *Baltimore* to proceed, we sounded with 90

Fathoms of Line up and down, and got no Ground; at the same Time we wore along Side of the *Baltimore*, at least at a very short Distance from her.

Latitude observed 31°.47' N°

Longitude Account 79 .48 W.

[HS of Pa. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
9 October 1798, Tuesday

First part this 24 hours clear Weather & Steady Breezes Ship in Chace @ ½ past one in T. G^t Sails & Spanker. hoisted our Coll^r and fired a Gun at the Chace which made her come within hail she prov'd the Brig^t *Betsey* f^m Edenton N. Carolina bound to Antigua @ ½ 5 loos'd T. Gall^t Sails & Set Main Stay Sail.

Ends Clear W^t

[Latitude observed 34° 11^m N°]

[NDA.]

To the Secretary of State from H. R. Saabye, United States Consul, Copenhagen

COPENHAGEN Y^e 10th Octob^r 1798

SIR: I had the honour to inclose in my last letter, a list of those American Ships, which arrived in our Seas in the fall of the last Year. This I hope came to hand, and I transmit now a similar one of the Ships, which appeared since the beginning of the Year until the End of the month of June. Their number exceeds my Expectations, for the depredations of the french occasioned the well grounded apprehension, that Americas navigation to the northern Seas, might be much deminish'd I rejoice that my fear has been thus annihilated, and I add with much satisfaction, that not a single American Ship, bound to the Baltic, has become a victim to the Greediness of the french Privateers. Englands superiority on the Ocean, and the care which she has taken, not only to block up many French harbours, but likewise to keep a considerable number of Cruisers on their coast, compell'd them to remain in port, lest they might be captured by the watchful English. It is to be hoped that the much wish'd for peace, may be restored to Europe, by Englands steady and manly resistance, to the new fangled french system of conquest and oppression, and by her success in annihilating, as it were, nearly the whole of the french Marine

The French themselves however, by provoking all Nations, seem themselves to accelerate the approach of this event, which is so absolutely necessary to the world.

The danish trade, being as much as possible every where protected by armed Ships, has suffer'd much less than might have been reasonably apprehended. American Trade to these Northern Ports, during the course of this Year, will prove as considerable as advantageous. In consequence of the surprizing changes which this War produced, this place and Hamburg, have next to England, become the most important Marts for East and West India Produce The prices obtain'd for these articles, exceed by far those of former times, which

appears from the Price Current, which I ask leave to Send you inclosed

I have the honour to remain with great respect

Sir

Your m^o obed hb^{ts} Serv^t

H. R. SAABYE.

[SDA. Copenhagen, Vol. 1, 1792-1811.]

Circular to the Collectors of the Revenue from Secretary of Navy

[TRENTON]

Navy Office 10th October 1798

*Circular
To the Collectors }
of the Revenue*

I have the honor to enclose a copy of the Instructions, which at the request of the Secretary, I have given to the Captain of the Cutter of your State, and for which you act as Agent. — At the request of the Secretary of the Treasury too, this Cutter will cruise under my orders; which will always be given with a view to the service for which she was originally destined, unless particular circumstances should for a short space, require a different arrangement. —

All other regulations will be made by the Secretary of the Treasury as heretofore, — But I would beg leave to suggest the propriety of frequent settlements with the Captain, as well in relation to the pay of the Crew, as the provisions consumed

You know the Rations allowed to seamen, & should judge whether due care be taken of the Provisions, which without great attention on the part of the Captain, (which will be best insured by great attention on the part of the Agent) will be found a most expensive Article. —

In former Letters to the Captains of the Cutters, I have directed them to apply to the Agents for the proper supplies of Arms & Military Stores, without well knowing what these Supplies ought to be. —

In general it will be right that they should always have about 40 Rounds of Ammunition for each Gun, and about two months provision on board.

N. B. The above Instructions were Sent to the following: Viz^t

Names	Collector of	Agent for
Benjamin Lincoln.....	Boston.....	PICKERING, Cutter 14 Guns.
Joshua Sands.....	New York.....	JAY " 14 Guns.
George Lattimer.....	Philadelphia.....	GENI GREENE " 10 Guns.
Otway Bird.....	Norfolk.....	VIRGINIA " 10 Guns.
Griffith J ^o M ^r Rea.....	Wilmington.....	DILIGENCE " 10 Guns.
John Habersham.....	Savannah.....	EAGLE " 14 Guns.
Thomas Martin.....	New Hampshire.....	SCAMMEL " 10 Guns.
	Portsmouth.	

[NDA. GLB No. 1.]

Circular to Commanders of Revenue Cutters from Secretary of the Navy

[TRENTON]

Navy Department October 10th 1798.

Circular To the Commanders of the Revenue Cutters

The Crew of your Cutter may consist of ————— Men & Boys, if you Judge so many necessary; Of this Number you may recruit not exceeding — Able Seamen — The residue to be ordinary Seamen, Landsmen & Boys

It is our best policy to create Seamen; It may therefore be proper to lessen this proportion of able Seamen, and encrease the number of ordinary Seamen, Landsmen & Boys. I conceive too, that our Vessels have been hitherto too much crouded with men; and it might be for the good of the Service, if you were to lessen the whole number of your Crew. — I leave this Arrangement however, to be determined by your own Judgment: But the proportion of able Seamen must not exceed ————— And the whole number of your Crew must not exceed —————.

Able Seamen you will allow 17 Doll^s per month; ordinary Seamen, Landsmen & Boys from 5 to 14 Dollars per month according to merit. All to be recruited to serve for 12 months.

If the number already on board be less than these limitations, you may, should you find more necessary, take the first opportunity of encreasing it. And if you have on board more than these limitations admit, you will discharge the men as their terms of service Expire, until the number be reduced to — You must recruit none but sound and healthy men; — No Negroes or Mulattoes are to be admitted; and as far as you can Judge, you will exclude all of a suspicious character.

You may, if necessary, advance your Recruits, Two Months pay; — But in this case you must take care to obtain sufficient security, to resort to, in the event of desertion.

The Collector of the Customs will make the necessary Advances of Money to you, for the purposes of recruiting; — And you must settle your Accounts with him, and lodge in his hands as often as you go into Port, a correct List of your Crew, with their monthly Pay annexed to their names.

List of the Captains, to whom the above Circular was sent; and of the Number of Men they were severally instructed to recruit. &c.

Captains Names	Commanding the Cutter	Aggregate Number of Men & Boys, not to exceed	The proportion of able-seamen, not to exceed
Jonathan Chapman.....	PICKERING of Massa. District.....	Seventy	Thirty five
John W. Leonard.....	(GOV.) JAY, of N. York.....	ditto	ditto
Hugh G. Campbell.....	EAGLE, of Georgia.....	ditto	ditto
George Price.....	GENL GREENE, of Pennst.....	Thirty	Fifteen
Francis Bright.....	VIRGINIA of Virg*.....	ditto	ditto
John Brown.....	DILIGENCE of N. C.....	ditto	ditto
John Adams.....	SCAMMEL of New Hampshire.....	ditto	ditto

N.B. The Circular to John Adams, was dated the 19th all the rest the 10th Oct^r 1798.

Extract from journal of James Pity, U. S. Frigate *Constitution*,
10 October 1798, Wednesday

First part this 24 hours Moderate and clear carpenters employ'd rigging New Royal Masts @ 4 P. M. beat to Quarters to exercize the Men at their Guns. @ 6 P. M. Shorten'd Sail.

Middle part Light Airs attended with rain lost Sight of the Cutter. Reef'd Top Sails at 12 Saw her again of the lee Quarter bore down towards her and Spoke her Let Reefs out of Top Sails Wind coming N^o Squared the Yards.

Latter part Light airs & Clear Weather Ends Clear
[Latitude Observed 34° 22^m N^o]

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
10 October 1798, Wednesday

Light Airs of Wind the most Part of this Day, and Night, and fine Weather. Let at least five Tons of Water into the Ship to sweeten her, as the Bilge was becoming offensive. Thirteen of the Convoy still in Sight. Bent the Cables &c. &c. &c.

Latitude observed 32°.26' N^o

Longitude Account 79.05 W.

[HS of Pa. NDA photostat.]

To Benjamin Lincoln, Collector, Boston, from Secretary Oliver Wolcott

TRENTON October 11th 1798.

BENJAMIN LINCOLN Esq.

Collector Boston, Massachusetts.

SIR, With a view of producing a concert in the direction of the naval forces of the United States it has been decided that the armed Revenue Cutters Shall be placed at the disposition of the Secretary of the Navy. I have therefore to request that you will comply with all such instructions as you may receive from the Secretary of the Navy in relation to the equipping arming manning provisioning and paying of the crew of the Cutter belonging to your district. The accounts however are to be discharged and settled by you in the mode heretofore practised.

I am with consideration Sir,

Your Mo. Obedt. Servt.

OLIVER WOLCOTT.

[TDA. Coast Guard, Out. Letters, No. 0, 1790-1833; also TDA, Sec. Files, Let to Coll., Boston, Vol. 2, 1797-1808.]

To Rufus King, United States Minister, London, from Elias VanderHorst,
United States Consul, Bristol, England

BRISTOL Oct^r 11th 1798.

DEAR SIR. Since my last of the 9th Inst. I have not had the pleasure of hearing from you. — the American Ship *Hannah*, Cap^t Morland, & the American Brig *Pallas*, Cap^t Collins, the former with 18 Guns & the Latter with 14, the first for Boston the 2^d for Charleston, I expect will be ready for Sea at this Port on or about the 20th Inst. and intend to Sail in concert as far as the course of their different Voyages

will permit. — I beg leave to observe that M^r Falconer, who was lately my Agent at Milford, kept the Post-Office there, as his Death must occasion a vacancy in it, if it should not already be disposed of, it might probably prove acceptable to M^r Folger. I take the Liberty to mention this for your consideration, and am very truly.

Dear Sir

Yours most sincerely

ELIAS VANDERHORST

RUFUS KING Esq^r }
 &c &c: }
 London. }

[SDA. Bristol, Vol. 1, 1791-1799.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
 11 October 1798, Thursday

First part this 24 hours light Airs & pleasant Weather at 3 P. M. Set Main Top Gall^t Royal at 5 P. M. hauld up S. W. b. S. Spoke the *Virginia* Cutter & Inform'd her the Course to be Steer'd by Compass. at ½ past 6 Sent down Royals & took in T. G^t Sails @ 6 A. M. Sent down Fore Top G^t Yard & Mast @ 7 got up a New T. G^t Mast and a New Stept Royal Mast. got up the Yards & Set the Sails Carpenters employ'd fitting New Main T. G^t Mast and New Royal Mast. Sailmakers Middle Sticking the Top Sails.
 [Latitude Observed 33° 54^m N^o]

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
 11 October 1798, Thursday

Uncertain Weather all these twenty four Hours, with light Winds, and smooth Water. Employed repairing the Sails, and Rigging, hawling the Limber Ropes, and at such other Matters as required Attention; ten Sail of the Convoy in Sight of us in Shore.

Sounded at Noon in twenty Fathoms water Reddish Sand, the frying Pan Shoals bearing North, sixteen Leagues Distance.

Latitude observed 32° 50' N^o

Longitude Account 79.00 W.

[HS of Pa. NDA photostat.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, commander,
 11 October 1798

This 24 hours first part moderate gales and Clear weather In Chase of sail in the N E at 6 p m Spok the Ship *Nancy* from Cork Bound To Boston Capt Orn at 8 p m Trid for Sounding found None

Midle part moderate gales and Clear at 5 a m Saw Two Sail To the westward wore Ship *Sett* all Sail and gave Chace at 9 a m Spok the Ship *Hope* from Baltimore Bound To St Johns Bay fundy Capt Stokston

Latter part moderate gales and Clear Weather in Chase of a Sail in the S W Brig *Pickering* in Company

Lattd Obbrs 42.37 N^o

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

To Secretary of State from Richard O'Brien, United States Consul in Algiers

ALGIERS October the 12th 1798.

To the SECRETARY OF STATE.

SIR I have to inform you that on the 5th Ins^t was Sent into this port by an Algerine Corsaire of 16 Guns the Brig *Mary*, belonging to Philadelphia Joseph Isreal master, with a valuable Cargo of wines which Cost. in S^t Lucar. in Spain 18 thousand dollars. Consigned To James Yard Esq^t of Philadelphia. Said Brig had an American Register & Sea letter, and unfortunately no Meditteranian passport.

"This Vessel haveing no Meditteranian pass. by the Algerine marine Laws and the Custom of this government. with all nations the[y] are at peace with, is that, it is by the meditteranian pass & the Colours that Said Vessel is Known by the Barbary States to be A nation the[y] are at peace with. The fatal Consequence of haveing no Meditteranian pass — is that the master and Crew is liable to be made Slaves of, and the Vessel and Cargo, declared a legal prize

"The latter part of the 4th article of the treatie of the United States with Algiers, runs thus, That Eighteen months Shall be the term allow^d for furnishing the Ships of the United States with passports. As this Vessel Came in Sight I was Very Suspicious, by her appearance, that Said Vessel was an American, and therefore I went to the Marine, and had prepared the Minds of the necessary persons, in Case I should want their assistance, and when The Captain of the port returned on Shore after Visiting the Brig & brought on Shore a letter from the prize master, written by the Captain of the *Corsaire*, giving an account of the manner of his taking Said Vessel and his Motives for Sending her in. This acc^t or Circumstance was Mentioned in My presence. I told the general of the Marine that before I could Judge relative to this Vessel I must first See her papers, and as the Cap^t apourt must go and make the Report to the Dey, I tryed to Bias him to make it as favourable on my part as possible, as the news Spread & Seemed that the general Cry was a good prize. — On this I requested that the papers of Said Vessel would be brought on Shore. The general Sent Of. for Said papers, and I then found her Register & Sea letter to be American and no Meditteranian pass. The Register being indorsed & haveing also a Bill of Sale of Said Brig. with a button Seal. The property transfered by M^r Pintard to Cap^t Isreal and Rob^t Stevenson: of Philadelphia.

I declared that the bill of Sale was: A Pass. avant and Consular Certificate. This I seen the necessity of to Save the Crew. The Cap^t apourt returned to the marine and told the general it was the dey^s orders that Said Crew of Said Brig Should be Sent to the Slave

Richard O'Brien 12 Oct^r 1798
By Mr Carr

prison, but I declaring that the Pass avant or Consular Certificate was given on account of this Vessel having been taken and plundered both by the french and British, and papers deranged, and her detention in Europe — that Said Vessel was proceeding to America to Obtain A Meditteranian pass. and aided in this report by the General, the Cap^t apert was Sent to the dey at my request and with this Statement &^e requested that the Crew Should not be Sent to the Slave prison. The dey permitted she Should remain in my Custody untill that. The board of admiralty Should determine on S^d Crew — The master Crew and passengers was permitted to go to the American house, and the Brig *Mary* left and kept in the posesion of the Algerines. I was fully employed with the Bocries, whose assistance depend has been very great to me on this affaire, as well as on all Occasions relative to the affairs of the U States.

“On the morning of the 6th of October I went to the Marine The general of Marine and the board of Admiralty being met with the general as the president. The[y] Contended that this Vessel having no Meditteranian pass, that Vessel and Cargo was a legal prize, that it was Customary for Algiers to act so with all nations, but I declaring s^d Vessel to have been taken and her papers plundered & her Pass avant or Consular Certificate and my promises of 2500 Dollars to be divided in the usual way. They[y] declared that this altered the Case and made this report of the pass avant to the Dey, and that the[y] hoped & that it was theire request that the Dey would for once pardon this vessel the American peace being new &^e we as yet not fully acquainted with the nature & Consequence of not having a good Meditteranian pass — The Cap^t apert went to the dey and made no favourable report. The Dey desired the admiralty to take Care that the[y] were not Bribed. That this vessel having no Meditteranian pass. was a good prize, and that, he Should take a few days to Consider fully on this business. The Cap^t apert with the owners of the *Corsaire* was of One party against Clearing the Vessel. I, immediatly with those of more powerfull influence dureing this interval I immediatly Commenced my plans against the next decision, and made out a strong Consular Certificate which would back & Strengthen any thing I had Said or Could Say, relative to a pass. avant, this I seen the necessity of

In order at all events to Save the Crew and passengers, the[re] being 21 — &^e Knowing them to be worth at least 42 thousand dollars, if Condemned The U. S. would have to redeem them & the invoice of the Cargo. I made out anew in the room of Eighteen Thous^d I reduced it to 8, and by Miciah Bocries Calculation to the dey it was reduced to 3 Thous^d d^{l^r} On the Morning of the 9th of October, the board of admiralty met again when all the papers was examined into, and other persons Called to read & explain theire Contents, now, when the pass avant and Consular Certificate was read, the[y] declared I had told them the truth and examined theire books to 150 years back, and in S^d Book of Marine laws and Customs on the like Occasions. One leafe Condemns & the other Clears — & the[y] determined the 2^d time as the[y] did at first and finally the dey declared Said Vessel a Legal prize, but that, for my acc^t and his good Opinion of the U S. he Cleared Said Vessel and Cargo, declaring that he favoured me on this Occasion but Could never again &^e —

that any Vessel without a pass. would be Condemned, and that no Consular Certificates Should with him or his people be Sufficient to Save either Vessel Or Cargo — and for me to give this information to the United States

I have examined fully our passports, and find them defective in Consequence. I Send you with these dispatches a Spanish Mediterranean pass. which I think much Superior done than. Those of the U S — our passes is too long & broad the great Breadth the more liable to Error, and therefore, the Cut or top which the barbary Corsairs has does not agree with that nicety that is requisite and with the pass. which the Merch^t Vessels of the United States has in Consequence it is the Custom here, and all nations at peace with those people has Submitted to it. That when the top does not exactly agree with the bottom that the Cargo is Condemnd — and in Consequence of these very visable defects in the present American passports many of our Vessels will be met with and unavoidably there Cargoes Condemned. This requires remidyng immediatly and I Should propose Something Similar to the Spanish pass. on better paper, or on Such parchment as would be thick not liable to Shrink or extend, One part being damp the other part perhaps folded & dry, would Occasion the top not agreeing with the bottom, and in Consequence a due Cargo. government gives both top & bottom & if the[y] do not agree & in Consequence the Merchants Suffer will the[y] not blame there government, which gave them the pass will the[y] not Sue &^r recover damages from the government.

I inclose you an american pass & 2 tops or Cuts to Shew you the defect and I point out the necessity of remediying it. The N^o 1 on top and bottom of the American pass being kept Close or on the line. The top is longer then the bottom by $1/10^{\text{th}}$ of an inch and this defect will be the means of Confiscateing many A Cargo if not remedied —

As the french Spanish and British has taken and Condemned & Sold So Many American Vessels the[y] haveing of Course with them there Meditteranian pass. Of Course many of those Vessels has been resold to other nations & of Course the[y] have many of our passports. Under this pretence we Claim it as a right to Change our passports on this plan which I presume to Suggest to you Sir, takeing 18 Months for all American Vessels to have the new pass. given out, and the Same time, for the Old pass. to be good untill the Vessels has procured the new and as the[y] have the new the[y] need not Carry the Old, the tops of the news passes to Send to Algiers Tunis & Tripolia So that we might furnish the new passes. and with them the old untill that all American Vessels has got the new passes. which I think the[y] Can have in the run of 18 Months or 2 years, and from what I State and Sugest I hope that I Shall Shortly have youre Ans^r on these great affairs — which I think will draw youre most Serious attention and prevent many Valuable american Cargoes from being Condemned on account of a deficiency in the pass. many instances of this nature I have known during my Captivity of 10 y^r & 41 days.

I would propose a Ship under Sail with her American Ensign aft to her top G^h mast heads. The American Flag — the top to Cut by the 1st reefe in the main top Sail and to the 3^d or Close reefe in the fore topsail and by the Close reefe of the Mizzen topsail, with a Star

on the Close reefed fore topsail a half Moon on the 1st reefe of the Main topsail and a Star on the head of the Mizzen top Sail. all this to be done, very elegantly, well engraved and Cut with the greatest exactness.

