

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

**Volume III**

**Naval Operations  
from April to July 1799**

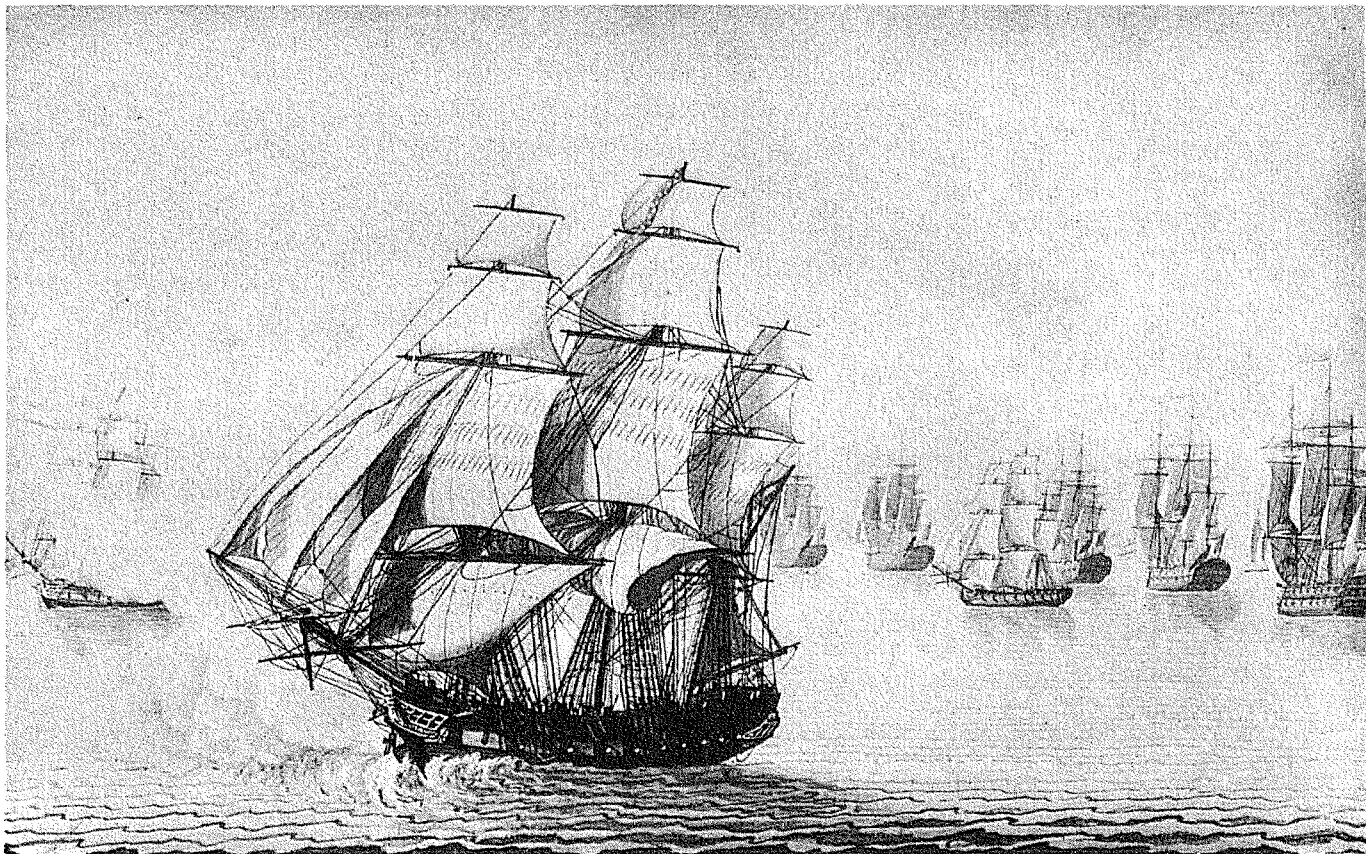
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**NAVAL OPERATIONS**  
**FROM APRIL 1799 TO JULY 1799**  
**QUASI-WAR WITH FRANCE**



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

# NAVAL DOCUMENTS

RELATED TO THE

## QUASI-WAR BETWEEN THE UNITED STATES AND FRANCE



## NAVAL OPERATIONS

FROM APRIL 1799 TO JULY 1799



PUBLISHED UNDER DIRECTION OF

*The Honorable* CLAUDE A. SWANSON  
*Secretary of the Navy*



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

*By Authority of Acts of Congress*  
*Approved March 15, 1934, and June 24, 1935*