Those Meditteranian passes when Once on this plan we might then expect Safety and those passes Should not be doubled, but rolled up and a tin Canister made to keep it in

this Meditteranian pass.

Sea letter on good paper.

Register on parchment.

Role D^e Equipage —

& Each Sailor his protection and Real American Colours.

Crews 2/3^d Americans

No fancy flags, enforce the Laws &

{ on Each of these documents Should be Stamp the arms of the United States None of y^r buton Seals Now. The public Seal or its Stamp Should be to all those documents

I shall Observe that the Dey was not Satisfyed that this Brig *Mary* was an American Vessel untill that I compared & Shewn the Public Seal of my Consular Commission which I Convinced the Ministry was the Same, and exactly alike unto the Public Seal on the Brig *Mary*^s Sea letter and a M^r Abraham K. Bracher had a Lieut^s Commision in the New York Militia and the Seal of New York thereto, Signed under the Seal John Jay — This I knew & with persuasion I Could make the Algerines know why because the[y] Could not read English & the Seal had not the Stars or Eagle on it — for if those people Cannot read the Christian print or writeing if the[y] See the Seal of the United States, or the arms thereof the[y] know it, but the[y] Cannot read the writeings, but the Seal is expressive. I presume if I have not fully described, that you very easily perceive what I would wish to explain and point out, and Shall Observe that all persons that Grants Certificates to any person going to Europe Should have the Seal of the United States, or its arms on the Seal — Suppose the port of Norfolk, Collectors Seal, the arms of the U. S. & the requisite writeings on the Seal, I hope that those that might frequent the Meditteranian will have the real American Colours — if the[y] have those State flags, the[y] will not do, with even a good pass. The Algerines will not belive or know them to be Americans. Why because the[y] have not American Colours & the[y] know nothing about y^r State Colours — The[y] will declare the[y] made a peace with one nation & one flag, not with 16 nations & 16 flags — look out. O'Brien will give you true Soundings

[SDA. Algiers, Vol. 3, 1798.]

To Henry William Desaussure, agent for galleys, from Secretary of Navy

[TRENTON,]

Navy Department October 12th 1798.

HENRY W^m DESAUSSURE, Esq^r

SIR I am honored with your Letter of the 20th Ult^o and thank you sincerely for your candid reply to my enquiry. —

You know before this, that Cap^t Cross has been directed to take the Command of the vessel destined for Cap^t Cochran. — It could not be otherwise —

Cap^t Cochran being in the Revenue Cutter, and not the Navy Service, cannot I believe, be indulged in his wishes for a Court of enquiry — How could such a Court be constituted? To be very plain, whatever might be the report of a Court of Enquiry, It never could in my opinion be right to trust a second time, an Armed Vessel & with it the honor of the Country in the hands of a man, who had fled under Such circumstances, from a Vessel of Force inferior to his own. — When he left the Harbour of Charleston, he knew he had no Commission, and the defect of his Vessel; These Circumstances Should have operated to have prevented his Sailing, or not at all — Unless our Navy Officers are taught early to know, that they must do their duty in the Face of an Enemy, we had better at once give up the Idea of Naval Defence. —

Had Cap^t Cochran been commissioned in the Navy Service, I should have felt it my duty to have brought him to a Court Martial — I rejoice on account of his good Intentions, good private character, and the Interest you feel for him, that this was not the Case. —

I am sure I may rely on your candor, & good sense to forgive the freedom of observation, dictated by my earnestness for the honor & usefulness of the cheapest & best defence of the Country — at least of the Southern part of the Country —

I have the honor
to be with Esteem
&c.

[NDA. GLB No. 1.]

To W. J. Bigar, merchant, Philadelphia, from Jacob Wagner

DEPARTMENT OF STATE
Trenton New Jersey Oct. 12. 1798.

[To] W. J. BIGAR *Merchant Philadelphia.*

SIR, The Secretary of State has received your letter of yesterday's date, soliciting a special permission for your vessel to proceed as a Cartel to Porto Rico and S^t Thomas'; and he directs me to inform you that the laws place no restriction to the going to either of those places, and therefore, if the vessel is not destined for a French port also in the course of her voyage, no special permission is necessary. I am Sir, respectfully &c.

JACOB WAGNER.

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

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

[TRENTON,]
Navy Department October 12th 1798

Cap^t CHRIST^f R. PERRY
of the Gen^l Greene

SIR: You will make such Arrangements To commence recruiting a Crew for the Gen^l Greene now under your Command, as to have her complement completed by the Time she is ready for a Cruise.

You are allowed (besides officers of Marines & 30 Privates, which will be supplied you by the Major of the Marine Corps; and your

Commissioned & Petty Officers, the latter of which you will appoint) not exceeding one hundred & fifteen men & Boys.

Of this Number you will recruit not exceeding 70 Able Seamen: the residue to consist of Ordinary Seamen & Boys.

It is our best policy &° &° &° See Instructions to Captain Moses Brown page 232.

Mess^{rs} Gibbs & Channing, will advance the monies necessary for the purposes of recruiting &° &° See page 233.

[NOTE.—Pages 232 and 233 contain letter to Capt. Brown, dated October 4th, 1798.]

[NDA. OSW, Vol. 1.]

Purchase of Ship *George Washington*

[12 OCTOBER 1798]

JOHN BROWN *Providence*

Receipt for 10,400 dol^s

Part of the Purchase money for Ship *George Washington*

Warrant N^o 15

Providence OCTOBER 12th 1798.

Receiv'd of Benjamin Stoddert Esquire, Commisioner of the Navy, Ten thousand four hundred Dollars, on Account of the Ship *George Washington*, sold him by contract, in a draught on the Providence Bank, for which I have given a duplicate hereof. — the Warrant was N^o 15 — \$10,400

JOHN BROWN

[NDA. Area 7, October 12, 1798.]

[12 October, 1798]

Launching of the *Merrimack*, and description of her figurehead

NEWBURYPORT, Oct. 12.

THE LAUNCH

This day, at 15 minutes past one, our beautiful patriotic ship, majestically descended from her native land, to the embrace of the watery God, without the least accident. She is called the *Merrimack*, will mount 20 nines and 8 sixes, is finely coppered, and the best judges say, she would not suffer by a comparison with the finest vessel of her size ever built. Captain William Hacket, the constructor and superintendant, and Major Cross, the contractor, are entitled to all the merit which can be attached to their profession.

Her head is a group composed of an Eagle perched upon the Globe, supported on one side by an elegant figure representing COMMERCE, and on the other by a beautiful female, strikingly emblematical of JUSTICE, in front is borne the arms of the U States. The design is excellent; and the execution does honor to the artist, Mr. Dearing, of Portsmouth.

A vast concourse of people attended, to be witnesses of the interesting scene. A federal salute from the artillery pieces, announced to distant friends, the happy issue of the launch. As she went, joy

advanced upon the anxiety which at first was depicted upon almost every countenance, and ended in acclamations which made the air resound on the joyful occasion.

The keel of this ship was laid on the 9th of July, since which there have been 74 working days; and we dare presume to say, that from the spirit which has attended the business, she will be ready for sea in 14 days, as numbers of the hardy sons of Neptune stand ready to enlist under her worthy commander, and who have been so long waiting for an opportunity to manifest their zeal and ability, in defence of their injured country and sea-faring brethren.

[LC, "Claypoole's American Daily Advertiser" (Phila.), 22 Oct. 1798.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
12 October 1798, Friday

Very squally, dirty and uncommonly disagreeable Weather with some Rain, and heavy Clouds continually rising all these twenty four Hours, with the Wind variable; in Fact constantly flying about in the Squalls from N. N. E. to S. S. E. Spoke the *Caroline* and *Felicity*, two of the Convoy, both belonging to Baltimore; at Noon sounded in 70 Fathoms Water; Cape Look out bearing N. E. b. N. 33 Leagues Distance.

Latitude observed 32°.54' N^o

Longitude Account 78.9 W.

[HS of Pa. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
12 October 1798, Friday

First part this 24 hours Steady Breezes & pleasant

@ 3 P. M. furl'd Sprit Sail Top Sail

@ 8 P. M. Took in T. G^t Sails & Spoke the Cutter *Virginia*

@ 10 P. M. Braild up the Mizzen & furl'd M. T. Stay sail

@ 11 P. M. Weather look^t squally Reef'd Top Sails. Spoke the Cutter Inform'd her the course to be Steer'd after Midnight S. W. b. W. @ ½ past 3 Set M. Top Mast Stay Sail

@ 6 A. M. out Reefs & Set T. G^t Sails at 8 A. M. Settled down T. G^t Sails & Set ye Jibb @ 9 lowered Down M^o Top Sail & Sent down M. T. G^t Y^o & Mast. @ ½ past 10 fidded M. T. G^t Mast & Sent it aloft. @ ½ past 11 Sent up M. T. G^t Yard.

[Latitude observed 32°. 42^m]

[NDA.]

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

[TRENTON,]

Navy Department October 13th 1798

W^m CRAFTS ESQ^t
Charleston S. C.

SIR, Should Cap^t Truxtun appear off Charleston, be pleased to send him the enclosed Letter.

I have the honor &c^t

[NDA. GLB No. 1.]

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

[TRENTON,]

Navy Department 13th Oct^r 1798.

Cap^t THO^s TINGEY

SIR, You will make such Arrangements to commence recruiting a Crew for the *Ganges*, now under your Command, as to have her Complement completed by the Time she is ready for a Cruise.

You are allowed, besides Officers of Marines & 21 Privates, & your commissioned & petty officers, the latter of which you will appoint, not exceeding "One hundred Men and Boys —

Of this Number you will recruit not exceeding 66 able Seamen: the residue to consist of ordinary Seamen & Boys.

It is our best Policy &^e &^e See page 232.

Monies will be advanced you from this department, and you will be held accountable for each Expenditure. You will advance to your recruiting officers, who will Settle their accounts with you: &^e &^e See page 232.

[NOTE: Page 232 contains letter to Capt. Moses Brown, dated October 4th, 1798.]

[NDA. OSW, Vol. 1.]

To Major Commandant W. W. Burrows, U. S. M. C., from Secretary of Navy

[TRENTON,]

Navy Department Oct^r 13th 1798.

Major W. W. BURROWS

SIR, A guard to consist of a Lieutenant, Serjeant, Corporal, & 18 Privates are Wanted at New Castle for the Safe keeping of the Prisoners landed from on board the Frigate *United States*, and Ship of War *Delaware* at that place, You will please to Send off this guard as soon as possible, letting them draw Rations sufficient to last them until they get there — After which they will be supplied under a Contract, which I have directed, the Marshall, Rob^t Hamilton Esq^t to make for the purpose. — The Lieutenant will apply to this Gentleman on his arrival — and they will concert the best mode of accomplishing the object in view. —

I have the honor &C^s

[NDA. GLB No. 1.]

To William Pennock, Navy Agent, Norfolk, from Secretary of Navy

[TRENTON,]

Navy Department October 13th 1798

W^m PENNOCK Esq^t Norfolk

SIR You will be pleased to send the enclosed Letter to Cap^t Truxton, should he return to Hampton, or be near your Coast — There is also enclosed a Letter for Cap^t Campbell of the Brig *Eagle*, who will be at Norfolk, probably before this —

I have the honor &C^s

[NDA. GLB No. 1.]

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

[TRENTON,]
Navy Department 13th October 1798

Cap^t THO^s TRUXTON

SIR Presuming you may receive this, either at Charleston or Hampton, on your return from the Havanna, I have the honor to request, that after obtaining the necessary refreshment for your Crew, you will continue on the Southern Coast agreeably to my orders of the 14th July, till the 10th of November, when if no circumstance should turn up, to render, in your opinion, a longer cruise necessary, you will steer Eastward, and if in your power, to safely pass the Barr, about thirty miles from New York, of which there are doubts, put into the Harbour of New York — Otherwise into that of Newport, Rhode Island. —

Mess^{rs} James & Ebenezer Watson are the Navy Agents at New York, Mess^{rs} Gibbs & Channing at Newport. — You will as quickly after Arrival as possible, make a return to me, of every thing wanting to fit your Frigate for a Six Months Cruise — And give a copy for the Agents. —

Cap^t Philips of the *Baltimore*, you will direct to proceed to Baltimore at the same time, with similar Instructions, as to the Wants of his Ship — provided his Ship does not draw too much Water to get to Baltimore — In this case he must put into Norfolk. — If you remain at Hampton long enough, take in a full supply of Bread for six months — It is not only better, but cheaper, than New York can Supply — If you want Masts too, it would be proper to get them at Norfolk, if to be done without too much delay. —

I have the honor to be &c^t

[NDA. OSW, Vol. 1.]

To Captain Hugh G. Campbell, U. S. Navy, from Secretary of the Navy

[TRENTON,]
Navy Departm^t 13th October 1798

Cap^t HUGH G. CAMPBELL

SIR, If Cap^t Murray should have left Norfolk before your Arrival, a circumstance which ought not to have taken place, and for which you will account in a manner more satisfactory than I can at present imagine. You will in that case proceed to Savanna in Georgia, and let it be known to John Habersham Esq^r that you have arrived. — Without wasting time in Port, you will immediately put to sea again, and try to fall in with Enemy Vessels. —

You will consider your cruising ground to extend from S^t Mary's River to Charleston, and you are to use your best endeavours to protect this extent of Coast from the depredations of French Cruisers, as well as to give all the protection in your power to the Commerce of the Country. —

You are not confined to any certain distance from the Coast, but are allowed to indulge a Spirit of Enterprize; if you should hear of Enemy Vessels further North or South, than your Limits — But are more particularly to pay attention to S^t Mary's River & the Coasts of Georgia. —

You will promote discipline & order among your Crew — and inculcate a high Sense of the Honor of the American Flag, which is to be maintained at every hazard. —

You will remember, that we are at War only with the French Armed Vessels. — The Vessels of all other Nations are entitled to, & must receive from you civility & good offices. — Should you even meet an American Vessel captured by the Vessels of any of the Nations at War, Except the French, you cannot go to recapture such Vessel, It must be presumed that the Coasts [Courts] of such Nation, will render Justice. —

You will by every opportunity write me the events of your Cruize, & never omit to do this, when you go into any Port. —

Having the Command of a Revenue Cutter you are to [obey] the Orders you will receive from the proper Authority on the Subject of the Revenue. —

I remain &c*

[NDA. OSW, Vol. 1.]

To Stephen Higginson, Navy Agent, Boston, from Secretary of Navy

[TRENTON,]

Navy Department October 13th 1798.

STEPHEN HIGGINSON Esq^r Boston

SIR I shall leave this place in a few days not to return till the 10th or 12th of November —

I believe I have anticipated every thing respecting the ship at Portsmouth, Cap^t McNeill — If I have not, Col^o Pickering will attend to the duties of my Office in my absence. —

The *Constitution* will return to Boston, about the 15th or 20th November. — So will the *Herald* and the *Pickering*. — It will be desirable to get these Vessels out again in two or three weeks. You will, I presume, have some Beef & Pork on hand, or in your power under former orders. — It will be necessary that Bread should be provided, to make up with what they have on hand of the old stock, a sufficiency for a Cruise of 6 months. — also Fish, & in short every Article composing the Ships Provisions authorized by the Acts of Congress — For your Information, and lest you should not have the Acts of Congress by you, I have at foot, added an extract from the Law. — Will you be pleased to have laid in, a supply for these Ships, for about four months. — I suppose they may have on hand for two months, of former Supplies — On the Arrival of the Vessels, the Captains will make returns to you, of what will be wanted for Six months — And you can then make up any deficiency — and you will be pleased to do this — Not only as it respects provisions, but every thing wanted, which the Laws authorize. —

I enclose Letters to the Commanding Officers, to be delivered on their Arrival. Col^o Pickering will on your requisition cause money to be remitted to you. —

Not knowing what has been advanced to the Officers & Crew of the *Constitution*, I know not what to say on the subject of pay, but this will be attended to in time. —

Besides these Vessels — The two other Frigates, Six Ships of 20 Guns & upwards, four or five Brigs of 14 & 18 Guns, and some of the

Revenue Cutters — Perhaps the Ship at Portsmouth and one at Newport, will be ready to proceed wherever directed, early in December. — Will you be so good as to give me your Opinion, to reach me the 12th or 15th Nov. at Phil^a, how this Force should be employed this Winter — I have already your Ideas on this subject; but wish to have it again.

I have the honor
&c^s

(NDA. GLB No. 1.)

Circular to J. & E. Watson, Navy Agents, and others, from Secretary of Navy

[TRENTON]

Navy Department October 13th 1798.

Circular to
J. & E. WATSON }
New York }
S. HIGGINSON }
Boston }
W^m PENNOCK }
Norfolk }
W^m CRAFTS }
Charleston }
JER^{ts} YELLOTT }
Baltimore— }
GIBBS & CHANNING }
Newport }
JACOB SHEAFFE }
Portsmouth }
AMEZIAH JOCELIN }
Wilmington, N. C. }
EBENEZER JACKSON }
Savannah Georgia }

Should French Prisoners be sent into your Ports, by the Frigates or Ships of War of the United States, you will please, as soon after their arrival as possible, cause them to be delivered to the Marshal of the district, who will as the Law directs, take measures for their safe keeping. —

It will be best for the Marshal to supply them by Contract, with rations to consist of one pound of coarse bread, half a pound of meat, & one pound of Potatoes, or other wholesome Vegetables, equal in Nutriment to a pound of Potatoes, the accounts for which, to be rendered & settled monthly — The money will be supplied by this Department. —

I have the honor &c^s

[NDA. GLB No. 1.]

To Robert Hamilton, Marshal, Delaware, from Secretary of Navy

[TRENTON,]

Navy Department 13th October 1798

ROB^t HAMILTON Esq^r }
Marshal Delaware. }

SIR, I have received your Letter of the 10th Instant, and shall imm^{dy} direct a guard consist^g of a Lieut^t, Serjeant, Corporal, & 18 Marines from the neighbourhood of Philadelphia, to aid you in the safe keeping of the French Prisoners. — You will be so good as to Contract for Rations, for this guard on the best Terms possible, and render your Accounts in the like manner as is directed in the Case of the Prisoners.

At foot you have the ration in Philadelphia. It is furnished at 18½ Cents. — Please to inform me whether with this guard, they can be kept perfectly secure at New Castle, because if they cannot, measures will be taken to remove them elsewhere. —

There is no regulation, which will warrant supplying them with Clothing — But Humanity dictates that they ought not to suffer. — The Sec^y of State has written to M^r Le Tombe former French Consul,

on this subject; but if he does not in the course of 10 or 12 days supply their Wants, you will please to purchase a Blanket, for each Wanting one and a sufficient Quantity of Straw. — This is all that can consistently be done for them under present circumstances, and more than would probably be done by their Government for our Citizens under Similar Circumstances. —

Please to inform me the Exact Number of Prisoners. —

Rations agreeably to Law

1½# Beef or ¾# Pork

18 oz. Bread or Flour

A Gill of Rum, Brandy or Whiskey

And at the rate of 2 q^{rs} Salt, 2 quarts Vinigar, 4# Soap, & 1½#

Candles to every hundred Rations. — —

[NDA. GLB No. 1.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
13 October 1798, Saturday

First part this 24 hours Strong Breezes. @ ½ past Merdⁿ Reef^t Top Sails and Sent down Top Gall^t yards. @ ½ past 6 hauld up the foresail Close Reef^t Top Sails @ ½ 7. furl'd M. Top Sails Spoke our Consort & Inform'd her if we should get Soundings we Should wear & Stand Northw^d Weather very Squally with Rain Shortnd Sail for the *Virginia* it blow^s Very hard. @ 8 Wind veer^s West^d Saw 2 Sail bear^s W. S. W. made Signal for Chace which was answ^d by the *Virginia* @ Merdⁿ Spoke the Nearest proved a Brig^t from Havanna bound to N York who Informd us the other was a Ship from D^e bound to D^e

Ends Cloudy Weather.