UNITED STATES  
GOVERNMENT PRINTING OFFICE  
WASHINGTON : 1936



## PREFACE

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from 1 April 1799 to 31 July 1799, inclusive, during the Quasi-War with France (1798-1801), and contains much hitherto unpublished documentary material related to the organization of our naval forces, the establishing of bases in the Caribbean area and operations incident to the protection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

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

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

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

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

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

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

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

The publication of these Documents was made possible by the Acts of Congress approved March 15, 1934, and June 24, 1935, quoted below:

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

*“Printing Historical and Naval Documents.—For continuing the printing of historical and naval documents, including composition, clerical copying in the Navy Department, and other preparatory work, in accordance with the provisions of the appropriation made for the commencement of this work as contained in the Naval Appropriation Act for the fiscal year 1935, \$20,000, together with the unexpended balance for this purpose for the fiscal year 1935: Provided, That nothing in such Act shall preclude the Public Printer from furnishing one hundred and fifty copies of each volume published to the Library of Congress.”*

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



## ILLUSTRATIONS

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



## ABBREVIATIONS INDEX TO SOURCES

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



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



# NAVAL OPERATIONS

FROM APRIL 1799 TO JULY 1799

## QUASI-WAR WITH FRANCE

---

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

[PHILADELPHIA]

*Navy Department 1. April 1799*

Major W<sup>m</sup> BURROWS

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

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

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

---

To Captain David Jewett from Secretary of the Navy

[PHILADELPHIA]

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

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

*Norwich Connecticut.*

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

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

[NDA. OSW, Vol. 1.]

---

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

[PHILADELPHIA]

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

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

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

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

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

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

[PHILADELPHIA]

*Navy Department April 1. 1799.*

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

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

I am &c.

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

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

[PHILADELPHIA]

*Navy Department 1. April 1799*

Major WILLIAM BURROWS

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

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

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

[About 1 April 1799?]

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

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

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

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

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

[RIHS.]



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

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

[HS of PA. NDA photostat.]

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

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

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

Light breezes & pleasant

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

[2 April 1799]

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

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

	D <sup>rs</sup> .
Coffee green of St Domingo & Martinico, Am <sup>t</sup> in bags. —————	20,000
Sugar in boxes & Barrels, 1 <sup>st</sup> 2 <sup>d</sup> 3 <sup>d</sup> & 4 <sup>th</sup> quality D <sup>e</sup> —————	8,000
Pepper in bags.—————	8,000
Cochineal to the Am <sup>t</sup> of.—————	8,000
Pimento in bags.—————	2,000
Rum Jamaica, in bottles to the Am <sup>t</sup> of.—————	600
Cottons ordinary, of different qualities (I believe India)—————	16,000
Cloves in Butts to the Am <sup>t</sup> of.—————	5,000
Nankeens Am <sup>t</sup> of.—————	2,000
Irish Linens. Amount 1 <sup>st</sup> 2 <sup>d</sup> 3 <sup>d</sup> 4 <sup>th</sup> & 5 <sup>th</sup> quality.—————	2,000
China, in Coffee & Tea Setts, dishes, bowls, & plates of red, green & blue, flowered or fashioned.—————	1,000
Tin in Sheets as p. Pattern.—————	2,000
Hour or Ising glass for Lanthrons Am <sup>t</sup> of.—————	600
Cinnamon as per Sample to Am <sup>t</sup> of. Note N <sup>o</sup> . 1.—————	1,000
Salmon Pickled in Barrels & half Barrels Am <sup>t</sup> of.—————	1,000
Note of N <sup>o</sup> 1 Amount of 1000 Dollars.—————	1,000
Note of N <sup>o</sup> 2 to the Amount of.—————	1,500
Note of N <sup>o</sup> 3 to the Amount of.—————	3,000
Note of N <sup>o</sup> 4 to the Amount of.—————	1,500
Note of N <sup>o</sup> 5 to the Amount of as Per Sample.—————	3,000
Am <sup>t</sup> Carried forward.—————	\$87,200

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

15 Barrels of Smoak'd herrings

75 Barrels of Pickled herrings

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

(Copy)