No. observation —

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
13 October 1798, Saturday

Violent Squalls of Wind, and Rain with some Lightning, and a few Claps of Thunder. The Wind very variable all the 24 Hours; in Fact it has been round the Compass; stood on the most favourable Tack from Time to Time, as per Column, and sounded frequently, having at no Time less than 70 Fathoms Water, and at Noon 85, a Sort of ouze and green Sand.

At 6 P M spoke the Sloop [space] from Georgia bound to New York, out 6 Days; had neither seen, or heard of any french Cruizers on the Coast.

Made and took in Sail according to the Weather, which I always make a Point of doing, when not in Chase, so as to preserve the Spars, Rigging, and Sails, and favour the Hull of the Ship as much as possible.

Cape Look out Shoals at Noon bore N. N. E. ½ E. 33 Leagues Distance, and those of the Frying Pan N. N. W. 16 Leagues.

Latitude Account 32° 45' N.

Longitude Account 78.00 W.

[HS of Pa. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constellation*,
14 October 1798, Sunday

Beginning with fresh breezes Cloudy & Squally Several sail in Sight @ 1 P. M. Spoke the Ship *Mary* from Havanna bound to N York Sailed In C^o with 45 Sail American Merchant^s under Convoy of U. S. Frigate *Constellation* & *Baltimore* Slp. [of] War. At 2 P. M. Saw a Sch^r who look'd Rogueish by her crowd^d Sail from us. called all hands & made Sail for chase @ 3 fir'd a gun & bro't her too She was an English Arm'd Sch^r from Charlestown bound to Martinico ordered her to hoist out her boat & bring her papers on B^d of us. examined her and Suffer'd her to proceed. She was call'd the *Hibernia* (Bates) Com^r @ 6 P. M. Spoke a Sch^r from Jamaica bound to Portsmouth (Virginia) Robert Cooley Master. at Midnight sounded & got ground coarse dark Sand @ 1 P. M. Sounded in 44 fath^ms dark Sand Intermixed with Yellow Specks gravel & small shells. at 6 A. M. Sounded in 35 fath^ms at 10 A. M. Sounded in 25 fath^ms

Ends with heavy gales and Squally W^r

[Latitude observed 31.48 N^o]

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
14 October 1798, Sunday

Very uncertain Weather with a Swell from the Eastward. Unbent the old, and bent the new Main Sail, and employed the People at Sundries.

Saw two Sail of the Convoy. Frying Pan Shoals at Noon bore N. B. W. $\frac{1}{2}$ W. twenty six Leagues Distance.

Latitude observed 32°.17' N^o

Longitude Account 78.00 W

[HS of Pa. NDA photostat.]

Correspondence between Secretary Benjamin Stoddert and
Secretary Oliver Wolcott

Oct^r 15. 1798.

SIR, Enclosed is the copy of a letter written by me to Gen^l Washington — & his answer.*

Now that I have given you space to recover your astonishment at my selfish partiality, for the District of Columbia — let me throw you into still greater astonishment at my folly, by telling you that it is my sincere opinion that a long & a vigorous Naval war, could not be carried on by this Country without the resources of the Chesapeake, but more particularly of the Potomak. There is not a single article — Pork, beef, cheese, live oak & Fish excepted, necessary to be used in the construction fitting & equipment of Ships of War, which cannot be afforded in great abundance & on cheaper terms, on Potomak than in any other part of the U States. It would take too much time to enter into the proof of this assertion but nothing is more true. Independent of this consideration, nothing strikes my

[*See letter Stoddert to Washington, of 16 Sept. 1798; also Washington to Stoddert, of 26 Sept. 1798.]

mind with more irresistible force, than the necessity of paying so much attention to the follies & prejudices if you please, but I must add, the Interest of the Southern States, as to place one of the Navy yards for building ships, so far South, as the Centre of the United States — perhaps it is fortunate, that one cannot with propriety be placed nearer to them. One other Navy yard, to gratify the pride the prejudices & the Interest of the E States ought to be with them — but not so far East as N Hampshire — where the timber tho abundant, is too bad — where they have no keels[?] — no locust — no Iron — it should be in Connecticut R. Island or Massachusetts — I think R Island, if a safe & proper place can be found — but I know nothing — or comparatively nothing of the E States, & if the Idea of Established Navy Yard be adopted — I shall need all your present information, & all you can get to give me.

I say to gratify the pride &^{ca} — because the real truth is, that there ought I believe to be but one Navy Yard for building, and that ought to be on Potomak.

Humphreys tells me there can be no Navy Yard on Delaware — a Frigate can pass up the North River, in spite of West point — I need not say more as to N York.

But be the Navy Yard where it may to the Eastward of Chesapeake, it must be conducted with greater disadvantages to the Public, than one on Potomak — where the timber is good & so plenty that it can almost be had for Cutting — & where Iron of the best kind abounds, where hemp can be had, the growth of the Country to supply more than the Public demand, where the Coal is not to be exhausted — In short where nothing is wanted — Except indeed that noble animal Man, to enjoy the bounty given by Providence, to that best part of the American Empire.

I believe the efforts of the present year will exhaust the whole seasoned timber of the Country — that be it ever so essential, no more can be done in the ensuing year, than to complete the Vessels on the stocks — & make preparations for another year.

This is a situation to which we shall always be exposed, if places are not established for the reception & care of timber — And it is a situation which we should not be in, if to be avoided — hence the necessity of Navy Yards.

I wish you to consider the whole of this subject seriously, & to give me your candid opinion, without the least respect to my prejudices or follies — when I have the pleasure of seeing you in Phil^a — I submit the thing to you, that you may convince my reason, if I am wrong — if right, as I believe most seriously I am, assist me in it. Indeed, I am so far gone in error, if in error, that if I had the power, I would this very winter fortify Digges' point; that our Ships might have a safe place to retire behind, if a superior naval force should come on our Coast. I know not where else, our Ships could find protection against such a force. The Depth of water at Mary^d point, is 21 feet low, 25 feet high tide — it may be more, but I know it is this.

I am with great esteem
D Sir Yr most obed. serv

BEN STODDERT

[TO OLIVER WOLCOTT]

The enclosed papers, exhibit the waters & woods above the Town of Cumberland on Potomak — & a sketch of the River & Streams emptying into Potomak, between _____ & Cumberland. will observe that there are two maps, in Different scales. This was done by F Dickins, & is entirely accurate & shews better than any thing else, the connexion between the Eastern & Western Waters.

[Conn. HS. Mss. 42, Oliver Wolcott Papers.]

To General George Barnwell, Beaufort, S. C., from Secretary of Navy

[TRENTON,]

Navy Department Oct^r 15th 1798.

Gen^l GEORGE BARNWELL }
Beaufort, So. Carolina }

SIR, It may be of the utmost Importance, that our Ships of War should have a Harbour on the Southern Coast. — There is no place south of Chesapeake that will answer, unless Port Royal will. — Knowing your Character, I make no apology for the Liberty I take, in requesting the favor of you to take the trouble to have the depth of Water over the Bar ascertained accurately — And to prevail on one or two persons of good Character, I mean among the Pilots, to qualify themselves for taking into that Harbour, Ships drawing 23 feet Water. —

Be so good as to favor me with y^r opinion whether Fortifications can be erected, to protect our Ships in that Harbour against a superior Naval Force. —

For the expense of ascertaining the depth of Water — and for getting one or two Pilots to qualify themselves for taking Ships into the Harbour, be pleased to draw on me, as Sec^y of the Navy. —

[NDA. GLB No. 1.]

To Thomas Pinckney, Charleston, S. C., from Secretary of Navy

[TRENTON,]

Navy Depart^t Oct^r 15th 1798

THO^s PINCKNEY Esq^r }
Charleston, S. C. }

SIR I have for some time been honored with your Letter of the 31st August, and lately with that of the 25th September. —

I have to thank you for the trouble you have taken with respect to the Marine officers. — Your order for 500 D^s has appeared, and been paid. —

The persons you mention as Officers in the Navy shall be attended to. — On this subject, I should be glad to receive through you, a List of proper characters to Officer the ship building at Charleston. M^r Smith, Nephew of Bishop Smith, is set down to be Junior Lieutenant; But if he should be appointed before another, he will be senior Lieutenant. —

The usefulness & honor of the Navy depend upon the men selected as Officers — We had better burn the Ships, than put on board of them Officers without energy. —

I have written to Gen^l Barnwell, to take measures, at the public Expense, to ascertain the depth of Water over the Bar at Port Royal, and to have pilots qualified, to conduct into that Harbour our Ships. — If the place will admit of Fortifications to protect our Ships against a superior Naval Force, such fortifications should be erected — But this is not within my department.

I am very sorry that the Southern Coast has not, for the last four or five Weeks, had the protection I calculated on — Truxton was not ordered to proceed to Savannah 'till full time for Nicholson to get on that Coast —

Nicholson, unfortunately, fell in with a Ship Officered by Frenchmen early in September which he conducted as a prize into Norfolk — where he remained the 6th of October; & where he should not have remained one day

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

[NDA. GLB No. 1.]

To Josiah Parker, Norfolk, from Secretary of Navy

[TRENTON,]

Navy Department October 15th 1798.

JOSIAH PARKER Esq^r

Norfolk

SIR, I am honored with your Letter of the 27th Ultimo. — I am greatly obliged by your attention to the Navy Business at Norfolk. I lament that your Indisposition prevented your aid in the Selection of Williams's Officers. We had better have no Navy than have it commanded by indifferent men; and it Shall be my Study to rid the service of such men, as fast as possible. The Officers for Barron in your List will have Commissions sent them in about 15 days — It will take so long to send them to and get them from the President. —

I have sent some days past, recruiting Instructions to Barron, and have written to Mess^{rs} Nivison & Granbury to supply every thing —

There can be no occasion for Pennock's Interference, further than to supply any thing belonging to the public, which these Gentlemen cannot get elsewhere. —

Nicholson, to my Mortification & Astonishment has been at Hampton from about the 11th Sept^r to the 6th October — perhaps longer; Tho' under positive orders to guard the Southern Coast from Cape Henry. — For the last 8 or 10 days, there has been no excuse for the intolerable delay, but want of a Wind to carry him out. — Can it be possible that he could have been kept at Hampton from 29th September to the 6th October (& god knows how much longer) for want of Wind? Pray be so good as to answer this question in Confidence. —

I expect to set out for George Town in two days, not to return, till I can move my Family to Philadelphia, which I do not expect will be Sooner than the 15th November. — Please to direct for me at George Town. — I have made arrangements to prevent any delay of Cap^t Barron's, or any other Vessels by my absence. — Doct^r Reynolds has been directed to go on board of Barron —

I have the honor &c^s.

[NDA. GLB No. 1.]

To Robert Oliver, Baltimore, from Secretary of Navy

[TRENTON,]
Navy Department October 15th 1798

ROB^t OLIVER Esq^t
Baltimore.

SIR The Bearer Cap^t Spotswood, son of Gen^l Spotswood of Virginia, has been recommended as a Captain in the Navy by Gen^l Washington, Gen^l Lee & other respectable men of Virginia. When the Citizens furnish Vessels for the public, it is the wish of the President to consult them — Indeed to pay very great respect to their recommendation, in the choice of Officers. — If Cap^t Spotswood be appointed, a Captain, it would be desirable to give him the Command of a Vessel from Virginia or Maryland. — In Virginia there is no Vessel, which is not already provided with a Commander —

If you and the Committee directing the building of the two Baltimore Vessels, have not fixed upon two Captains to recommend, Cap^t Spotswood I dare say Would do honor to your recommendation, to the Command of one of them — Tho a young man, he is an experienced seaman.

I have the honor to be
&C^s

[NDA. GLB No. 1.]

To Messrs. Joseph Anthony & Co. from Gibbs & Channing, agents, Newport, R. I.

NEWPORT October 15 1798.

Mess^{rs} JOSEPH ANTHONY & C^o

DEAR SIRS We wrote you y^e 10th in reply to your favor — We have now to ask the favor of you to engage your most skilfull Carver, to carve a man figure head for a Ship of War we are building for Government, of about 600 Tons — to carry 24 Guns — the Ship is called the *General Greene*, and as we are informed your best Carver can cut good likenesses we wish him to endeavour to carve it to the likeness of the late General Greene — We learn there is a portrait of him at Peales Museum — from which we suppose a likeness could be taken — The length of the figure to be nine feet, to be made light, a due regard however being paid to proportion — The trail board & brackets we should also wish carved — As the ship we expect will be launched in all next month, we wish to have the head immediately done & that you would forward it by first oppty [opportunity]. — Having understood a preference is given to the carved work done in your city, we are under the necessity of troubling you with our present request. —

[Newport HS. N. War C, Gibbs & Channing LB.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
15 October 1798, Monday

First part this 24 hours Strong Breezes & hazey Weather at Merdⁿ sounded 20 fath^{ms} Dark Shells. Spoke the *Virginia* & Inform'd her what Course we meant to steer for St. Marys as soon as we

got of S^t Port we should K Ship & Stand to Northw^d @ 4 P. M. Sounded in 20 fath^{ms} at 6 in 27 f^{ms} black Sand @ 7 P. M. Single reef'd Top Sails hauld up the fore Sail — sounded in 30 f^{ms} Wore Ship & Stood for the *Virginia* fired one Gun & hoisted Two lights in the Starboard Main Shrouds as signal to our Consort Spoke D^o and understood She Was leakey Shortend Sail & Sounded in 30 f^{ms} — @ ½ p^t 8 she Spoke with us & Inform'd us that her beams work'd so that She was In danger of being Swampt. Saw a Strange Sail to S. E. Up T. G^t Yards.

Spoke the Sch^t *Virginia* during the Night and on Acc^t of his Vessell Labouring so much Cap^t Nicholsons Orders were that If he could not with Safety keep Company he had better make the best of his way for Virginia.

[Latitude observed 31° 0^m. N^o]

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
15 October 1798, Monday

Very uncertain squally Weather, as before, with a high Sea running, occasioned in a great Measure, by the Gulph Stream, spoke one of the Convoy, and saw another.

Nothing further worth remarking, except that the Winds we have had since leaving our Station off the Havannah, have been very much against the Convoy, and of the making a Passage, and by the present Appearances, there is not much Likelihood of a speedy change tho' the ☉ quartering to Morrow may bring it about.

At Noon Cape Look out Shoales bore N. B. E. twenty three Leagues Distance, and those of Cape Hatteras N. E. B. N. forty five Leagues Distance.

Latitude observed 33° 2' N^o

Longitude Account 77.13 W.

[HS of Pa. NDA photostat.]

To James F. Goelet, Sailing Master, from Captain Thomas Tingey, U. S. Navy

16th Oct^r 1798

SIR Having obtain'd for you the appointment of Sailing-Master of the United States Ship of War *Ganges*, you will please to proceed with all possible expedition to Marcus Hook in the Delaware, where the ship now lies; and on your arrival deliver the letter herewith to Captain Dale, who will make you acquainted with the other officers, & put you in possession of your station.

You will soon perceive from the state of the Ship, how necessary the utmost exertions of every Officer will be to facilitate her dispatch: and I shall rely on your vigilance being unremitting. You will immediately on joining the Ship, affix your name to the articulated list — which however is only temporary till I also join her, which I intend in the ensuing week. — You will also take immediate superintendance

of the Log-book, and cause to be clearly particularized all daily occurrences

I am Sir &c.

M^r Ja^s F. GOELET.

appointed Sailing Master

of the United States Ship of War Ganges

[NDA. Tingey LB, 1798–1800.]

To Secretary Pickering from Secretary of Navy

[TRENTON,]

[Rec^d October 16, 1798]

The following vessels in service, will probably require little or none of the attention of Col^l Pickering.

The *United States* — Frigate — Barry, has orders to cruise from Delaware Eastward, & to put into the port of New port, about the 15. Nov.

The *Constitution* — Nicholson — has orders to cruise from Cape Henry, Southward, & to go to Boston Harbour, about the 20th Nov.

The *Constellation* — Truxton — sailed for the Havanna, the beginning of September & may be now expected back. orders have been sent to Norfolk — & Charleston — to continue on the Southern Coast, till the middle of Nov. — & to go to New York about the 20th — or if the Bar should be an impediment to Newport, R Island.

The *Delaware* — Decatur — is cruising from Delaware, to Cape Henry, to return to Phil^s about the 15 Nov^r

The *Baltimore*, 22 guns — Phillips is with Truxton — & is ordered to return to Balt about the 20 Nov^r — or if there should not be depth of Water sufficient, to stop at Norfolk.

The *Montezuma* 20 Guns — Murray — is ordered on an expedition to the West Indies — taking under command — the Brig *Norfolk* of 18 Guns — Williams — the Schooner *Retaliation* 14 guns, Bainbridge — & the *Eagle* Cutter Brig, Campbell of 14 Guns. It is probable from the shameful delay of Campbell in the Delaware he may have arrived at Norfolk too late to join Murray — in which case, he is to proceed to Georgia where the Cutter belongs, & guard that coast.

The *Herald*, 20 Guns — Sever

The *Pickering* — 14 or 16 guns — Chapman — are ordered on the service to Halifax, with which Col. Pickering is acquainted. & are to return to Boston by the 20 Nov^r

The other Vessels in Service, consist of Cutters — the most important of which are the [*Governor*] *Jay*, Leonard of New York — cruising from New York, South —

The *Virginia* — Bright, cruising from Norfolk South. —

There are three other Cutters, of 20 Guns belonging as follows

The *Scammel* — Adams, N Hampshire

Gen^l *Green* — Price — Penn^a

Diligence — [John] Brown — N Caro^a

The *Scammel* is in port — has rec^d cruising & sailing orders — The Gen^l *Green* is fitting at Chester, & has sailing orders. *Diligence* is gone to North Carolina — under cruising orders. As to the Revenue

Cutters, the system established, will probably preclude all occasion of trouble to Col Pickering.

It will be observed by Col Pickering that all the Vessels will be in port, about the 15 to 20th Nov — that is a tempestuous Season, when there will be but little danger of Enemy Vessels on our Coasts — and in three or four weeks — at any rate, before the Rivers Freeze —, it may be desirable, that the whole should be sent into service in a warmer climate — with a view to which, orders have been given to

Mr. Higginson — Boston.

Gibbs & Channing — New port.

W Pennock — Norfolk.

J & E Wattson — New York —

naval agents — to make preparations as to provisions &c^t

The Vessels not in Service — but which will certainly be ready to sail in Dec^r are the *George Washington* — 32 guns — Fletcher — at Providence, where Cap^t Talbot acts as agent.

The *Ganges* — 26 guns — Tingey — Humphreys Agent. The *Merrimack*, Newbury — [Moses] Brown. 22 Guns.

The Brig (The Merchants are to name her) Cap^t Barron at Norfolk — 18 Guns — Nevison & Granbury appointed by the Merch^{ts} [to] act as agents.

I think I have made every necessary arrangement as to these vessels, so as to leave little to be done here — except perhaps, to remit some money to Talbot —

The Vessels which by great exertion on the part of the agents & Captains might be got into service in Dec^r & I presume will be in Service in Jan^r are

The *Portsmouth* — McNeil — Portsmouth — 24 Guns — Higginson Agent.

The *Gen^l Green* — Perry — New port, of 24 Guns — Gibbs & Channing Agents.

The *Adams* — Morris, of 24 Guns — New York — J & E Wattson — agent.

As to these, I hope the arrangements made will prevent much trouble, to Col Pickering. The following vessels may probably, some of them get into service late in the winter — the Frigates, not till late next summer.

2 Brigs, building by the Merch^{ts} of Balt^e of 18 Guns each —

1 Ship 24 Guns, — building by the merchants of Charleston.

1 Ship 24 Guns — by the merchants of Boston.

And it is to be expected that Salem will undertake one Ship of 32 Guns.