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

#### Wanted for the Regency

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

#### Wanted for the Dey.

600 W<sup>t</sup> of fine Loaf Sugar  
600 Dollars worth of Mahogany boards (how thick) [†]  
300 Dollars worth of Ebony boards/is there such a thing (none at market)[†]  
100 Dollars worth of black Walnut boards, (what dimensions) [†]  
Tamarinds & Sweetmeats W. India produce 200 doll<sup>s</sup> worth 6 p<sup>s</sup> fine India Muslins  
fitting for Turbans  
20 doz. of Madrass Handkerchiefs, different qualities & Colors  
10 pieces of the finest dimity . . D<sup>o</sup>  
4 pieces of the finest linen  
100 best English Pen knives, of different qualities  
30 pieces of large Damask, fine for Napkins  
20 pieces of India Silks, with & without flowers of different qualities ———

(Signed) RICHARD OBRIEN.

To the Secretary of State—

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

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

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

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

[PHILADELPHIA]  
N Department April 2<sup>d</sup> 1799

M<sup>r</sup> CHARLES MORRIS  
*Midshipman*

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

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

[NDA. OSW, Vol. 1.]

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

N<sup>o</sup> 14

(Copy)

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

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

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

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

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

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

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

I have the honor to be with profound respect sir

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

(Signed) JOS: M. d'YZNARDI —

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

\* Mr. O'Hara of Charleston.

[NDA photostat.]

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

[PHILADELPHIA]

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

WILLIAM CRAFTS ESQUIRE

Charleston, (S. C)

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

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

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

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

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

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

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

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

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

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

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

DEPARTMENT OF STATE, *Philadelphia April 2. 1799*

N<sup>o</sup> 16.

WILLIAM SMITH Esq<sup>r</sup>

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

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

\* \* \* \* \*

I am with great respect &c

TIMOTHY PICKERING

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

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

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

N B. On my Arrival at Bassateer, S<sup>t</sup> Christopher's on the 5<sup>th</sup> Instant I found the above Schooner to be commanded by the Noted Captain Williams mounting 14 Guns, a French Pirate that has been long trespassing in these Seas; and that he had hove over all his Guns but six in the Chase, together with his Boat, and other weighty Matters, in Order to lighten his Vessel, and aid her Sailing.

[HS of PA. NDA photostat.]

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

Light Winds and Cloudy

At 6. PM fresh breezes and Vble with Rain

@ 7. PM. shortend sail

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

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

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

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

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

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

[NDA.]

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

[PHILADELPHIA]

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

Cap<sup>t</sup> CHARLES BRIDGHAM

Cap<sup>t</sup> RUSSEL STEVENS

*Alexandria*

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

[PHILADELPHIA]

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

Mess<sup>rs</sup> J. & EBN<sup>t</sup> WATSON  
New York

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

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

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

I have the Honor to be

Treenails for each Ship

5000. three ft —  $1\frac{1}{2}$  Inch diameter

16000. 30 Inch ditto

14000 2 ft . . .  $1\frac{3}{8}$ "

10,000 20 Inch . . .  $1\frac{1}{4}$ "

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

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

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

[HS of PA. NDA photostat.]

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

Cloudy W<sup>t</sup> in chace to the E N.E. at  $\frac{1}{2}$  past 12 the chace carried away her Main top Mast Tack'd as Necessary Made the private Signal @  $\frac{1}{2}$  past 6 the Chace E. S. E 10 Miles Distant made & shortend sail as the Weather would allow. @  $\frac{1}{2}$  past 6. Lost sight of the Chace the Last bear<sup>e</sup> E b S 9 Miles. the Cap<sup>t</sup> then gave orders to Work to windward till 12 at Night in case the chace was not seen to bear up and steer W. b S. at 3 A M set the fore sail At [space] saw the Island Deseada W b N.  $\frac{1}{2}$  N. 3 Leagues Distant @  $\frac{1}{2}$  past 5 saw the chace from the Mast head bear<sup>e</sup> E N. E. made sail and gave chace. fm 8 till 10. squally At 11 A M saw a strange sail bear<sup>e</sup> S b E. @ 12 the chace E b N. 12 Miles Distant —

[Latitude In  $16.23$  N.°]

[NDA.]

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

First part fresh breezes & pleasant

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

Middle part light winds & Hazey

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

[Latt'de ob'd 15.57 No.]

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

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

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

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

Pleasant weather at Midnight.

All hands variously employ'd

At Meridian pleasant

Distance per Log — 84

[Lat. Observed — 25 — 29 N.]

[LC, EPP, 1799.]

[4 April 1799]

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

*Carteret* Packet

Mem<sup>o</sup>

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

[NHSC, NYHS.]

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

[PHILADELPHIA]

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

STEPHEN HIGGINSON ESQ<sup>t</sup>

Boston

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

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

I have the Honor to be &c &c

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

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

[PHILADELPHIA]

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

NICHOLAS JOHNSON ESQ<sup>t</sup>

*Newbury Port*

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

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

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

I have the Honor &° &°

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

[4 April 1799]

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

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

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

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

WILLIAM MARSHALL.

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

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

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

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

[HS of Pa. NDA photostat.]

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

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

Middle part Moderate breezes and cloudy

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

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

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

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

[NHSC, NYHS.]

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

Moderate Breezes in chace @ 3 P Light Airs employ'd wet[t]ing the sails with the Engines At 5 fired a gun at her and boarded her. she prov'd an English Packet from Falmouth (Eng<sup>d</sup>) calld the *Cateratt*, which place she left March 2<sup>d</sup> 1799. and was taken by the French March 29. 1799. rec<sup>d</sup> 12 Frenchmen from her sent a Commiss<sup>d</sup> & Warrent Officer to take charge of her with 11 Men & to carry her to Martinico at ½ past 7. filld & made sail with the chace in tow steerd S<sup>e</sup> for Martinico at 5 saw Dominico bear<sup>e</sup> W. b N. & the N E. end Martinico S. b W. 7. Leagues. M<sup>r</sup> William Felt Sail Maker departed this Life at 11. Committed his body to the deep At Merd<sup>n</sup> the Town St. Pierres S. E b E. 12 Miles Pearl Rock E b N. 6 Miles Distant

[No observation]

[NDA.]

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

First part light winds & Cloudy  
Deseada NW b W 8 Leagues  
at ½ past 2 PM brought too & boarded the Sloop *Ranger*  
John Francis Master from Killingsworth bound to Martinico  
Middle part squally & rain  
At 8 AM spoke the U. S. Brig *Eagle*.  
Ends with light winds & Cloudy

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

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Thursday, 4 April 1799

Light winds and pleasant weather at ½ past 3 P. M. Saw 2 Strange Sails made Sail and gave chase, by the wind, discovered them to be 2 brigs Standing athwart. at 4 they appeard to be privateers, from the number of Guns they shew, loaded our Guns with grape & Cannister Shott, cleard the Decks and prepared for action — At 6 the commodore hoisted a Signal to speak him wore round and spoke him, ordered us to keep close to him wore again to the Westward, the 2 brigs bearing down, for us. and likely to run a Stern wore Ship again, the first coming on our quarter orderd him to put his helm aport or we should give him a broadside the same with the 2 Brig, brought them to found they were from Martinico bound to Liverpool they cheer'd us & we answered them, at 8 P M. Dismised the Brigs after the Commodore boat boarded them the Commodore desired us to keep under short sail all night

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

[Lat. Observed — 25 — 9 N]

[Long. Observed — 58 — 00 W]

[LC, EPP, 1799.]

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

PRIVATE

THE HAGUE 5. April 1799.

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

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

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

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

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



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

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

W. V. MURRAY.

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

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

[5 April 1799]

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

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

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

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

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

[PHILADELPHIA]  
N Department 5<sup>th</sup> April 1799.

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

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

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

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

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

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

[HS of PA, NDA photostat.]

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

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

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

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

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

[NHSC, NYHS.]

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

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

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

[NDA.]

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

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

Made and shortend Sail occasionally

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

at 6 pleasant weather, hands employd fitting trusses

Gunner painting half Ports yellow

At Meridian Pleasant

Distance per Log — 81

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

[LC, EPP, 1799.]

[6 April 1799]

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

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

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

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

U:S: SHIP *Constellation* BASSATEER  
Road S<sup>t</sup> *Christophers* 6<sup>th</sup> April 1799  
Capt<sup>n</sup> SAMUEL BARRON.