1 Frigate building by the Merch^{ts} of Phil^a

1 by the Merch^{ts} of New York —

1 Public Frigate building at the same place Ja^s & E Wattson Agents.

1 Public Frigate building at Portsmouth, — J. Sheaffe Agent.

1 Public Frigate — building at Norfolk, W^m Pennock Agent.

With some of these Col Pickering may have some trouble — M^r Pennock, will not I believe want money 'til my return — nor J & E Wattson — J Sheaffe may.

The different agents have been written to on the subject of French Prisoners — Should any arrive, perhaps the arrangements made may, be found sufficient.

On anything that may occur requiring Col Pickering's attention, M^r Cottringer will examine what has been rec^d & written on such subject — & inform Col Pickering of the result.

On points relating to Commissions or appointments of officers, Mr. Goldsborough, having that branch of the business, in his charge, can give information.

Sincerely hoping that Col Pickering will find but little trouble in the business which he is so good to undertake, I have the honor to remain with the most perfect respect & esteem

His obliged & obed. Serv^t

BEN STODDERT.

Cap^t Talbott is to send on a list of officers for the *George Washington*, which list is to be presented to the President. In the meantime Talbot may call into Service, such as he finds necessary, under the assurance they will be appointed. The same thing respecting the Newbury port Committee.

[SDA. Misc. L., Sept.—Dec. 1798.]

To Surgeon Thomas Reynolds from Charles W. Goldsborough for
Secretary Stoddert

[TRENTON,]

Navy Department October 16th 1798

DOCT^r THOMAS REYNOLDS

SIR, As you did not receive my Letter of the 15th in time to repair on board of the *Norfolk*, I have now to direct, that without delay you repair to Norfolk, and enter on board of the Vessel commanded by Cap^t Samuel Barron as Surgeon, and conform yourself to the Rules & Regulations of the Marine Service, and the Commands of your Superior Officers when you arrive at Norfolk, you will inform me of it. —

Mess^{rs} Nivison & Granbury will supply you with money to procure a chest of Medicine & Surgical Instruments —

I enclose you your Commission, as Surgeon in the Navy of the United States.

I am Sir &c^t

CH^r W. GOLDSBOROUGH
for BEN STODDERT —

[NDA. OSW, Vol. 1.]

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

[16 October 1798]

Whereas the Master of the United States Ship, *Constellation*, under my Command, has represented to me, that a Puncheon of Rum stowed in the Hold, has leaked out; I do hereby direct, that one of the Sea Lieutenants, with the said Master, and either the Boatswain or Carpenter, or both, hold a Survey on the said Puncheon, and issue Certificate, as shall be just, and honorable, setting forth how, and in what Manner, or from what Cause the said Puncheon of Rum has leaked out.

Given from under my Hand on Board the said Ship the 16th Day of October 1798.

To M^r ISAAC GARRETSON

Purser of the U. S. Ship Constellation.

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

Extract from journal of U. S. Ship *Herald*, Captain James Sever, commander,
16 October 1798

This 24 hours first part moderate gales and Clear weather a Long Swell heaving from E n E under Double Reef Topsails at 9 p m Boarded the Brig *Patty* from Baltimore 8 Days out Samuel Allen master Bound To Boston

Middle part moderate and Clear at 8 a m Lush Light Sails To Dry

Latter part moderate and Clear under Double Reef Topsails the Brig *Pickering* in Company

Latt'd Obbrs 39..45 North

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

Extract from journal of James Pity, U. S. Frigate *Constitution*,
16 October 1798, Tuesday

First part this 24 hours fresh Breezes & Hazy W^r @ 2 P. M. K Ship Northw^d & Sounded in 60 f^m Sent down T. G^t Yards & Spoke our Consort. @ 8 Sounded in 32 f^m @ 10 Sounded in 30 f^m @ 12 D^o sounded in 26 fath^m colour'd Soundings. Spoke the *Virginia* & inform'd her the depth of Water let one Reef out of each Top Sail & set the Jibb & Main Sail @ 6 Saw a Ship Stand^t to the Southw^d @ 7 up T. G^t Yards & set T. G^t Sails and gave chace. K Ship in Order to gain the Wind @ ½ past 7 the Chace hoisted a Red flagg at the Mizzen T. G^t Mast head. finding her to be a friend Answ^d the Signal by a Checker'd flagg at Mizzen T. G^t Mast head likewise our own private Signal at the Main D^o & Clear'd Ship for Action @ ½ past 8 in Small Sails the Chace having haul'd up our Courses. @ ½ past 9 Spoke the chace. She proved the U. S. Sloop of War *Baltimore* (Isaac Phillips Commander) of 18 Guns. Captain Nicholson ordered him to hoist out his boat and come on Board with Cap^t Phillips Spoke the *Virginia* and orderd the Cap^t of her to come on b^d @ 10 A. M. the *Baltimores* boat Returnd and we Sail again both Vessels in Comp^y

[Latitude observed 31°. 45^m N^o]

Ends in Pleasant Breezes and fair Weather.

[NDA.]

Extract from Captain Thomas Truxtun's journal, U.S. Frigate *Constellation*,
16 October 1798, Tuesday

Fresh Breezes, and Squally the first and Middle, the latter moderate, and fair: spoke one of the Convoy. At 7 A M sounded and found 130 Fathoms Water, fine dark and light Sand intermixed, this is the deepest Water I have any where found on Soundings Southward of Long Island, and believe it has not often been met with, as it must be a narrow Spit, running out between the Shoals of Cape Hatteras,

and Cape Look out. Employed repairing the Rigging and Sails &c. &c. &c.

At Noon the South Shoal of Cape Hatteras bore N. N. E. $\frac{1}{2}$ E. Twenty five Leagues Distance.

Latitude observed $33^{\circ} .38' N^{\circ}$

Longitude observed

☉ West of \mathcal{D} $76 .30 W.$

[HS of Pa. NDA photostat.]

To President John Adams from the Secretary of Navy

[TRENTON,]

Navy Department October 17th 1798

JOHN ADAMS Esq^r }
President of the United States }

SIR The Arrangement of the Rank of the Captains in the Navy, is a Subject which will soon demand attention. —

It will I believe be of great consequence to the character of our Navy, that the last four of the first Six Captains appointed, should be retained in the Service. They seem to be men who would do honor to any service. The paper enclosed N^o 1, details particularly, the circumstances connected with the pretensions of these Gentlemen. —

Talbot & Dale contend for the Rank given them by the first appointment in 1794: And without obtaining it, I fear neither will continue in the Service. If they do obtain it, I fear Truxton, a man of equal merit will not. — They served last War, — Truxton did not — In 1794 they were appointed to rank above Truxton; and have by no act of their own forfeited their right to such Rank. — On the other hand Truxton is in possession — his Commission, I understand is N^o three.

He may urge in his favor the Act of Congress, directing the building of three Frigates & discontinuing the other three; And the Act of the Executive in making a second nomination of Talbot, Dale & Sever; on the principle no doubt that their former appointments ceased to exist, when the building of the Frigates destined for them was abandoned.

It is probable an opportunity will offer in December of getting these three men together, — And some mode may be devised to give satisfaction to them all — In the mean time I have written to Talbot & Dale, that the subject will then be taken up, and have urged to retain their Commissions at least till that time. —

The relative rank of the Captains who have been lately appointed, seems to require more immediate consideration — Almost any arrangement of these officers can be made now, and without producing resignation, at least without producing Resignations of those most desirable to be retained in the Service.

It is however strictly right to exercise the power of giving them (I mean those who have been appointed since I have been in Office, beginning with Philips) the relative rank to which their respective merits entitle them: For they have generally been appointed, not because the person appointed was to be preferred to others at the

time on the List of Candidates, — (The Rule which governs in all other cases) but merely because a vessel was in greater forwardness at the place where he happened to reside, than at other places. And it was conceived to be proper to make appointments only as employment could be found for the Captains appointed, and to make them from the places furnishing the vessels, & where the Crews were to be obtained. Thus Philips of Baltimore was appointed the 3rd July because the ship at that place required the attention of a Captain — And the Merchants there, knew of no person to recommend in Preference. — Thus too Williams of Norfolk was appointed the 17th July, because a Brig at Norfolk was expected to be soon in Service. —

The paper N^o 2 Exhibits the names of all the Captains with the order of their appointments, placing some of the least experienced, if not the least meritorious Captains too high in Rank — and others of greater Experience, and I believe greater merit too low. —

I therefore take the Liberty to propose; — To place M^rNeill, Murray, Tingey, Fletcher & Chapman, and in the order they are named, between Morris & Philips.

The arrangement of Captains not noticing the first six, would then Stand — Decatur of Pensylv^a Perry of Rhode Island; Morris of New York, M^rNeill of Massachusetts, Murray of Pennsylvania; Tingey of New Jersey, Fletcher of Massachusetts, Chapman of Massachusetts, Philips of Maryland, Williams of Virginia, Cross of S. Carolina, Barron of Virginia, Tryon of Connecticut; Brown of Massachusetts. —

Williams, under Murray's Command on the Expedition to the West Indies, had a Commission older than Murray's — But having confidence in Murray, and not knowing Williams's true character, indeed being afraid to trust him with a Command of so much importance to the honor of the Navy, I was reduced to the necessity of losing the service of Williams's Brig of 18 Guns, or giving the Command to Murray, by inserting words in his Commission, to give him rank before the date of Williams's Commission, but under the express condition that the Words so inserted should be erased on his return from the Expedition, and that he should not on that account quit the service.

Should the Idea I have suggested, placing him & others, higher on the List of Captains, than their present standing, be approved, it can easily be done without altering the dates, by inserting in their Commissions the words "To take rank from any particular period." —

I am confident no Injury can result to the service, from the proposed arrangement. And if it be not made, it will frequently occur that the services of a vessel must be lost because the Commander cannot be trusted with the command of more vessels than his own; as would have been the case in the late instance of Murray & Williams, had it not been for the Expedient I ventured to adopt.

I have the honor to be &c^t

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

To Secretary of State from James Yard

BRUNSWICK Oct^r 17. 1798.

SIR. Having resolved, by the advice of my friends, to Suspend any publication respecting the Report, lately circulated on my Subject,

I think it incumbent on me to transmit to you Copies of the Documents on which it has been founded, in order that you may be able to form a proper Estimate of its Merits

I am with Sentiments of Respect

Sir

Your mo^hble Serv^t

JAMES YARD

TIMOTHY PICKERING Esq^r

Secretary of State.

[Mass. HS. Pickering Papers, Vol. 23.]

[Enclosure No. 1]

STATEMENT OF GEORGE GILLASPY

M^r Yard was Supposed by Persons in the West Indies, to be an Agent of V. Hughes, for the following Reasons, that his Vessels traded there without any Danger of being Captured by french privateers — That not long Since one of his Vessels was captured but on her being carried in She was immediately cleared by Victor Hughes and the Prize Master put in Irons and sent to France, for treating the Captain of the said Vessel ill, a Merchant of S^t Bartholomews, whose name is Joseph Crathorn & another Gentleman mentioned those Circumstances on the Frigates Quarter Deck in the Hearing of Several Gentlemen, when I immediately made a memorandum of it —

(Signed) GEO. GILLASPY.

[Mass. HS. Pickering Papers, Vol. 23.]

[Enclosure No. 2]

JOINT STATEMENT OF THOMAS FITZSIMONS AND PHILIP NICKLIN

We were present at a Meeting between M^r Yard & Cap^t Barry at Richardets Tavern, when the former asked the latter upon what authority he had reported his (M^r Yard's) being Concerned in Privateers under French Colours— Cap^t Barry replied that it had been mentioned to him by a M^r Mullowny one of his Officers, who had been on Shore at Tortola, where it was told to him by a D^r Bartlett, that a Letter from M^r Yard to a M^r Reeve of S^t Croix, or from M^r Reeve to M^r Yard had been intercepted, and that Mullowny had in his possession a Memorandum written, but as he believed not Signed by the Said Bartlett to that Effect— and that when M^r Mullowny first told him (Cap^t Barry) of the Declaration he replied that he did not believe it & Supposed the author was Some worthless privateerman & an Enemy of M^r Yards — That Since his arrival he had mentioned the Circumstance in the hearing of a person who he Supposed had repeated it; He always impressed his Disbelief of the Truth of it which indeed was his Reason for mentioning it, because he Supposed others would Speak of it without that Qualification — He added that he understood Bartlett's Character was notorious as a rapacious privateer owner; upon which M^r Yard Said there was a Bartlett who formerly commanded a Privateer, when Cap^t Barry remarked that he did not know whether it was him or not, but believed the Man in Question was called D^r Bartlett — The

Conversation then turning upon the Writing in M^r Mullowny's possession. Cap^t Said that M^r Yard Should have a Copy of it if he required it; on which M^r Yard told him he should be obliged to him for it — This being the Substance of what passed at the Meeting we have committed it to Writing while fresh in our Memories to be referred to by either party if they Should deem it necessary —

Signed THO^s FITZSIMONS
PHILIP NICKLIN

SEPTEMBER 29th 1798.

[Mass. HS. Pickering Papers, Vol. 23.]

[Enclosure No. 3]

TO THOMAS FITZSIMONS FROM CAPTAIN JOHN BARRY, U. S. NAVY

FRIGATE *United States* Oct. 1, 1798.

DEAR SIR The Within Memorandum alluded to in yours of the 28 Ult^o cannot at present be found, however, to obviate that I have requested M^r Mullowny to give a minute Detail of the Conversation that took place between him & M^r Bartlett in such a Manner as to be able if called upon to prove it & in order to give you every Satisfaction respecting that Business I have likewise inclosed a Copy of a Conversation that took place between D^r Gillespie & a Gentleman from S^t Bartholomews a few days previous to M^r Mullowny's been sent to Tortola —

I am with Esteem

Dear Sir

Your most Humble Serv^t

(Sig^d) JOHN BARRY —

THOMAS FITZSIMONS Esq^t —

[Mass. HS. Pickering Papers, Vol. 23.]

[Enclosure No. 4]

TO CAPTAIN JOHN BARRY, U. S. NAVY, FROM LIEUTENANT JOHN MULLOWNY, U. S. NAVY

FRIGATE *United States*
Off New Castle — Oct. 1, 1798.

JOHN BARRY Esq^t

SIR According to your orders I proceeded to Tortola, after Landing, I met two Gentlemen, who said they were Americans, I was in their Company a few Minutes at the Tavern, when a Gentleman (whose name was Bartlett) came to me & said as I was an American officer he would feel himself honoured, if I would go to his House, I told him as it was the Nation he respected, I would accept the Invitation and accompanied him to his House, he procured me a Horse & went with me to the President of the Island, it was in the Course of Conversation he informed me, any property of M^r Thomas Reeves of S^t Croix was condemnable in S^t Croix Tortola as being concerned in French privateers, and that it was Supposed M^r James Yard Merchant of Philadelphia was concerned with him, this I took in writing & gave it to you when I returned to the Ship in the Presence of Cap^t Decatur.

Doctor Bartlett appears to be a Man of Confidence with the president of the Island, and to all appearance a Man [of] Respectability, as the Memorandum is mislaid, that I gave you, the following is near the same taken from D^r Gillaspys Book of Notes —

“An intercepted Letter from M^r Reeve (with whom M^r Yard is Supposed to be concerned) to a french Man is on Record at Tortola Extract” My dear friend The owners of Small picaroons make rapidly large fortunes & I think we with our large Capitol ought to do it much sooner — The Impression this Information made on my mind was Strongly against M^r Yard as I had heard a corroborating Report at S^t Bartholomews, Tho’ I was willing to disbelieve it, as I mentioned to some of my fellow officers, that I was sorry to hear it, as I always esteemed M^r Yard as a friend of mine & at the Same Time mentioned an Instance of a friendly offer he had made to serve me, the above I believe is the substance of the Information obtained at Tortola and all I can Say against M^r Yard or his Character —

I am Sir

Your Hum. Serv^t

(Signed) J^{no} MULLOWNY.

[Mass. HS. Pickering Papers, Vol. 23.]

Extract from journal of Lieutenant John Mulloony, U. S. Frigate *United States*,
17 October 1798

A 10 A. M. Cape Henlopen bore W. by N. Distance 3 leagues.

[NA.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
17 October 1798, Wednesday

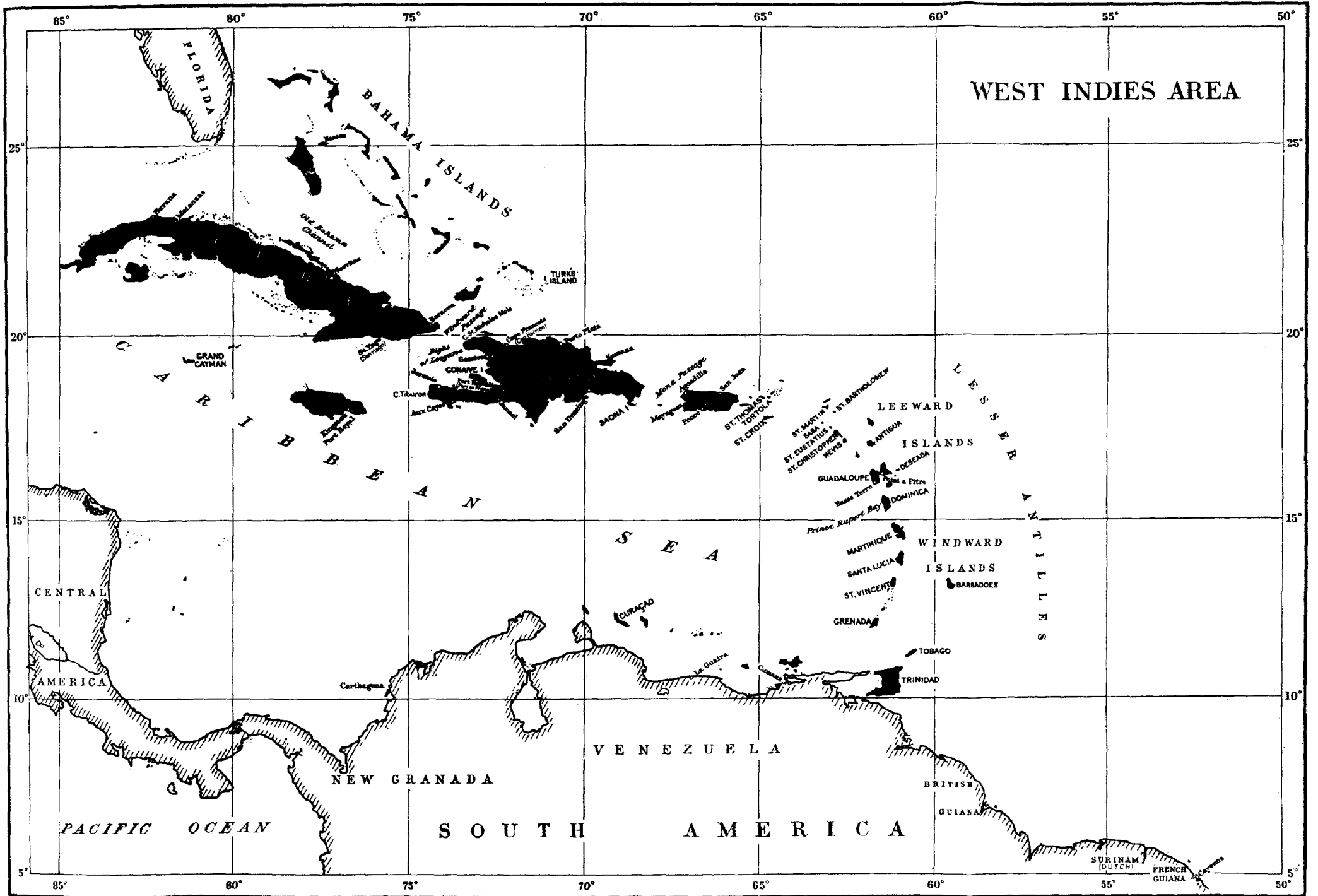
First part this 24 hours fresh breezes and clear Weather. Saw a Strange Sail a head made all sail and gave chase @ ½ past 2 Saw the land bear^r W. N. W. 6 Leagues dist. at 3 took in Light Sails and K Ship & Stood to the Southw^d Sounded in 10 fath^ms @ 4 Spoke the *Virginia* Cap^t Bright Com^d who Inform’d us that he Spoke a Brig from Newb^r Port bound to Charleston S. Carolina Said he Saw the Light of D^o on the 16th Ins^t bear^r N. b. W. @ 6 P. M. Sounded in 12 f^ms at [space] the *Baltimores* boat came on b^d for Orders. @ 10 P. M. Sounded in 18 f^ms In T. G^t Sails. at Midnight Steady breezes @ 6 A. M. K Ship N. W. & West^d at 10 call’d all hands to Muster at the Same time Cap^t Nicholson Declar’d Phillip Jarvis to be act^r Lieut^t & Major of the Signals.