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

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

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

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

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

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

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

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

Consideration —

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

Copy of my Commission

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

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

Lieutenant JOHN ARCHER.

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

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

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

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

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

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

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

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

[Enclosure]

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

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

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

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

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

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

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

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

Your Obed<sup>t</sup> Servant

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

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

*Secretary of the Navy.*

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

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

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

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

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

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

*Secretary of the Navy.*

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

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To President John Adams from Secretary of the Navy

[PHILADELPHIA]  
*Navy Department 6 April 1799.*

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

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

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

I have the honor to be

With the highest respect & esteem

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

BEN STODDERT —

[NDA, photostat.]

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

[PHILADELPHIA]

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

Cap<sup>t</sup> THOMAS WILLIAMS

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

I have the honor to be &°

[NDA. OSW, Vol. 1.]

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

[PHILADELPHIA]

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

Cap<sup>t</sup> WILLIAM BAINBRIDGE

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

I have the honor to be &c

[NDA. OSW, Vol. 1.]

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

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

[HS of Pa. NDA photostat.]

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

Light Winds and Variable Stand<sup>g</sup> off and on St. Pierres waiting for the Officers and Men to return from the Prize at 6 PM the small cutter return'd and left on shore 3 Men Viz<sup>t</sup> Thomas Jones. Edward West & Jn<sup>o</sup> Connally. Seam<sup>n</sup> & Ordinary Seamen Lieu<sup>t</sup> Hull reports that it is uncertain wether they left the boat with an Intent to run away or Not At  $\frac{1}{2}$  past 6. filld and made sail proceeding immediately to sea

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

Wash'd and fumigated between Decks.

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

[NDA.]

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

Begins with Cloudy weather & light winds

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

Middle part moderate breezes and Cloudy.

At 6 AM the body of Deseada bore West 3 leagues

Ends with light winds & pleasant

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

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

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

Squally with rain

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

at 4 AM Cloudy. made and shortend occasionally

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

Pleasant at Meridian Seaman Variously employd

[Lat. Observed — 24 — 27 N.]

[Long. Observed — 58 — 43 W.]

[LC, EPP, 1799.]

[7 April 1799]

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

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



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

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

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

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

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

Please to excuse the freedom of this Communication.

I am with great respect

Your humble Servant

TURELL TUFTS.

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

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

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

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

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

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

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

[NHSC, NYHS.]

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

First part light winds & pleasant Weather

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

Mid. part fresh breezes & Cloudy

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

Ends with Moderate breezes

[Latt'de ob'd. 16.27 N.]

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

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

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

W<sup>m</sup> WINDER Esquire

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

I have the Honor to be &c &c

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

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

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

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

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

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

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

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

[About 8 April 1799]

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

Memorandum.

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

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

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

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

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

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

[8 April 1799]

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

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

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

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

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

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

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

U:S: SHIP *Constellation* —  
*Bassateer Road S<sup>t</sup> Ch<sup>t</sup>s 8<sup>th</sup> April 1799.*

Lieutenant RODGERS.

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

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

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

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

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

Lieutenant SPEAKE.

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

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

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

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

[HS of Pa. NDA photostat.]

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

Moderate breezes and cloudy at 3 Saw a strange sail bearing N by E Made all plane sail and Gave chace at 5 answered the private Signal of the United States Ship *Merrimack* shortnd sail and Rec<sup>d</sup> 8 men from the *Merrimack* they being borne there Supernumary from the Prize *Neutrallity* at 6 filld and parted comp<sup>y</sup> with the *Merrimack* at ½ past 7 deseada W ½ S 12 miles at 12 Tack'd to the southward AM at 5 saw a strange sail bearing N N W Tack'd and Gave chace at 7 answerd the private Signal of his Majestys Ship *Hydra* Shortn'd Sail and wore to the Southward at 10 Saw a sail E S E which we Supposed to be the *Merrimack* At 12 Deseada W N W 6 Leagues

[Latitude Observed 16.14 North]

[NHSC, NYHS.]

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

Moderate breezes and Squally at 3 PM. saw a strange sail bear<sup>t</sup> N. b E made sail and gave chace @ 5 PM. Answerd the Signals of the United States Ship *Merrimack* shortend sail & rec<sup>d</sup> 8 Men from her which She rec<sup>d</sup> on B<sup>d</sup> at Martinico from our prize *Neutrality* at 6 parted Company with the *Merrimack* @ ½ past 7. Deseada W ½ S. 12 Miles at 5 AM saw a strange sail bear<sup>t</sup> N N W. gave her chace at 7. Answerd the private Signals of the English Frigate *Hydra* shortend sail and wore to the Southw<sup>d</sup> @ 10 AM Saw a sail bear<sup>t</sup> E S. E supposed to be the *Merrimack*

At 12 Deseada W. N. W. 6 leagues

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

NDA.]

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

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

At 2 PM saw a sail to the Southard made Signals & Stood for her, at ½ past 4 spoke her the U. S. Frigate *Constitution* — hall'd our wind to the South<sup>d</sup> & *Constitution* to the North<sup>d</sup> Mid. part Squally & rain

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

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

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

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

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

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

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

Latter part moderate winds and pleasant Weather —

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

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

[10 April 1799]

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

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

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

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

*Signals by Night*

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

**NOTE.**


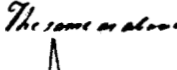









Should a Strange sail be discovered by any of the fleet by day, they will hoist their Colours and if they are desirous of Speaking the Commander then their Colours to be hoisted in a Whift —



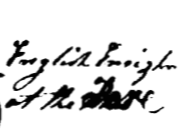
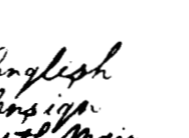
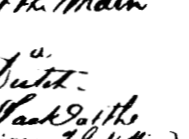
These lights are to be considered as independent of the top lights, which will be Carried when I think it necessary — and at times Portfires or flashes of Powder will be used instead of Guns being fired — It is expected the Vessels will keep as near the *Baltimore* as possible and neither go too far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

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



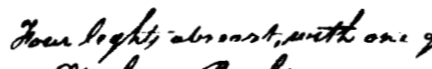
Signals to be Observed by Vessels under the Command of U. S. Ship Mattimore under my Command.

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

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

Signals by Night

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

Four lights abreast, with one gun a flash or Portfire  to keep up a course that is the intention of the Commander

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

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

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

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

In addition to the first signals delivered, it is necessary to form a few others viz - The fleet will sail on the Starboard Dutch Jack Quarter of the Leading ship - & at the Main The fleet will sail on the Larboard Dutch Jack Quarter of the Leading ship - & at the Fore

St Thomas 10 April 1799. Sam Barron



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

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

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

St THOMAS 10<sup>th</sup> April 1799.

SAM<sup>l</sup> BARRON

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

[10 April 1799]

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

BALTIMORE, April 29.

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

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

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

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

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

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

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

To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

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

SECY OF THE TREASURY

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

I have the Honor to be

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

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

[PHILADELPHIA]

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

STEPHEN HIGGINSON Esq<sup>r</sup>

Boston

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

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

I have the Honor &<sup>r</sup> &<sup>s</sup>

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

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

[PHILADELPHIA]

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

Cap<sup>t</sup> RICHARD CONWAY  
Alexandria

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

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

I am &c

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

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

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

[HS of PA. NDA photostat.]

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

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

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

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

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

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

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

[PHILADELPHIA]

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

Cap<sup>t</sup> WILLIAM BAINBRIDGE

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

I am Sir &c

[NDA. OSW, Vol. 1.]

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

[PHILADELPHIA]

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

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

*Newport*

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

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

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

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

I have the Honor to be &c

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

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

[PHILADELPHIA]  
N Department 11<sup>th</sup> April 1799 —

JACOB SHEAFE Esq<sup>r</sup>  
Portsmouth

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

Round Shot can be had here of the best quality cast in Iron moulds for . . . . .	73 ½ D <sup>s</sup> p <sup>r</sup> Ton
Double headed (bars included) . . . . .	93 ½ “ “
Grape & Cannister . . . . .	100 “ “
Iron bottoms . . . . .	93 ½ “ “

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

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

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

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

I have the Honor to be

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

To President John Adams from Secretary of the Navy

[PHILADELPHIA]  
N Department 11<sup>th</sup> April 1799

PRESIDENT OF THE U. S

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

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

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



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

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

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

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

Thursday, 11 April 1799

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

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

[HS of PA. NDA photostat.]

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

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

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

[NDA.]