[Latitude observed 31°. 23^m N^o]

[NDA.]

Extract from Captain Thomas Truxtun’s journal, U. S. Frigate *Constellation*,
17 October 1798, Wednesday

A strong Northerly Gale with a very cross and high Head Sea, under close Reefed Top Sails and Courses most of the Time, keeping on the most favourable Tack, to take Advantage of the Current; and place Ourselves in an eligible Situation, for a natural Change.



MAP OF WEST INDIES AREA

Employed all Hands at making sundry Repairs in the Rigging &c; occasioned by the Gale, and great Agitation of the Ship, owing to the Sea, and Gulph Stream. Saw two of the Convoy plying to Windward; I suppose, most of them are a Head, as I have endeavoured to keep without them.

The South Shoal of Cape Hateras at Noon bore N. N. E. Eleven Leagues Distance.

Latitude observed $34^{\circ}.15' N^{\circ}$

Longitude Account $75.36 W.$

[HS of Pa. NDA photostat.]

To Tench Francis, Purveyor, from Secretary of State

TRENTON Oct. 18. 1798.

TENCH FRANCIS Esq^r Purveyor.

SIR, A letter rec^d last evening from Clement Humphreys informed me of the Arrival of the *Sophia*, Captain Geddes, at New Castle, and that she was coming up to Marcus Hook. You suggested the idea of her being employed to bring home the crews of the armed vessels. M^r Joshua Humphreys (to whom I proposed the question) answered that she could be armed as a vessel of war in three weeks. I wish you could consult with him — make a calculation of the expence — and of the expence also of sending her to Algiers for the sole purpose of bringing home those crews. Altho' she should be fully armed, her crew should be moderate, to make room for the others in returning.

It is time to see what is wanting to send the three Algerine vessels to sea, and have the whole put on board. I have answered the Mess^{rs} Murray's that I shall not employ their ship for the return of our seamen. — The season wastes apace — no time is now to be lost.

I am &c.

T. PICKERING

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

To the First Secretary of State (Spain) from D. Humphreys,
United States Minister to Spain

MADRID October 18th 1798

(N^o 171)

To the first SECRETARY OF STATE

SIR, Notwithstanding several of my letters to your Excellency on important subjects have remained for so long a time unanswered; I cannot avoid bringing the following new cases to your knowledge. A short time ago, Captain Henry Prince of the Ship *Astrea* and Captain Henry Bool of the Ship *Joseph* (belonging to Citizens of the U. S. of America) asked and obtained permission of the Governor of Cadiz to put some cannon on board, for their self defense, in their passage home to America. After they had been at a very considerable expence in consequence of the said permission, the aforesaid Governor sent for them, took from them the *written Licenses*, and informed them that they could not depart from that port, without first landing their guns, or until he should receive farther orders from his Court. I

have, therefore, to request that the competent instructions for authorizing the departure of the vessels in question, with their Guns &c. (in conformity to the original Licences) may be expedited as early as possible to the aforesaid Governor; and that a similar authority may be extended to cases of farther applications — without which, it appears an obvious truth, that the commerce between the ports of the U. S. and those of Spain (so interesting to both countries) will incur the danger of being entirely annihilated. In confirmation of the good policy of this measure, particularly for Spain, I beg leave to mention it has recently been practical with such success at Malaga, that ten vessels (belonging to Citizens of the U. S.) sailed from thence together, loaded with Spanish produce, which would not otherwise have been exported.

With sentiments of perfect respect
I have the honour to be, &c

D. HUMPHREYS

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

From Mariano Luis de Urquijo, Madrid, to D. Humphreys, United States Minister to Spain

[Translation]

[14 November 1798]

I am in possession of Your Excellency's note of the 18th of last month in which you advise me that after the Governor of Cadiz had given permission to Henry Prince and Henry Bool, masters of the vessels *Astrea* and *Josef*, owned by citizens of the United States of America, to provide the said vessels with cannon for defence in their return passage to America, he informed them that they could not depart from that port without landing the said cannon, or until he had instructions from the Court in the matter, and Your Excellency begs me to give as promptly as possible the necessary orders to the said Governor for permitting the said vessels to sail without delay with their guns, asking at the same time that this authority be extended to similar cases of further application.

In reply I have to inform Your Excellency that the King my Master has ordered that none of the said vessels be permitted to carry guns.

May God preserve Your Excellency for many years.

14 Nov. 98.

SN. LORENZO.

I kiss your hand and am your very obedient servant
Acting for Dn. Franco. de Sarvedra prevented by illness

MARIANO LUIS DE URQUIJO

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commander, 18 October 1798

This 24 hours first part moderate gales and Cloudy weather under Duple Reef Topsails at 6 p m Sounded in 21 fathoms Course red Sand at Sounded in same at 10.20 fathoms

Midle part moderate gales and Clear weather at 12 Sounded in 20 Sounded Every hour at 5 a m 17 fathoms wore Ship To

Eastward Saw a Ship in the N E out Reef Sett Top G Sails and gave Chase the Ship *Favourite* from New York Bound To Jamaica 24 hours out

Latter part fresh gales and thick Dark Cloudy weather Brig *Pickring* in Company
No Obbrs To Day

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

Extract from journal of James Pity, U. S. Frigate *Constitution*,
18 October 1798, Thursday

First part this 24 Fresh breezes and clear Weather. @ 2 P. M. K to the Northward @ 4 D^o Shorten'd Sail for the *Baltimore* She being to Leward five Miles tried for Sound^{er} 100 f^m No Bottom @ 1/2 past 7 Spoke the *Baltimore* Inform'd her that at 8 P. M. we should hoist 3 Lights at the Mizzen Peake and K Ship wth was done Accordingly and Stood to the N^o & Eastw^d @ 4 A. M. Sounded in 40 f^m @ 7 Saw a Strange sail ahead made more Sail at the Same time a Man f^m Mast head made the Land a head @ 1/2 p^t 10 the *Baltimore* made y^e Signal for Land @ 1/2 past 11 Bore away. Kept the Lead going in both chains depth of Water 7 f^m Ships Crew empl^d differently.

[Latitude Observed 32.46. N^o]

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
18 October 1798, Thursday

Fresh Gales, and cloudy Weather with a high Sea running from the North East, under close Reefed Top Sails, and fore Sail most of the Time. Several of the Convoy in Sight beating to Windward. Employed repairing, and keeping in Order the Rigging and Sails &c. &c. &c. Sounded at 5 P M, and found 25 fathoms Water; at Meridian sounded again, and got no Ground.

Cape Hatteras at Noon bore W. 3/4 N 16 Leagues Distance.

Latitude observed 35°.00' N^o

Longitude Account 74.48 W.

[HS of Pa. NDA photostat.]

To Secretary of State from Samuel Hodgdon

PHILADELPHIA 19th Octo. 1798.

DEAR SIR — I know not to whom it officially appertains to put the Algerine Fleet to Sea — but as it appears to me that something is wrong in the business as it now stands, I have thought it will not be amiss, to state to you that needless expense is accumulating — The Ship is ready for Sea, and has fallen down to the Cove to wait her orders for sailing — the Captain expects demurrage to commence immediately — this I conclude is understood by the Charter Party, of which he may have no knowledge — Captain Mayley says he is ready to sail at an hours notice, but does not know who to look to for orders — the other Vessels are *not* ready — Capⁿ Smith is at this

late hour looking for *ballast* — the Season is far advanced, and unless the death of the Dey may have caused a pause, I see not why they may not proceed — I am myself at a loss to determine, whether the getting them away falls under your notice or that of the Secretary of the Navy — but I do know that the business is at a stand, and all immediately concerned are desirous to receive orders to govern them in the present State of things — I conclude you are enjoying the Company of the Worthy Pinckney — will not his Country delight to honor him too — I trust they will — but Gerry — poor Gerry is in the back ground I hope he will also come forward, and prove that he is entitled to the Aye — well done good and faithful Servant — Present our respects to M^r Pickering — Many Deaths this morning — We all remain well — adieu —

Affectionately yours

SAMUEL HODGDON.

Colonel TIMOTHY PICKERING —

[Mass. HS. Pickering Papers, Vol. 42, p. 98.]

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

This 24 hours first part Strong gales and Cloudy weather at 3 p m Saw 3 Sail at 5 p m the one Standing To the S S E past us hoisted English Coulers Shoing a Teer of guns wore Ship and gave Chace Sett all Sail at 6 gave over Chace halld Tue By the wind at 7 Close Reef Topsails at 10 Reef Foresail handed Fore & mizen Topsail

Midle part Strong gales and thick weather at 12 a m wore Ship Sent Down F G Yards hausd T G mast at 3 a m a Learg Ship under Short Sail Run foul of us Cared away our figger Head and Jibb Boome and Spritsail yard all By the Board and Sprung our Bowsprit house all aback and Dropt Clear of hur Latter part hard gales and Cloudy weather under Reef Foresail and Close Reef main Topsail

No obbrsvation To Day

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

Extract from journal of James Pity, U. S. Frigate *Constitution*, 19 October 1798, Friday

First part this 24 hours fresh Breezes & Clear Weather @ 1 P. M. a Pilot came along Side in wth Cap^t Nicholson sent his letters @ 2 Charlestown light bore W. b. S. dist. 3 Leagues Sound^r from 6 to 8 fms @ 3 P. M. haild the *Baltimore* and told him we Intended to stand off and on all Night and run in for the Light house in the Morn^g haild the *Virginia* and told him to stand off and on with the *Baltimore* Shortend Sail @ 8 made Sail again.

Midle part Cloudy. at 6 A. M. Saw the Land on the lee bow. @ 7 fired a Gun & hoisted our Colo^r a Signal for a Pilot boat a head @ 8 She came along Side Cap^t Phillips of the *Baltimore* came on b^d Charlestown light W. N. W. 4 Leagues dist.

[Latt^d p^r Mdⁿ Altitude 32° 50^m N^o.]

[NDA.]

Extract from journal of Lieutenant John Mulloony, U. S. Frigate *United States*,
19 October 1798

Stiff gales, and rain
Set up Larboard Top-mast rigging
At 3 P. M. down royal masts
At 4 wore ship to set up S^d Topmast rigging. Strong Gales —
Very hard Gales — handed the Fore Top-sail
A heavy sea from the N. E.
Ship pitching very much the sea running very high

[Long. Obs^d 73.47
[Lat^d p^r acc^t 37.50.]

[NA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*.
19 October 1798, Friday

Sounded at 2 P M and found Seventy five Fathoms Water, Cape Hatteras at that Time bearing West $\frac{1}{2}$ North, about 13 Leagues Distance.

A heavy Gale of Wind from the Northward and a high sea running accompanied with hazy Squalls of small Rain, and heavy Clouds; Launched Top Gallant Masts, and got in Jib of Jib Boom, unbent the Spritsail and got up Runners, and Tackles, as an additional Security to the lower Masts &c.

Under the close Reefed Main top Sail, and double reefed fore Sail, Mizen, Mizen and fore top Mast Stay Sail.

Latitude Account 35°.21' N.
Longitude Account 74.12 W.

[HS of Pa. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*.
20 October 1798, Saturday

First part this 24 hours hazy Weather fired a gun & hoisted our Coll^{rs} @ $\frac{1}{2}$ past 1 the pilot boat came along Side with M^r Henery Long for our Pilot.

Middle part fresh Breezes & Clear @ $\frac{1}{2}$ past 1 A. M. Saw a Sail on our weather bow bear^s down on us. haild him but Rec^d no Answer. find^s he was likely to Run foul of us put our helm up in order to avoid him @ 7 Sent down Mizen T. G. T. Mast & got up a New fidded Royal mast

Ship Stand^s off and on Charleston Light house Ships Company employ'd variously Cap^t Nicholson put the people on allowance of 5 pints water p^r day.

[NDA.]

Extract from journal of Lieutenant John Mulloony, U. S. Frigate *United States*.
20 October 1798

Very hard gales —
A violent squall, Split the Fore Sail — handed the weather side & lay to under goose wing

A very heavy head sea at $\frac{1}{2}$ 4 P. M. spring the Bowsprit, kept the ship before the Wind, to secure the Fore Mast & Bowsprit —

At midnight, more moderate

All hands employed in repairing the damage done during the Gale those remarks ought to be 35.10 for the following day and them for this.

[Long. p^r Acc^t 73..19]

[Lat^d Obs^d 35.18]

[NA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
20 October 1798, Saturday

Hard Gales, and a high Sea running. The Ship under the same Canvass as Yesterday. The Guns housed on both Sides, and Ports lashed in. Spoke one of the Convoy, the Schooner *Venus* bound to New York, and saw several Others.

Latitude observed 35° 40' N^e

Longitude Account 74.12 W.

[HS of Pa. NDA photostat.]

To Joseph Hiller, Collector, Salem, from Secretary of State

DEPARTMENT OF STATE
Trenton New Jersey Oct. 21. 1798

JOSEPH HILLER Esq^r Collector of the Customs Salem.

SIR, — I have before me a letter of the 10th inst. from George Crowningshield and Sons to the Comptroller of the Treasury, which mentions that you have doubts of the propriety of granting a commission under the "Act further to protect the commerce of the United States," for the Ship *America*.

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

I am, Sir, respectfully &c.

TIMOTHY PICKERING.

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

Extract from journal of Lieutenant John Mullowny, U. S. Frigate *United States*,
21 October 1798

Hard Gales — reefed fore sail & Mizen Stay sail —

The Shifting Ballast broke loose & Killed a Mirine Name James Jackson & injured another very much

Burried the Mirine —

In Mizen Topsail gale increasing, washed away some part of the Carved work of the head —

[Long. p^r acc^t 71.42]
[Lat^d Obs^d 35.10]

[NA.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
21 October 1798, Sunday

First part this 24 hours fresh Breezes & Clear Weather. @ ½ past one a Boat came from Charleston and Several Gentlemen came on Board. @ ½ past 5 the Light house bore west dist. 7 Leagues. Ship Stand^d off & on under easy Sail. Light airs from the N^o & Westw^d
Middle part calm. @ 1 A. M. a Light breeze Sprin^d up wore Ship to the westw^d @ 3 Wore Ship to the Eastward @ 6 A. M. wore Ship to the Westw^d again Got our Anchor up & Buoy Rope Ready for com^d too off Charleston Barr @ 10 A. M. Anchor'd with our Starboard Anchor in 7 fath^m water hard Bottom Light house bear^d W. N. W. Dis^t 7½ miles Rec^d on B^d from a Pilot Boat a quantity Ships Stores.

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
21 October 1798, Sunday

Throughout the whole of these Twenty four Hours, we have had a hard and violent Gale of Wind from the Northward, with a heavy and cross Sea running; two Schooners of the Convoy in sight. Laying to most of the Time, under a double reefed fore Sail. At 9 A M discovered the Head of the Rudder to be split; Shipt the spare Tiller in the Cabbin, and steered with it, intending to examine the Head of the Rudder below the Cabbin Deck, as soon as it is moderate, and we can get at it.

Latitude observed 35°.56' N.
Longitude Account 73.29 W.

[HS of Pa. NDA photostat.]

To Captain John Adams, Revenue Cutter *Scammel*, from Timothy Pickering,
for Secretary of Navy

[TRENTON,]

Navy Department 22nd October 1798

Cap^t JOHN ADAMS
of the Cutter *Scammel*

SIR Presuming that your Vessel is prepared in all respects for a Cruise, I have now to direct, that you proceed to sea, and consider your Cruising ground to extend from Portsmouth Eastward as far as Machias, & Southward, as far as Cape Cod & Nantucket. —

You are to use your best endeavours to protect this extent of Coast from the depredations of French Cruisers, as well as to give all the protection in your power to the Commerce of the Country. —

You are not confined to any distance from the Coast, but are allowed to indulge a spirit of Enterprize; And if you should hear of Enemy Vessels further North or South, than your Limits, you will consider that you are not confined to Limits. —

You will promote discipline and order among your Crew, and inculcate a high sense of the honor of the American Flag, which is to be maintained at every hazard. — They should be exercised daily at your Guns. —

You will remember, that we are at War only with the French Armed Vessels, and persons found on board of them. — All other Nations are entitled to, and must receive from you, Civility & good offices

Should you meet any American Vessels, Captured by the Armed Vessel of any other Nation at War except the French, you must not attempt a Recapture. — And should you see the armed Vessel of any other Nation than the French in the Act of Capturing any American Vessel, you cannot lawfully interfere to prevent such Capture. — It must be presumed that the Courts of such Nation will render Justice. —

You will by every opportunity write me the events of your Cruise, and never omit doing it when you go into any Port. —

Having the Command of a Revenue Cutter, you are to obey the orders you will receive from the proper authority; on the subject of the Revenue. —

I enclose Instructions authorizing the Capture of French Armed Vessels &c* —

I have the honor to be, &c*

TIMOTHY PICKERING
for the Sec^y of the Navy.

[NDA. OSW, Vol. 1.]

To Joshua Humphreys, Naval Constructor, from Secretary of State

DEPARTMENT OF STATE
Trenton Oct. 22. 1798.

M^r JOSHUA HUMPHREYS.

SIR, I have concluded to send the *Sophia* to Algiers to bring home the officers and crews of the three armed vessels destined thither. Capt. Geddes informs me that the *Sophia* is not calculated to be mounted with the complement of cannon proportioned to her tonnage on account of the height of her deck: but that she could take on board a few carriage guns. Carronades would be best, if we could get them. I beg you immediately to consult with Capt. Geddes and arm her in such manner as you and he shall think best.

I understand that Captain Maley is ready for sea, or can be ready in two days. I have concluded that he should sail with the large Store Ship, and convoy her to Algiers. The ship being a dull sailer, by having the start of the other vessel by a fortnight, or ten days, she may arrive about as soon as the other two armed vessels and the *Sophia*. Captain Geddes says the *Sopia* wants a mainmast and perhaps some spars, and a pump. I shall rely on your providing these things expeditiously.

Whatever is wanting to complete the armed brigantine and the other Schooner I must desire you to have provided without delay. For whatever depends on M^r Francis you will write to him.

If any difficulties present, inform me without delay. I am with great regard &c.

TIMOTHY PICKERING.

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

To Thomas Nelson, U. S. Attorney, Virginia District, from Secretary of State

DEPARTMENT OF STATE
Trenton Oct. 22. 1798.

THOMAS NELSON Esq^r
Att^r U. States, Virg^a District.

SIR, On Saturday evening, the 20th instant, I received your letter of the 10th relative to the ship *Niger*, captured by Captain Nicholson in the *Constitution* frigate.