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

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

At 6 PM saw Descada bearing WSW 10 leagues

At 6 AM Dominico bore WNW 15 leagues

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

Latter part Pleasant

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

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

[PHILADELPHIA]

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

WILLIAM CRAFTS Esquire  
*Charleston*

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

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

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

I have the Honor to be

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

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

[PHILADELPHIA]

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

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

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

I am &c &c

[NDA. OSW, Vol. 1.]

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

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

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

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

[HS of PA. NDA photostat.]

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

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

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

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

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

[NDA.]

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

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

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

Mid. part brisk breezes & Cloudy

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

saw a Sail & gave chase

Ends pleasant

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

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

Fresh Breeze and pleasant Weather — 2 P.M. saw a strange sail bearing S.W. made sail and spoke the Commodore who ordered us to make sail ahead and give chase but not to go to Leeward of our Course ½ past 2 P.M. discovered the chase to be a Brig<sup>s</sup> standing to the N<sup>s</sup> under all sail, gave up the chase and shortened sail — 4 P.M. the Commodore ahead ¼ of a Mile

Midnight squally accompanied with rain

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

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

Rove New Jibb Halliards the former being intirely worn out

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

[LC, EPP, 1799.]

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

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

[HS of PA. NDA photostat.]

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

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

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

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

Sent our Empty Casks on Shore to fill with Water.

[NDA.]

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

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

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

Latter part pleas<sup>t</sup>

HS of Old Newbury, Mass. NDA photostat.]

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

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

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

Moderate breezes and pleasant weather

Squally accompanied with rain

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

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

[LC, EPP, 1799.]

[14 April 1799]

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

PHILADELPHIA, May 6.

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

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

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

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

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

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

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

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

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

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

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

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

[HS of PA. NDA photostat.]

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

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

[NDA.]