The case appeared to me, and I believe to the Secretary of the Navy, to warrant an immediate discharge of the *Niger*: but Captain Nicholson's letters to him manifested his conviction that she was a good prize. I saw the letters and I recollect in one he said he had engaged Mr. Wickham in the prosecution and that it was M^r Wickham's opinion that the *Niger* was a good prize. Indeed the eagerness of Captain Nicholson to procure a condemnation savoured of rapacity. And in the very letter in which he informed of the death of his son (the consequence of this unfortunate capture) his thoughts seemed wholly engrossed with his prize and the means of ensuring, if possible, a condemnation. The captain and other officers of the *Niger* complain bitterly of the rough, ungentlemanly treatment they experienced from Captain Nicholson, while they speak in handsome and grateful terms of his officers and of the Artillery officers at Norfolk to whose care they were committed. Upon the whole view of the case, I am inclined to think that there is not another captain in the American Navy who with the evidence of the Ship's papers and the information of the passengers (one of them an American citizen) would have imagined the *Niger* a subject of capture. But it would seem that Captain Nicholson made no enquiry whatever of the passengers; for in his letters to the Secretary of the Navy he does not let drop a word of information from them; altho', as above mentioned, one was an American Gentleman, and the other an English Officer with his Lady and Children. Such characters were peculiarly qualified, and, one would suppose, inclined to give correct information. I expect it will appear on the trial that the capture was wholly unwarrantable; and consequently that damages must be decreed to the captured. Nevertheless, I have thought it expedient that the trial should be had, in order not only to prevent any complaint on the part of Captain Nicholson and ship's company, that a good prize was improperly given up, of which they would have been entitled to one half, — but by clearly ascertaining the facts, to enable the President to form a correct opinion of Captain Nicholson's conduct. This conduct I am persuaded will excite some resentment in the breast of every man concerned for the honour of his country: yet I wish not that resentment should in the Statement aggravate a fault; but pity, on the other hand, should nothing extenuate.

The British Minister has written to me concerning the *Niger*, declaring her to be a British vessel, and desiring she may be immediately restored. A copy of his letter is inclosed. M^r Bond the British Consul at Philadelphia, had before written to me on the same subject: but I answered him that it was judged adviseable to let a trial take place. I have now only to express my hopes that the trial

will be had and finished at the time appointed by the Judge for the sitting of the Court — the last Tuesday of the present month. Any further delay will swell the bill of damages and costs; and perhaps be peculiarly injurious to the officers and owners of the *Niger* in regard to a depending voyage. And the case being a clear one, any adjournment of the cause will appear to the owners and officers very vexatious.

I am very respectfully, Sir, your most ob^d servant

TIMOTHY PICKERING

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

To John Murray and Son, New York, from Secretary of State

DEPARTMENT OF STATE

Trenton Oct. 22. 1798

Mess^{rs} JOHN MURRAY AND SON *New York*.

GENTLEMEN: Since I last wrote you, I have concluded to order one of the armed vessels destined for Algiers (a Schooner, Captain Maley) to be dispatched immediately, and to take the store ship *Hero* under her convoy, if the latter should not sail too soon. I understand Captain Maley might be got to sea in two or three days. I have sent orders accordingly. The *Hero* and Captain Maley by having the start of the other armed vessels, by ten days or a fortnight, may reach Algiers as soon as the latter.

The Secretary of the Treasury has put into my hands your letter to him of the 16th instant, making a tender of about 10,000 lbs of good powder and about 13 tons of copper in blocks. The powder he thinks we do not want: the copper may be convenient in the naval department, for which, in the absence of M^r Stoddert, I am acting. I therefore take the liberty to refer you to James Watson Esq^r Naval Agent at New York; who may want the copper to make bolts for the ships building at New York. You may also, if you please, inform me of the price of your powder, noting whether it is cannon or musket powder, and if both, the proportion of each.

I am &c.

TIMOTHY PICKERING.

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

Extract from journal of James Pity, U. S. Frigate *Constitution*,
22 October 1898, Monday

First part this 24 hours light airs Inclining to calm. Several Gent^s came on B^d from Charleston to View the Ship @ 5 P. M. the Company departed man'd the yard & gave them 3 Cheers.

Middle part Light Breezes & clear Weather @ 5 A. M. call'd all hands & Wash'd Decks.

Latter part clear Weather Stay'd the fore mast & Set up the Rigging Fleeted the main Stay & Set it up with the Rigging Sail makers making Hammock Cloths & Waist Cloths. Ship Laying at Single Anchor.

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
22 October 1798, Monday

The first Part fresh Breezes, the Middle and Latter moderate, and fair Weather with a very high and cross Sea running. Employed drying various Stores and Materials, repairing little Rubbings, occasioned by the Gale &c.

Three Vessels in Sight, which I take to be Part of the Convoy.

Latitude observed 36°.6' N°.

Longitude Account 73.46 W.

[HS of Pa. NDA photostat.]

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

[TRENTON,]

Navy Department October 23rd 1798

Cap^t MOSES BROWN }
of the *Merrimack* }

SIR I have received your Letter of the 17th Inst^t informing of the Launching of the Ship *Merrimack*. —

You will find enclosed a List of the Pay allowed to the Petty Officers in the Navy —

I have the honor &c^s

G. C. [GARRETT COTTRINGER]
for the Sec^y. of the Navy

[NDA. OSW, Vol. 1.]

To John Habersham, Collector, Savannah, from Secretary of State

DEPARTMENT OF STATE

Trenton Oct^r 23, 1798.

JOHN HABERSHAM Esq.
Collector — Savannah

SIR, The Secretary of the Treasury has handed me your letter to him of the 1st of this month. I have already forwarded to you a permission to clear M^r Anciaue's vessel wherein there was a blank left for the master's name. You now request on the owner's behalf that permission may be granted to him to import on her return a cargo of coffee from the French West Indies. The Act of Congress suspending commercial intercourse with the French possessions authorizes the President to grant Special exemptions from its operation only for two purposes, that of aiding the departure of Frenchmen from the United States and also of national and political intercourse: it is plain therefore that he can give no authority to individuals to import or export merchandize by way of trade and commerce. But as some of the merchants have debts owing them in the French possessions, which were contracted previous to the passing of the Act, its spirit is considered as not prohibiting vessels sailing under the President's permission from bringing back the amount of such debts either in cash or merchandize: this indulgence will accordingly be allowed to them but to prevent fraud, probably

a circular instruction to the Collectors, respecting the entry of these vessels on their return, will be framed and transmitted.

I am, Sir, &c.

TIMOTHY PICKERING.

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

From Lieutenant Anthony Gale, U. S. M. C., to Major Commandant Burrows,
U. S. M. C.

NEW CASTLE Oct^r 23, 1798

SIR Excuse my not writing before as the Marshall (Mr. Hamilton) was out of Town at a Vendue for three days when he returned he informed me the prisoners were to remain here if in his opinion they can be kept with safty; he has given his opinion to the Secretary of the Navy that they can be kept with perfect safty. The men are very well situated and a very good Barrack and every thing very comfortable I got the last check changed this day by the contractor, there are nine men and a corporal obliged to mount guard every day which keeps them to their duty very strict

Am your most
Obt Serv^t

ANTHONY GALE L^t M.[arines]

W. W. BURROWS

Majr Commandant of the Marine Corps

[MCA. LR, 1798.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
23 October 1798, Tuesday

First part this 24 hours pleasant Weather. @ 8 P. M. Wind blowing Fresh with dark Flying Clouds. got the Messenger Round the Capstan & Shipped the Barrs in order for heaving up the Anchor.

Middle part fresh Breezes & cloudy Weather Wind at S. S. W. @ 2 A. M. the Pilot Boat run under our Stern & Inform'd us that she had Spoke two Arm'd Ships from Liverpool bound to Charleston. @ 4 P. M. Michael Salvers a Boy fell down & broke his thigh. M^r Deblois with the Navy agent came on b^d from Charleston @ 11 A. M. the *Virginia* cutter of 12 Guns Anchor'd under our Stern.

[NDA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
23 October 1798, Tuesday

Fresh Breezes all these twenty four Hours, a head Sea, and very uncertain Weather; the first Part clear; the Middle and latter Cloudy with some Rain, Several Vessels standing in for the Land, which I take for a Part of the Convoy: Regulated our Sail according to the Weather. At Noon under close reefed top Sails, and double reefed fore Sail. At 2 A M sounded in fifty Fathoms Water; at which Time I judged myself nine Miles to the Southward of Cape

Henry, and 90' to the Eastward of the said Cape, which Cape at Noon bore W. 1/4 S. twenty three Leagues Distance. I find the Current of the Gulph Stream on getting Soundings, has been very strong for several Days. By the Soundings however, I regulate the Longitude to Day.

Latitude observed 37°.00' N^o

Longitude Account 74.25 W.

[HS of Pa. NDA photostat.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
24 October 1798, Wednesday

Fresh Gales, and clear Weather. At 5 P M brought to with a Shot the United States' Brig *Eagle*, Captain Hugh Campbell from Philadelphia on a Cruize, two Days out.

At 7 A M made the Land, and at 10 Ditto the Light House on Cape Henry was seen bearing W. N. W. A little after we made the Light House, a Brig came out of the Chesapeake Bay, which passed us to Windward, and stood on to the Eastward, but as she was steering in a Direction for the *Eagle*, I let her pass as the *Eagle* would of Course visit her which she did. At Noon spoke a Pilot Boat, No News, the Light House at same Time bore N. W. six Leagues Distance, Depth of Water, Eleven Fathoms, fine white Sand with some black Specks.

Latitude observed 36°.48' N^o

Longitude Account 75.35 W.

[HS of Pa. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
24 October 1798, Wednesday

First part this 24 hours Light breezes & Clear Weather. All hands employ'd dischar^d a Sloop loaded with water for Ships Use. @ 4 P. M. fired a Salute of 15 guns and @ 1/2 past D^o Rec^d a Salute of 15 Guns from an English Ship answerd D^o with 3 Guns.

Middle part fresh breezes & Clear W^t call'd all hands & up Anchor. @ [space] an Officer of the *Baltimore* came on b^d & Cap^t Bright to Receive Orders. at D^o the Gen^l & pilot left the Ship Made Signal for the fleet to make Sail in C^o with *Baltimore*. and 11 Sail of Merchant Men bound for the Havanna at 8 A. M. Charleston Light House bore N. W. b. W. dist^o 6 Leag^s from wth I take my Dep^o being in Latt^d 32.42 & Long^d 80.10 West.

[NDA.]

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

This 24 hours first part Cloudy weather at 1 p m made montock Light Bearing N E B N 3 Leagues Distns at 2 p m Sett Stearing Sails & Royals at 7 p m Squal from N W in all Light Sails Close Reef^t Topsails sent Down Top g yard at 10 past Block Island at

12 Saw Road Island Light Bearing N N E 3 Leagues Distns at 3
a m Came to anchor in New port harbour goat Island Bearing E B N
Rowes Island Bearing N N W Brintens point Bearing S b E Brig
Pickering in Company

Latter part Squaley weather all hans Employd in Ships Duty

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

Extract from journal of Lieutenant John Mulloony, U. S. Frigate *United States*,
24 October 1798

Taut gales, split the Main Top sail, unbent reefed the Foresail &
handed the Main sail —

Squally with rain —

At 2 P. M. sent down M & Mizzen Top Gallant Masts —

Heavy squalls with Thunder and Lightning

At 6 bent a New Main Top sail & set him close reefed —

Strong breezes and clear weather

Sail Maker & crew employed Mending Fore Sail & Main Topsail.

[Latt^d 36.10]

[NA.]

To Mr. Létombe, late French Consul General, from Secretary of State

DEPARTMENT OF STATE

Trenton Oct. 25. 1798.

M^r LÉTOMBE

late Consul General of the French Republic.

SIR, This evening I received your letter marked with the date of
to-morrow, the 26th, covering an arret of the Executive Directory of
France, of the 14th of last May, ordaining, "That vessels bearing the
American flag should no more be admitted, under any pretext, into
the military ports of Brest, l'Orient, Rochefort, Toulon and Dunkirk."

You express your regret that a dispatch of such importance, sent to
you by M. Talleyrand, Minister of foreign affairs under date of June
9th should have been so long in coming to you: But there was no cause
for this regret; the Congress of the United States, four days after the
date of M. Talleyrand's letter, having forbidden all commercial
intercourse of the vessels of the United States with any *French ports*
whatever, without discrimination.

I thank you for the trouble you took to furnish me with a copy of the
Decree of the French Convention of the 1st of October 1793, referred to
in the arret of the Directory of the 31st of July last. But as this arret
is perfectly illusory, seeing it leaves all the other arrets of the Directory
and decrees of the Convention, and the interpretations of the minister
of Justice, Merlin, in consequence of which such abominable depreda-
tions have been committed on the commerce of the United States, in
full force — so the Decree of the Convention of Oct. 1. 1793, to which
your privateers are *especially* required to conform, will not produce the
smallest change in their conduct towards neutral Nations; its object

being merely to effect the speedy condemnation of prizes, and to regulate the distribution of the prize money among the captors.

I am with much regard &c.

TIMOTHY PICKERING

(N. B. This letter having been mislaid, a fair transcript was not sent to M^r Letombe till November 5.)

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

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

Constellation OFF CAPE HENRY
25th Oct^r 1798 — 10 A M.

DEAR SIR, I arrived Yesterday off this Cape, and have just this Moment anchored a little within it. We sailed from the Havannah the 30th Ultimo, with 44 Sail of Vessels under Convoy, all of which we saw into the Gulph of Florida without missing any one. After we reached that far, several of the Armed and fast Sailing Vessels, took their Leave of the Fleet, and proceeded on. I however kept with the principal part of the Fleet, and the slowest Sailing Vessels, untill we reached the Coast of Georgia (Lat. 31° 47' No.) I then made the Signal for each to make the best of his Way; since which we have had a succession of Easterly and Northerly Winds, Gale after Gale, in Fact we have not had one Hour of fair Wind, since leaving our Station off the Morro Castle. Send me what Letters you have —

I am &c.

THOMAS TRUXTUN.

WILLIAM PENNOCK Esq^r
Naval Agent, Norfolk.

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

To John Caldwell, Hartford, Conn., from Secretary Timothy Pickering, acting for
Secretary Stoddert

Navy Department
Trenton October 25th 1798

JOHN CALDWELL Esq^r }
Hartford Connecticut

SIR, Being in the absence of M^r Stoddert charged with the Current business of this department, I acknowledge the receipt of your Letter of the 15th Instant, requesting to be informed whether a convoy can be furnished for a fleet of Connecticut vessels destined for the W. Indies, and to sail about the 1st of November. —

Upon examining the orders given by the Secretary of the Navy to the several armed Vessels prepared for service, and which are now cruising, it does not appear practicable to furnish the convoy you request. — The other Armed vessels now in port will not, any of them, be ready to go to sea 'till late in November, or the beginning of December. —

I am sorry that the actual disposition made of the Armed Vessels of the United States, is such, that the wishes of yourself & fellow Citizens for a Convoy cannot be gratified. —

I am &c^t

T PICKERING

[NDA. GLB No. 1.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
25 October 1798, Thursday

First part this 24 hours Light Winds & vble [variable] Convoy in Company.

At 6 A. M. Shortend Sail for the fleet to come up.

Middle part Light Airs and pleasant Weather. at 7 A. M. out all Reefs. at 9 A. M. Double Reef'd top Sails find^t we Sail'd too fast for the Convoy. @ 10 Made Signal for the Fleet to make Sail

At Merd^t Made Signal for the *Baltimore* to fall in the rear of the fleet

[Latitude observed 31. 54. N^o]

[NDA.]

Extract from journal of Lieutenant John Mallowny, U. S. Frigate *United States*,
25 October 1798

A heavy sea from the Northward

A man fell overboard, was saved by the life Buoy being thrown to him the sea being high, lost the Buoy. —

Pleasant weather

Carpenters employed repairing the Head rails, and gratings.

(Latt^d 36.46)

[NA.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
25 October 1798, Thursday

Moderate Breezes all these twenty four Hours, and fair Weather. Brought to with a Shot, and spoke the Ship *Union* of Baltimore bound to Hamburg, the Brig *Eagle* of and from the same Place, bound to Falmouth, and several Pilot Boats. Continued working to Windward untill half past eleven P M, then anchored with small Bower in seven Fathoms Water, the Light on Cape Henry bearing West B. North two Leagues Distance. Gave the Ship the short Service, and handed the Sails.

At 7 A M got under Way with a light Breeze, and the first of the Tide of Flood, and stood to Windward between Cape Henry and the Middle on our Tacks, and at 11 Ditto the Wind falling light, anchored in the Tail of the Shoe in ten Fathoms Water, the Light House on Cape Henry bearing N. B. E. 1/2 E. two Thirds of a League Distant. Dispatched the Jolly Boat on Shore with Lieutenant Saunders having Charge of my Letters for the Naval Agent, Norfolk.

Latitude Account 37°.00' N^o

Longitude Account 75.52 W.

[HS of Pa. NDA photostat.]

To Jeremiah Yellott, Navy Agent, Baltimore, from Captain Thomas Truxtun,
U. S. Navy

UNITED STATES SHIP *Constellation*
Hampton Roads 26th October 1798 —

JEREMIAH YELLOTT Esq^r
Naval Agent, Baltimore.

DEAR SIR, I should have answered your Letter of the 27th August last earlier, but when it came to Hand, I was on the Point of sailing for to convoy Home the Havannah Trade, and in Fact my Hands have been full, and my Mind much engaged in other Respects, as was to be expected from the Infancy of our Navy, and Officers.

As you have commenced the Building the two Sloops of War at Baltimore, I shall say Nothing, of their Construction below the Whales, but as you request my Opinion in the Business must advise by all Means, a light Spar Deck being put on them, otherwise you will be much crowded, when a full Compliment of Men are on Board.

Most Commanders more from Ambition and Pride perhaps, than any other Consideration, urge the putting too many Cannon on Vessels of War, and should you be induced by Persuasion (which I trust cannot be the Case) to make this Mistake, it will probably much injure the Sailing of these sharp built Vessels, and as their Swiftness will be of the greatest Consequence in the West Indies, or on our Coast, I cannot recommend you to mount more than Twenty four Guns on either of the Ships in question to Viz^t —

Twenty Cannon on the Main Deck carrying six Pound Ball, and to weigh each about thirteen hundred Weight Gross, and four Cannon of like Calibre on upper Deck, and to weigh each about nine hundred Weight Gross. —

The Upper Deck Guns may have their Breechings to go with Hooks and Thimbles, so that at any Time, they can be shifted from Place to Place, as Occasion may require.

I have long since remarked the great Folly of mounting too many Guns on Ships of every Description with all the Consequences attending it, to Viz^t —

The making them laboursome and crank; encreasing the Compliment of Men, and the Quantity of Water and Provisions; having the Crew too much crowded, which breeds Disease, and causes Sickness. Putting the Vessel too deep in the Water, which not only injures their Sailing, but makes them wet, uncomfortable, and difficult to fight, and keep dry the Contents of Guns; and after all these Disadvantages, it has been often proved, that much greater Execution is done by a few Pieces of Artillery well served, than by many where the Want of good Room renders their being well worked impracticable.

With Twenty-four Guns of the above Weight, each Ship will have occasion for One Hundred, and twenty-five Men, including Officers of every Description, and Marines, and to take Men as we generally find them, I should consider that Number fully sufficient; at any Rate I would not put more than One Hundred, and thirty on Board; the British Ships of War carry a less Number of Men, than the Ships of other Nations, and yet they do their Business better.

I annex Dimensions of Masts and Spars according to my Ideas, as also Weights of Anchors, and Size of Cables for your Sloops of War; Variations, however, may properly be made, if the Ships are either

built more full, or on a sharper Construction than mentioned in your Letter to me; But after having approved Masts, and Spars, the next nice Object is to hit the Placing of the Masts in the Body of a Vessel, and of the raking them properly, and this Part of the Business requires great Judgment and Attention, and if we succeed completely, we ought never to forget to give *M^r Chance* his proportion of Credit for it, as it is a well known Fact, that some Ships have been known to sail the fastest, when their Masts have been shifted in the Body, contrary to every Rule, and all Modes of good reasoning on the Subject.

I would give you the Place for each Mast in the Body of the Vessel according to my System published some Time ago in Philadelphia, but I understand your Decks are framed, Partners fixed, and Mast Holes cut out; all of which I suppose is done according to your own Judgment, founded on the Construction of the Vessels, and I hope will succeed to your most sanguine Expectations or Wishes. I have the Honor to be, Dear Sir,

Your very Obed^t humble Servant

T. T[RUXTUN]

N. B. This Letter was begun agreeable }
to the Date &c. but not concluded until the }
the 8th January 1799.

Dimensions of Masts and Spars. Weight of Anchors, and Size of Cables for a Ship of 87 Feet Keel strait Rabbit, and 29 feet Beam &c. building at Baltimore for the Service of the United States of America.—

- 3 Cables not to exceed 14½ Inches, and to be 120 Fathoms long.
- 3 Anchors of 24 Cwt. Gross each.
- 1 Stream Cable of 8 Inches, and 120 fathoms long.
- 1 Ditto Anchor of 7 Cwt. Gross.
- 1 Tow-Line not to exceed 5 Inches, & to be 120 Fathoms long.
- 1 Kedge Anchor of 2½ Cwt Gross.

Masts and Spars to Viz^t —

Main Mast the whole Length.....	68 Feet	Head	10 Feet
Main top Mast.....ditto.....	41 d ^e	d ^e	6 ditto
Main top Gallant Mast.....	36 ditto	ditto	12 ditto
Main Yard.....	62 ditto	ditto	3½ ditto
Main top Sail Yard.....	43 ditto	ditto	3½ ditto
Main top Gallant Yard.....	31 ditto	ditto	2 ditto
Fore Mast the whole.....	64 ditto	ditto	10 ditto
Fore top Mast.....	39 ditto	ditto	6 ditto
Fore top Gallant Mast.....	33 ditto	ditto	11 ditto
Fore Yard.....	57 ditto	Arms	3½ ditto
Fore top Sail Yard.....	40 ditto	ditto	3½ ditto
Fore top Gallant Yard.....	30 ditto	ditto	2 ditto
Mizen Mast the whole Length.....	64 ditto	Head	8½ ditto
Mizen top Mast.....	30 ditto	ditto	4½ ditto
Mizen top Gallant Mast.....	27 ditto	ditto	9 ditto
Cross Jack Yard.....	45 ditto	Arms	3½ ditto
Mizen top Sail Yard.....	33 ditto	ditto	2 ditto
Mizen top Gallant Yard.....	24 ditto	ditto	1½ ditto
Bowsprit the whole Length.....	43 Ft.		
Jib Boom.....ditto.....	33 d ^e		
Gaff D ^e	32 d ^e		
Spanker Boom.....	42 ditto		
Main Top 16 feet wide Fore top 15 feet Wide. Mizzen top 12 feet wide.			

T. T[RUXTUN]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
26 October 1798, Friday

About 1 P M got underway, and stood towards Hampton Roads, and at 8 Ditto anchored abreast the Town of Hampton in 15 Fathoms Water; Shortly after the Jolly Boat returned from landing Lieutenant Saunders in Lynn Haven Bay.

At 7 A M got Underway again, and dropt the Ship a little higher up in the Roads, then anchored, and moored in ten Fathoms Water; Old Point Comfort, when moored bearing N. E. and Sowel's Point S. S. E. Got down the top Gallant Yards, and top Gallant Masts. Commenced overhawling the Rigging, clearing the Hold, and repairing the Rudder &c. &c. &c. At same Time I was preparing my Letters for Secretary of Navy, and Clerk copying the Journal including this Day's Transactions.

[HS of Pa. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
26 October 1798, Friday

First part this 24 hours Moderate & Clear W^r Sloop of War *Baltimore* T. K. D. Ship and Sent her Boat on Board with a Midshipⁿ & a Letter for Cap^t Nicholson @ ½ past 1 P. M. the Boat Return'd with a Letter for Cap^t Phillips @ D^o fill'd M. T. Sail all the fleet in Sight the fleet making more Sail. @ 11 A. M. fired a gun to give Notice that a Signal was to be made by the *Constitution* by hoisting 3 Lights abreast at the Mizzen Peak for the fleet to tack to the Northw^d and Eastward. @ 11 D^o Saw a Strange Sail to the Southw^d fired a gun & hoisted a Signal at the Mizzen Peak & Shew^d a false fire @ ½ past D^o fired another Gun. The Strange Sail prov'd a Brig from Havanna bound to Corunna Ordered her to Stay by us till Daylight At 6 A. M. Let out one Reef out of the Top Sails

[Latitude observed 32° 11ⁿN^o]

Several Captains came on Board belonging to the Convoy & at Merdⁿ. Return^d on b^d their Respective Vessells.

The Strange Sail Spoke with was a Brig belon^d to Benjⁿ Homes of Boston, W^m Brown Master.

[NDA.]

To Lewis Crousillat, Philadelphia, from Jacob Wagner, for Secretary of State

DEPARTMENT OF STATE,
Trenton Oct. 27, 1798.

M^r LEWIS CROUSILLAT Philadelphia.

SIR: In consequence of your letter of the 8th of this month, requesting a special permission to clear out the Schooner *Minerva*, with passengers, for Port au Prince, I am directed by the Secretary of State to inform you, that he has this day written to the Collector of the Customs M^r Latimer, who on your complying with the terms prescribed by the government, will grant the clearance you desire on application to him.

I am, &c.

JACOB WAGNER.

To Rufus King, United States Minister, London, from James Maury,
United States Consul, Liverpool

LIVERPOOL 27th Oct 1798

SIR: I have the honor to annex the names of the vessels about to depart for the U. S. A. besides which there, probably, will be others, which I cannot ascertain to day

By desire of M^r Gore, I pray you will be so good as inform him that I had the pleasure to deliver his letter to M^r Thornton with the charge he directed. This gentleman sailed a few days ago in the *Caledonia* for New York.

I have the honor to be with
Perfect Respect
Your Excellencys
Most Obe^t Ser^t

JAMES MAURY

[SDA. Liverpool, Vol. 1, C. L., 1790-1800.]

[Enclosure]

Liberty, Brae, arm'd Phil^a

unarm'd	{	<i>Eliza</i> , M ^c Connell	Virginia
		<i>Accepted Mason</i> , Delano	} Massachusetts
		<i>America</i> , Chadwick	
unarm'd	{	<i>Merchant</i> , Fitzgerald,	do
		<i>Joseph</i> , Stone,	Baltimore

Since writing the above I find the *America* is arm'd.

J. M.

James Maury
27 Oct: 98

His Excellency

RUFUS KING

Minis^r plen^y to the U. S. of America
London

[SDA. Liverpool, Vol. 1, C. L., 1790-1800.]

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

UNITED STATES SHIP, *Constellation*
Hampton Roads, 27th October 1798—

SIR, I enclose you herewith, Copy of my Letter of the 9th Current, forwarded by the Schooner, *Arb* belonging to J. Yellott of Baltimore, which Vessel, I am in Hopes, has arrived before this. By the *Arb* I also sent you Copy of my Letter to the Governor of Havannah, and

the Answer he returned me &c &c &c and I now enclose you another Copy of my said Letter, with Copy of my Journal from the Time it was last forwarded up to my Arrival here Yesterday. On leaving the Fleet, I directed Cap^m Phillips to proceed off the Bar of Charleston to reconnoitre that Coast, and after Cruizing four Days, which would give the Charleston Ships (which were the only Vessels in the Fleet belonging to the Southward of Cape Hatteras) an Opportunity to get in to proceed here, and join me in these Roads for further Orders (enclosed is a Copy of my Instructions to him) on his Arrival here, I shall direct him to proceed as you have ordered.

Since the 9th Instant untill Yesterday that we arrived, and moored in these Roads, we have experienced the most unseasonable Weather I ever met on the Coast of America, Nothing but a continual Succession of light Winds, Calms, and heavy Gales, and altho' I kept in the Offing of the Northern Part of the Fleet, after separating from them, leaving them in Shore of me, as we coasted it along, and going most of the Time under very low Canvass in Order to give them all an Opportunity to arrive before me, I find several bound into this Bay have not yet appeared; am therefore fearful they have either foundered, or got dismasted, tho' by their being in Shore of me, and out of the Gulph Stream, they may not have experienced the Weather so severe, as I did in the Gulph. The Number of Vessels however arrived dismasted at Norfolk, and at other Ports Northward of that Place, added to the miserable Condition of several Vessels in the Fleet, that I assisted from sinking by sending my Carpenters &c. on Board, and supplying them with Necessaries, has excited my Fears for their Safety.

On the 21st Instant in a violent Gale of Wind, and a Cross hollow Sea Running the Neck of our Rudder, which was almost as strong, and well secured, as Wood and Iron could make it, complained very much; but by shipping a Tiller in the Head, and steering in the Cabbin, and unshipping the Iron Tiller in the Gun Room, we managed to get into these Roads without further Accident, but I can assure you our Rigging has stretched astonishingly, and our Sails are all very thin (owing to the Badness of the Canvas in the first Instance) in Fact they are so much so, that for an Eastern, or Northern Expedition or Cruize, a new Suit would be indispensable. But for the West Indies they may answer. I am repairing the Rudder, which will be complete in a Day or two.

With Respect to French Privateers being on the Coasts of the United States, it is a Folly to suppose it; besides the innumerable Angles I have made, the Number of Vessels I have spoke (without one single Exception) report, that they have neither seen or heard of any french Cruizers, they are therefore all to the Southward (what there is of them) you may depend.

The French Privateers off the Havannah and the Matanzas have never exceded three, or four, the largest of which was a Schooner of 14 Guns, and she has for some Time past as the Consul informed me, disappeared. The Others are one, and two Gun Vessels, that keep close in Shore; so that if they take a Prize they in Fact if the Wind is light, tow her to her Moorings in a very short Time. But I am convinced, the Government of that Island discountenances that French Banditti of Sea Robbers as much as they can consistent with their

Situation with France. If you send a Schooner of the Force of the *Retaliation* well armed, and manned, with Sweeps, and boarding Nettings, and a smart Brig equipt in like Manner, to cruize from the Pan of Matanzas to Havannah, it will knock up the Privateering System altogether, unless the Spaniards should be brought to declare against us, which they will avoid, if possible. These Vessels can run, or with Sweeps pull into Shoal Water, and with the light winds common in the Mornings among the Islands (which is the Time those Piccaroons are off a few Leagues from the Land watching to take Hold of Vessels, that have stretched pretty well in, so as to enter their Port at Day Light) they will have ten Times the Chance of a Frigate, or any other large Ship in making Captures; add to which, they can see safe into Port every American Vessel bound in, that they meet to Windward of the Morro, and whenever a few are ready to sail, Convoy them as far as the Gulph, and then return to their Stations.

Altho' the Government of Cuba may not be fond of our Vessels of War expressly stationed on their Coast coming in generally for Refreshments; I am fully of Opinion, they will take no Notice of any Capture being made near the Coast, unless under their Forts. For in the Case of the *America* of Philadelphia firing into the little Privateer as mentioned in my Letter of the 9th the Captain landed, and complained at being fired at near the Morro; the Governor replied he had no Business near that Vessel; the Frenchman said, he only went to look at her, when the Governor observed, that if he could have taken the American Ship in that Situation, he certainly would as he had Others, and the Master of the *America* knowing that Circumstance, had undoubtedly a Right to take Care of himself, or Words to this Effect.

You mention six Months' Provisions to be put on Board this Ship, none of our Frigates can carry it, this is one of the Mistakes that I foresaw in the Plan, before the Keel of any one of them was laid. I shall proceed, however, without Delay, to put the Ship in the best possible State, and take in as much as can with Propriety be stowed away. About the beginning of next Month, Shall be enabled to write you on the Subject of the Outfits, and Repairs here more fully.

Our Ship is very healthy, scarcely a Man under any Sort of Complaint, Cleanliness, and the great Attention of our Surgeon to every Complaint, be it ever so small, is the Cause of this.

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

Your very Obedient Servant,

THOMAS TRUXTUN.

Hon^{ble} BENJAMIN STODDERT
Secretary of the Navy.

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

Extract from journal of James Pity, U. S. Frigate *Constitution*,
27 October 1798, Saturday

First part this 24 hours Light Winds & Clear W^t Convoy in Company @ ½ past 4 hoisted a Signal for the fleet to close @ D^o Reef Top Sails at Ditto beat to Quarters & Exercized the great guns @ 5 P. M. Shortend Sail for the fleet to come up 12 Sail in Sight.

Middle part Light Airs Inclinable to Calm. Made & Shorten'd Sail as occasion Required @ 6 A. M. all the fleet in Sight Saw 2 Strange Sail to the N. E. Made all Sail & gave chace prov'd a Ship from St Petersburg bound to Charleston S. C. Jn^o Ingraham Master 59 days out Saw a British Frigate dismasted in the Line gale.

Latter part fresh Breezes. Ends clear.

[Latitude observed 33° 07^m N^o]

[*Baltimore* in chace of a Strange Sail]

[NDA.]

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

PHILAD^a 28th Oct^r 1798

SIR Since you left the Ship yesterday, I have receiv'd so bad an account of the fever in the City, that I am apprehensive, although your success in recruiting might be equal to our wishes — yet the men you engage may most probably be in a latent unhealthy state from the infection; of course improper to be sent on board — till the contagion has to a degree of certainty entirely subsided. On these considerations — The unprepared state of the Ship to receive the Crew — and the Danger of taking the sickness yourself, which you will necessarily incur. I have therefore determin'd to postpone opening the rendezvous till to morrow week.

If this meets You directly, I would wish to see you, and my servant will shew you the way to me — if he does not find you, order Lewis Albertus to speak to a number of good men — and inform them you will be up to open rendezvous on Monday next the 5th November — Men being plenty and should 8 or 10 *real good seamen* in full health be obtainable, take them down with you to morrow — but do not exceed the last number, nor on any account delay in the City for the purpose

I am Sir
&c &c

T.[HOMAS] T.[INGEY]

To Lieut^t ARCH^d M^cELROY.

[NDA. Tingey LB, 1798-1800.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
28 October 1798, Sunday

Beginning with fresh breezes and clear W^t at ½ past 11 A. M. hoisted a Signal for the *Baltimore* to give over chace. @ 2 P. M. hove the Main & Mizzen Top Sails to the Mast for the Rear of the fleet to come up. The *Baltimores* boat came along Side for additional Signals double Reeft Top Sails @ 5 P. M. Spoke the *Baltimore* and order'd Cap^t Phillips to Speak the Brig^{ts} *Norfolk* & *Friendship* and inform them that they have been very Remiss in their not making use of every effort to keep up with the fleet. Cap^t Nicholsons Orders are that if they do not be more Industrious he will leave them and Inform the Underwriters of it.

Middle part clear.

At 1/2 past 6 A. M. Sprung our Bowsprit Call'd all hands in order to Secure it Got up our runners and Two foremost Shrouds to the Cat Heads in Order to prevent the Foremast going over board Sent down our Royal masts & Top Gallants Masts & Yards, on Deck unbent the Jibb & Fore top Mast Stay sail and got our Top Mast Stays thro' the hawse holes the better to secure the Bowsprit. Made Signal for the *Baltimore* to take Charge of the Fleet & proceed to the Havanna. Cap^t Nicholson call'd his Officers and consulted wth them what was best to be done They gave it as their Opinion that for the Safety of the Ship he had better make the Best of his way into Port. (The fish of the fore mast was also Sprung.) and taking all Circumstances into view this was the determination The Straps of the Bob Stay's giving way was Supposed to be the cause of this Accident. All hands employ'd fishing the Bowsprit. Ends Squally. No observation.

[NDA.]

[29 October, 1798.]

Letter from Captain John M'Dougall, of the Ship *Two Friends*, to his owner in Philadelphia, regarding capture by French privateer *Good Fortune*

Ship *Two Friends*, Margate Road

DEAR Sir, I have the pleasure to inform you of the safe arrival of your ship *Two Friends*, after being taken by the French privateer *Good Fortune* of Bourdeaux, mounting 18 guns, in lat. 28, and in long. 28, who took out my two mates and nine of my hands, and sent me for Spain, with a prize master and seventeen men. I was in their possession for twelve days, when with three men and myself, I retook the ship with very little trouble. — Two of the French are badly cut in the head, and another in five different places. I am now so far on my way for London. We were almost killed, for we were under the necessity of keeping the decks six days and six nights.

I am dear sir, yours truly,

JOHN M'DOUGALL.

[LC, "Claypoole's American Daily Advertiser" (Phila.), 29 Oct. 1798.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
29 October 1798, Monday

First part this 24 Hours fresh Breezes & Squally W^t all hands employ'd fishing the bowsprit &c. @ 5 P. M. Let one Reef out the fore top sail and set fore top mast Stay sail Let one reef out the Mizzen Top Sail. @ 6 A. M. Set the Main Sail & Let one Reef out the Mizzen Top Sail and got up fore top Gall^t Mast. @ 11 Set T. G^t Sail but found that the Bowsprit worked so much that for the Safety of Fore Mast & Bowsprit we got them down on Deck. @ Merd^a in Light Sails & Reef the Top Sails.

Carpenters employ'd making a New fish for the foremast
[Latitude observed 35°.01^mN^o]

[NDA.]

Extract from journal of Lieutenant John Mulloony, U. S. Frigate *United States*,
29 October 1798

Fresh breezes, hazy. — Passed by a ships mast. Tacked at 2 to the S^d

Saw two sail one in the N. E. the other in the S. W. Spoke the ship *Mary* from the Havanna, for New York, she sail'd in Company with a fleet under convoy of Cap^t Truxton, Frigate *Constellation*

A 6 P. M. Tacked to the N^d At 8 Sounded in 43 fathom.

Tacked to the S^d

Sounded 32 fathom.

“ 27 D^o

“ 26 D^o

Tacked to the N^d

[Latt^d 38.50]

[NA.]

To Garrett Cottringer from Captain Thomas Tingey, U. S. Navy

Ganges, MARCUS HOOK 30th Oct^r 1798

DEAR SIR As the Ship progresses in preparation to receive her stores &c. &c. — the lateness of the season renders it highly incumbent, that every article should be in readiness for delivery immediately to my order.

You will therefore be so obliging as inform me to whom the several indents have been forwarded, that I may know where to apply, in order to facilitate my dispatch, and with as little delay as possible — It will be necessary that the code of signals, be immediately prepar'd for me at the Office, as those Captⁿ Dale has, are very deficient — there appears to have been no form established when he sail'd on the former voyage.

I am

D^r Sir

&c. &c.

T. T. [THOMAS TINGEY]

To GARRETT COTTRINGER, Esq^r

Naval Office — Trenton

[NDA. Tingey LB, 1798-1800.]

To Captain J. W. Leonard, Revenue Cutter *Governor Jay*, from
Garrett Cottringer for Secretary of the Navy

Revenue Cutter *Governor Jay*,

[TRENTON,]

Navy Department, October 30th 1798.

Cap^t J. W. LEONARD

SIR, I have in the absence of the Secretary of the Navy received your Letter of the 29th Instant, informing of your arrival at New York. — On the subject of accounts you must arrange with the Collectors of the Customs as already advised. —

I am Sir &c^s

G[ARRETT] C[OTTRINGER] &c^s

[NDA. OSW, Vol. 1.]

To Lieutenant Cowper from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *Constellation* 30th Oct^r 1798.

SIR, You will proceed to Norfolk, and enter sixteen Seamen, as soon as possible, at the Rate of seventeen Dollars per Month, and call on M^r Garretson for Money, to advance them two Months' Pay; they must sign the Articles, take the Oath, and give Security as before, when you will send them on Board immediately after.

Let me here once more call your Attention to the great Necessity of making Exertions, and to execute speedily, and with Spirit, every Order issued to you, as an Officer. In Naval Life, no Man can look forward to become conspicuous, by rapid Promotion or otherwise, unless by his unremitting Attention to Duty, and from a regular Deportment, he can signalize himself from the Slothfull, and inactive. It is an artful Imposition, often attempted to be practiced by Delinquents, in performing the Functions annexed their Office, which are assigned to them, to talk of Hardships, that do not exist; by Way of Extenuation of their Faults, or their Neglects, and like a Distemper similar to a contagious Fever, it spreads by their working Others into a Belief, that they are really aggrieved, but the Fact is this.

Every Officer that performs his Duty well, will be respected, those who neglects his Duty, must at least expect a Rebuke. In European Navies, it is different for there, an Officer, who neglects his Duty, is arrested, and broke, our Officers all came on Board young and alike inexperienced. I have endeavoured by various Ways and Means to bring them to a proper Sense of Naval Discipline, and I am in Hopes still to succeed. Every Citizen in private Life is his own Master, but when he enters into the Navy, or Army, he is no longer so, for he must submit to strict Subordination. With Respect to myself, my Superiors will always testify, how far I put in Practice those Doctrines; when I am positively Ordered to do any particular Service, I never demur, or offer an Opinion. When I am asked an Opinion, I give it with Candor; and when I have a Charte Blanche, I do my Utmost to promote the Interest and Good of the United States, considering well, the Intention and Wish of the Executive Government.

As to Sacrifices, no Man in the Service has sacrificed what I have done, and no Man certainly is half so great a Slave as I am, and have been, in attending to all the various Duties, connected with it.

In the Organization of our Infant Navy, much more is to be done, *by every Officer*, than in an established Navy, where every subordinate Officer is well acquainted with his Duty; hence arises the Necessity of very great Attention to place every Thing on a proper Establishment besides the Officers generally in our Navy, tho' young and inexperienced, have this Advantage over those in European Navies, by having been brought up as hardy Seamen, without much Indulgence, consequently it ought not to be expected, that all at Once, before they are initiated themselves, that they should wish at the Expense, and real Injury of the Service, to meet all that Sort of Indulgence, given to Gentlemen in Navies well organized &c. There is a Time for all Things, and when we have every Thing, as well fixed, and regulated as they have in Europe, then may we indulge, as they do, but untill then, let every Officer say, I prefer the Attention I owe the Infant

Marine of my Country, to every Indulgence, and Pleasure. To such the Government will reward, and to such I shall never be unmindful.

I wish, Sir, the above hasty Observations may have a Tendency, whenever made to any Gentlemen to open their Eyes, and stimulate them to hasten, themselves into the Esteem of their most Obedient and very humble Servant

THOMAS TRUXTON.

Lieutenant COWPER.

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

To William Crafts, Charleston, S. C., from Timothy Pickering, acting for Secretary of Navy

[TRENTON,]

Navy Department October 30th 1798

W^m CRAFTS Esq^r
Charleston

SIR, I am honored with the receipt of your Letters of the 5th & 9th Instant, addressed to the Secretary of the Navy who is now absent, and for whom I have undertaken to attend to the Current business of the department until his return. — With respect to the pay stipulated for the Crew of the Gallies, it has been considered that six dollars a month, & 1 ration p^r day, was a sufficient compensation for the Class of men contemplated to be employed. — Able seamen I presume, are not necessary for this service, and ordinary seamen, or landsmen ought not to expect more. However on this subject you will hear more pointedly in a few days. —

Observing it to be the wish of the Committee, that Cap^t Cross should remain to superintend the building of the Frigate, I write him by this Conveyance to act accordingly; and to deliver possession of the Brigantine *Pinckney* to Cap^t Samuel Heyward, who is so well recommended. — In consequence of this arrangement a person will be wanted to command the Galley intended for Heyward, and I request that you will select a character suitable therefor, and advise me his name, that he may be nominated to the President. In the interim he may act as if appointed, and his Commission in due time will be transmitted to him. Captain Heywards Commission as Cap^t of a Galley may be altered by M^r Simons & yourself, by the Erasure of the Word "Galley" and substituting "Revenue Cutter"; And I will thank you to take the trouble of seeing this done. —

I have the honor & C

T[IMOTHY] PICKERING.

[NDA. G.L.B. No. 1.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
30 October 1798, Tuesday

First part this 24 hours fresh Breezes a Swell from the N. W. Employ'd preparing fishes for the foremast.

Middle part Strong Breezes & Cloudy W^t Reefed Top Sails.

@ 6 A. M. Weather dark and squally with Rain furl'd Mizen Top Sail & Close Reef'd M^s & Fore Top Sails Sent down Top G^t Yards. & Masts. @ 10 Wore Ship

Carpenters employ'd Raizing the Coomings of the Hatches.

[Latitude by dead Reckoning 35.50 by
an Indifferent observation 36°.16^m N°]

[NDA.]

Extract from journal of Lieutenant John Mulloony, U. S. Frigate *United States*,
30 October 1798

Tacked to the S^d at 1/2 past 3 saw a sail in the west standing to the N^d

At 5 spoke a Pilot Boat — Hove to and got a Pilot —

Sounded frequently in 14 fathom to 20.

Sounded in 14 fathom saw the Land bearing West. A M saw the Light House on Cape Henlopen bearing N. W. Dist 5 leagues, got the cables bent & anchors clear —

[NA.]

To William Bartlett, Newburyport, from Charles W. Goldsborough, for
Secretary Stoddert

[TRENTON,]

Navy Department October 31st 1798

W^m BARTLETT Esq^r

Newburyport

SIR The Gentlemen mentioned in your List for Appointments on board the Ship *Merrimack* viz^t

Michael Fitcomb J ^r	1 st Lieutenant
Sam ^l Chase.....	2 nd ditto
Jon ^s Fitcomb J ^r	Sailing Master
David Stickney.....	Lieut ^t of Marines
Nath ^l Broadstreet.....	Surgeon
Joseph Hooper.....	Purser
Joseph Brum.....	Midshipman
Nathan Fletcher.....	ditto
Francis Salter.....	Gunner
John Coust.....	Carpenter,

have all been confirmed in their appointments by the President of the United States. —

I have the honor to request, that you will be so obliging as to notify those Gentlemen respectively of their appointments; and that you will desire them to communicate their acceptances in writing, and to take the enclosed oaths respectively, and forward them to this office — Upon doing this, they shall all receive their Commissions & Warrants. —

I have the honor &C^s

CH. W. GOLDSBOROUGH
for B[ENJAMIN] STODDERT,
Sec^y of the Navy.

[NDA. GLB No. 1]

To Thomas Morris, Charleston, S. C., from Timothy Pickering, for
Secretary of Navy

[TRENTON,]

Navy Depart^t October 31st 1798

THO^s MORRIS Esq^t }
Charleston, S C }

SIR, In the absence of the Secretary of the Navy, being charged with the Current business of this department, I have received your Letter of the 9th Instant, by which I perceive that the appointment of Cap^t Cross to the Command of the Cutter *Pinckney*, you consider as likely to prove detrimental to the building of the Frigate commenced by the Merchants at Charleston; And as this I am Sure could not have been in the Contemplation of M^r Stoddert, when that arrangement was made, I cheerfully do, what I know will be agreeable to him, and meet the views of the Committee, by consenting that Cap^t Cross Shall remain to Superintend the Frigate; and that the Command of the *Pinckney* shall be given to Captⁿ Heyward to whom I write by this Conveyance. —

I must request you Sir, in conjunction with M^r Crafts to fix on a proper character to take the place of Cap^t Heyward as Commander of the Galley, and inform me his name, in order that he may be nominated to the President —

I am Sir &C^s

T. PICKERING
for the Sec^y of the Navy.

[NDA. GLB No. 1.]

To Captain George Cross, Revenue Cutter *Pinckney*, from Timothy Pickering, for
Secretary of the Navy

[TRENTON,]

Navy Departm^t Oct^r 31st 1798.

Cap^t GEO: CROSS

Ch: ton S. C. [*Charleston*].

SIR Your Letter of the 9th Instant I received in the absence of the Secretary of the Navy: and observing the Fears entertained by the Committee, that your appointment to the Command of the *Pinckney* Cutter will be detrimental to the progress of the Ship building by the Merchants; I write them by this conveyance, giving my consent to your removing on shore to superintend that Vessel. — In consequence of this arrangement, another Cap^t must be appointed for the *Pinckney*, and Cap^t Samuel Heyward being highly spoken of, I agree that he shall take the Command — You will please therefore to give him possession of the Vessel, and communicate to him the several instructions you have received from this department, respecting your intended cruise. — It would have been more agreeable, could you have continued in the Command of the *Pinckney* until the Frigate was well advanced; but as the committee seem anxious on the subject, I could not avoid a compliance with their request. —

I am Sir &c^s
Y^r m^o ob. Ser^t

T. PICKERING

[NDA. OSW, Vol. 1.]

To James Simons, Charleston, S. C., from Timothy Pickering, for Secretary of Navy

[TRENTON,]

Navy Department Oct^r 31st 1798.

JA^s SIMONS Esq^r

Charleston, S. C.

It having been considered expedient, that Capt^o George Cross, who at present commands the Brigantine *Pinckney* should resign the Command of that Vessel, to attend to the building of the Merchants Frigate at Charleston, Cap^t Sam^l Heyward has been recommended to succeed him. — This Gentleman now holds a Commission as Captain of a Galley, and as there is not time to procure the Signature of the President to a new one, it will answer the purpose to erase the word "Galley", and Substitute "Revenue Cutter" which I request you will be pleas'd to See done, and deliver the Same to Cap^t Heyward, who with W^m Crafts Esq^r will wait on you for the purpose. —

I have the honor &C^s

T[IMOTHY] PICKERING.

[NDA. GLB No. 1.]

To Secretary of the Navy from Captain Jonathan Chapman, U. S. Navy

NEWPORT Oct^o 31st 1798

SIR I have the pleasure to inform you that on the 24th ins^t I arrived here with the United States Brig *Pickering* under my command and all well. This Cruise has been very unpleasant attended with much Stormy weather, in which the *Pickering* has sustained some damage. — On the 20th a Sea struck on the Starboard Bow, carried away one of the fore shrouds with the bob-stay, and right arm of the figure. —

We met with nothing remarkable until the 19th ins^t when a Ship with nine or ten ports of a Side and full of Men, came up and passed us under English colours. from her appearance and manoeuvres, I am very suspicious this was a French Privateer —

I was duly honoured with your favours of the 15th Sept and 6th Oct^o enclosing the Oath, and a Commission appointing me a Captain in the Navy. — With a strong inclination to serve my Country together with a view of an early appointment in the Navy, I was induced to take command of the *Pickering*; and M^r Higginson (the agent) assured me that the motives that induced you to send me a Commission as Master of a Revenue Cutter should be no obstacle to my ranking in the Navy from that date (30th June) and this was what I fully expected, otherwise I should not have taken charge under the Revenue. — I accept, Sir, of this honourable appointment, presuming that on a reviewal of this business, you will place me in that rank unto which (I presume) I have an additional claim for thus early engaging in Actual service. — I am not disposed Sir, to ask any thing improper, but must request you will write me fully on this subject. I conversed with M^r Higginson before I left Boston about a better Ship. he supposed I should be appointed to the one now building in Portsmouth, but as that Ship has a Commander I

shall consider myself very much honoured in being appointed to command the Ship now building in Boston. —

I herewith enclose you a Schedule of the State and Condition of the *Pickering* with a list of the Crew and their times of entry. Should their times expire before this business is compleated, you may be assured Sir, I shall have influence enough to continue them to the end of this service. — I also enclose you the Oath unto which I have subscribed and sworn, and remain with much respect

Your Obed^t Servant

JONA^a CHAPMAN

Hon^{ble} BENJAMIN STODDER Esq^r
Secretary of the Navy

N. B. I beg leave to recommend to you Benjamin Hillar for my 1st Lieut. and John Hills who is now Sailing-Master for 2nd Lieut. I have discharged James Atwood who was my 2nd Lieut. — being sick and unfit for the service and have promoted John Hills to act as 2^d Lieut. Pro. tem. and David Bruce now Master's Mate, to act as Sailing-Master. —

JONA^a CHAPMAN

[NDA. Area 7, October 31, 1798.]

To Secretary of War from Secretary of Navy, pro tempore

[TRENTON,]
Navy Department October 31st 1798

SEC^y AT WAR

SIR, I am honored with your Letter of the 27th Instant, enclosing a reference of the 26th arising out of an act of the Legislature of New York, directing a sum not exceeding 150,000 Dollars to be laid out in fortifications, for the defence of the City of New York, in confidence that such expenditure would be indemnified and allowed by the United States; — Gov^r Jay's Letter to the President on the subject of the said act — The Presidents reply — and also his Letter to General Hamilton. —

The acts of Congress of the last session, not being to be had at this place, I cannot have reference to them. If I understand your detail of the acts, on this particular subject, there is one condition required by them, before credit can be admitted in favour of Debtor States, for sums laid out by such States in fortifications. The condition I mean is this; — That the fortifications so erected, with their privileges & appurtenances shall be, and shall be declared & established as the property of the United States, while maintained by them. —

But perhaps this matter ought to be then understood; — That tho' the president may properly authorize the expenditure of money on Fortifications by a debtor State; yet such expenditure is not to be admitted to the credit of the State, until the fortification so erected be declared and established as the property of the United States, while maintained by them. In this view of the subject, which, under all other circumstances, and the propriety of erecting without delay, fortifications for the defence of New York, I deem the proper one, I am of opinion that the act of the President ought to be confirmed

officially by the Secretary at War, that the Instruction as proposed by the Secretary at War should be given to General Hamilton. —

1st That the Act of the President ought to be confirmed officially by the Secretary at War.

2nd That the Instructions as proposed by the Secretary at War be given to Gen^l Hamilton.

3rd That the Governor of New York be informed of the premises, and that the sums expended under the superintendence of General Hamilton or with his approbation, not exceeding 150,000 Dollars, will be considered as coming within the meaning of the 2nd Section of the act of the 3^d of May 1798, and be passed to the Credit of the State of New York, on account of the balance found, and reported against the said State, by the Commissioners for settling the accounts between the United States & the Individual States whenever the fortifications &c* shall be declared and established as the property of the United States, while maintained by them. —

I have the honor &c*

[NDA. Sec War LB, 1798–1824.]

To Captain Samuel Heyward from Timothy Pickering, Secretary of the Navy,
pro tempore

[TRENTON,]

Navy Department October 31st 1798

Cap^t SAM^l HEYWARD
Charleston S. C.

SIR It having been determined that Cap^t George Cross, lately appointed to command the Brig^g *Pinckney* should remain to superintend the Frigate building by the Merchants of Charleston, and your recommendations being respectable, I have in the absence of the Secretary of the Navy, though proper to give you the Command of the said Cutter, & you will please to consider yourself in that capacity. — The Commission lately sent you may be altered, so as to apply to the change, and I write to the Collector James Simons Esq^r & W^m Crafts Esq^r on the subject. Cap^t Cross will deliver to you the Instructions which he received from this department, by which you will be Strictly governed, and I flatter myself your conduct will be such, as to merit the confidence reposed in you.

I am Sir

Your ob^t &c*

T. PICKERING —
Sec^y of the Navy pro tempore

[NDA. OSW, Vol. 1.]

To Joshua Humphreys, naval constructor, from Secretary of State

DEPARTMENT OF STATE

Trenton Oct. 31, 1798.

M^r JOSHUA HUMPHREYS
Chester or Marcus Hook

SIR, Captain Robinson master of the Ship *Hero*, laden for Algiers has just called on me. He is now on his way to his ship, which is ready for Sea. I wrote you lately, desiring that Capt. Maley's

schooner might sail with him as a convoy: and that the *Sophia* should be prepared to go with the other two armed vessels to Algiers, to bring back all their crews. I have not since heard from you.

Captain Robinson expressed a desire to have two or four of Maley's guns, with amunition, put on board his ship; informing at the same time that his owners refused to make any kind of provision for arming him.

I see but one objection to his request — that his ship is a dull sailer, and might be taken, when Maley's Schooner might escape from a superior force; whereby so many guns, adapted to the Schooner might be lost. I would therefore prefer putting two, or even four other guns on board the *Hero*, which might be taken out at Algiers, and put into the hold of the *Sophia* for ballast.

I will thank you for an immediate answer concerning the vessels destined for Algiers. In the mean time, I remain &c.

TIMOTHY PICKERING.

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

To Major Commandant Burrows, U. S. M. C., from Lieutenant Anthony Gale,
U. S. M. C.

NEW CASTLE October 31, 1798

SIR I rec^d your letter dated the 27 instant — as to a guard for the Prisoners I dont know of any except the Troops under the Command of Cap^t Miller — as long as the men remain here they shall be well exercised, as I take care to drill them every evening, for two Hours; you would be surprised to see how much they have improved since my arrival here and I have the pleasure to inform you of their being talk'd of as being sober well behaved men and keeping themselves cleaner than any men they seen this long time. I have listed two men and wish to know will they get clothing here or at Marcus Hook.

One of the Prisoners a Duch man wants to list, he was taken by the French on his passage to this Country and made to serve on board of the Privateer; I would not list him until I acquainted you on the subject. The men are in a bad way for want of Socks, and watch coats, as the weather is very cold here, if you think proper to send either of the above mentioned articles the N. Castle Stage Boats go to Philad^a in which you can send them.

The men are very desirous to get Baynet Scabbards; there is a man here that will make them, for three shillings each or less, they are satisfied to pay what they cost above what Government allows for them if you think proper. Sergt Dongan wants to go to Sea in *Ganges* as he wishes to be out of the way of some of his friends, and wishes if you think proper to be appointed Sergt on board of s^d Ship; he has behaved with the greatest propriety and deserves my greatest praise

I have the Honor to be

Sir

Your most Obt & Hmbl Servt

ANTHONY GALE,
Lieut Marines

N. B. Pope has neglected to get a pair of woolen overalls you will please to send them and one Privates Vest for Warner as there

was none when he came away, the overalls are charged to Pope but did not get them

A. G.

W. W. BURROWS

Maj^r Commandant of the Marine Corps

[MCA. LR, 1798.]

To William Eaton, United States Consul, Tunis, from Secretary Pickering

TRENTON Oct. 31. 1798.

WILLIAM EATON Esq^r

SIR, The season requires that the vessels destined for Algiers should depart in a few days. By the time you can reach Philadelphia I presume they will be ready for sea.

I have paid your draught for five hundred dollars of which you wrote to me some time since.

I am with esteem &c.

TIMOTHY PICKERING.

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

Extract from journal of James Pity, U. S. Frigate *Constitution*,
31 October 1798, Wednesday

First part this 24 hours cloudy W^r at ½ past 12. Wore Ship to the Northward @ 1 P. M. Let a Reef out of the Top Sails at 3 P. M. reef'd the Top Sails again. @ 5 P. M. made more Sail the W^r more Moderate.

Middle part Squally Winds Variable with Rain

@ 6 P. M. Winds Variable wth some Thunder @ 8 A. M. a sudden Gale came on from the W. N. W. Reef't & furl'd the Top Sails Wind Increasing haul'd up the fore Sail & furl'd him. Split the fore & main Stay Sails hous'd the Guns fore and aft & made all Secure. Reef't the Mizzen Stay Sail & Ballance reef'd the Mizzen got a New fore Stay Sail up & bent him.

[Latitude by Account 37°. 29^m N^o]

[NDA.]

Extract from journal of Lieutenant John Mullowny, U. S. Frigate *United States*,
31 October 1798

At 6 P. M. came to an anchor in 8 fathoms water Cape Henlopen Light bearing S ½ E. distance 16 miles, the Buoy of the Brandywine shoal N ½ W 1 ½ mile, Blows hard, so much so as to prevent our getting under way —

Snow very thick. at ½ past 11 passed by the Buoy of the Ledge, at ½ past M. run ashore on the upper end of the Ledge, got the Boats out, the stream anchor in the Lanch, at ¼ past one she got off without any Damage, more clear saw the Buoy of the Middle, bearing N. W. by W. ½ mile. at ½ past 6 came to an anchor near the upper end of reedy Island strong breezes with rain —

[NA.]

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