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

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

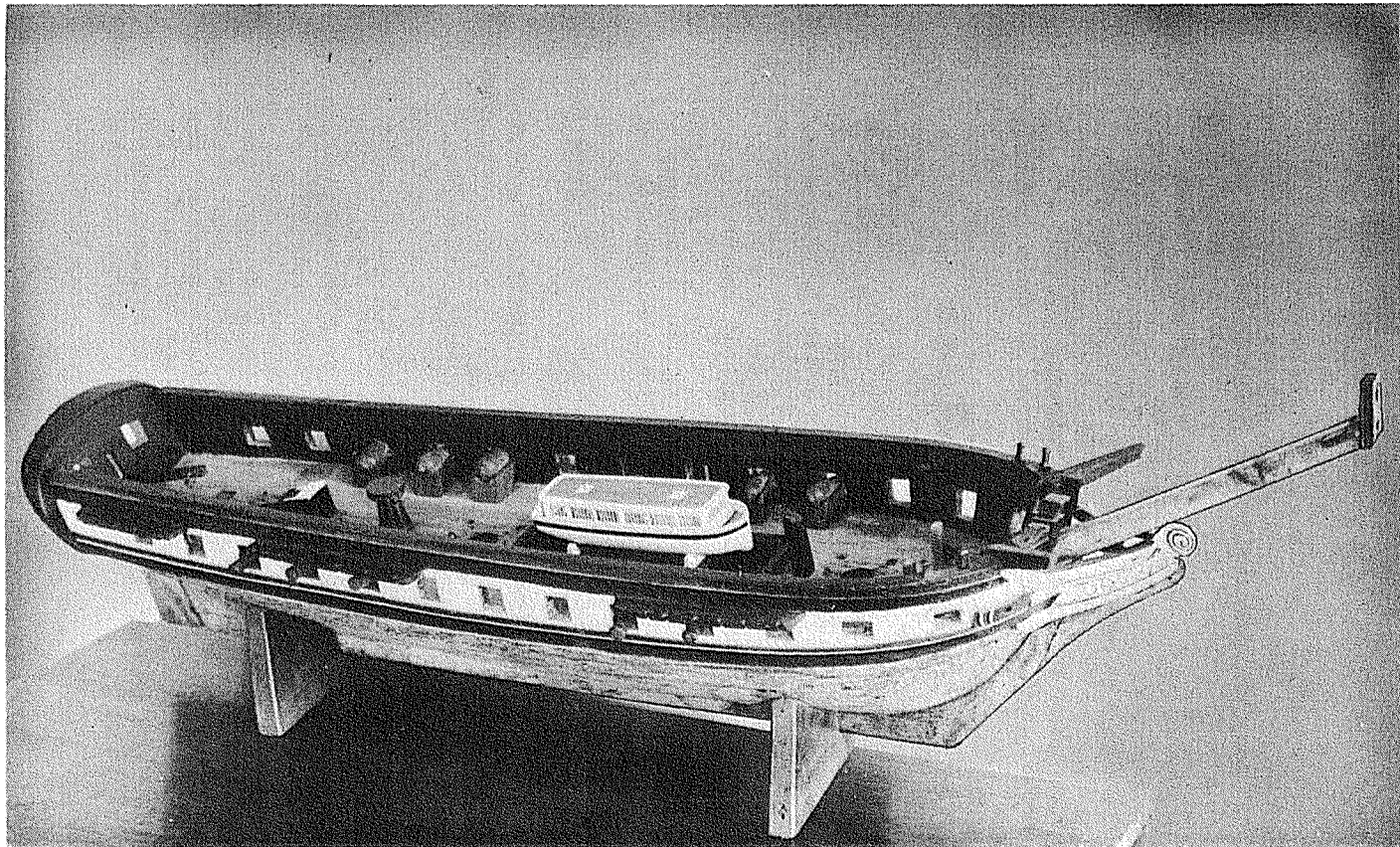
Mid. part D<sup>o</sup> wind & weather

took out the boats

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

Pleasant Weather

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



AMERICAN ARMED MERCHANT SHIP GENERAL WASHINGTON, OF PHILADELPHIA





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

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

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

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

\*Tack Ship

[LC, EPP, 1799.]

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

[PHILADELPHIA.]

*Navy Department 15 April 1799.*—

Captain JOHN BARRY

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

I have the honor &c &c

[NDA. OSW, Vol. 1.]

[15 April 1799]

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

[Translation]

Agency  
of

Guadeloupe

Liberty

{ Emblem of the  
French Republic }

Equality

At [                      ] the [                      ] [                      ]

Year ——— of the French Republic.

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

Special Agent of the Executive Directory at Guadeloupe and dependencies.

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

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

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

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

Please accept the assurance of my esteemed consideration.

By the Agent of the Executive Directory

DESCHAMPS  
*Secretary [?] of the Agent.*

[Enclosure]

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

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

For the Commissioner Dicuilaide

Signed BONTPUIS [?]

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

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

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

Signed GABRIEL ELSTER

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

DESCHAMPS

Secretary [?] of the Agent.

[Enclosure]

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

*To wit.*

*Masters*

James Laer  
Joseph Parkins  
Thomas Vilkins

*Sailors*

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

*Sailors (continued)*

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

*Cabin boys*

James Meidanen [?]  
Den Gossdein [?]

*Recapitulation*

Masters.....	3
Sailors.....	16
Cabin boys.....	2
Total.....	21.

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

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

[PHILADELPHIA]

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

Captain THOMAS TRUXTUN

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

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

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

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

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

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

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

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

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

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

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

[NDA. OSW, Vol. 1.]

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

[PHILADELPHIA.]

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

Captain THOMAS TRUXTUN

W. Indies. —

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

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

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

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

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

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

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

[NDA. OSW, Vol. 1.]

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

[PHILADELPHIA]

Navy Department 15 April 1799 —

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

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

Sir Your most &c<sup>s</sup>

[NDA. OSW, Vol. 1.]

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

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

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

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

I have the Honor to be with perfect Respect

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

JAMES MAURY

His Excellency

RUFUS KING

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

London

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

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

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

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

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

[NDA. OSW, Vol. 1.]

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

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

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

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

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

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

I am &c.

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

[15 April 1799]

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

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

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

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

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

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

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

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

[HS of PA. NDA photostat.]

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

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

[NDA.]



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

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

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

Employ'd painting the Ship getting water &°

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

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

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To President John Adams from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 16. April 1799. —*

THE PRESIDENT OF THE UNITED STATES

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

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

I have the honor &° &°

[NDA. Nom. Appts. LB, 1798–1820.]

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

[PHILADELPHIA.]

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

JOHN C JONES Esquire

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

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

I am &°

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

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

[PHILADELPHIA.]

*Navy Department April 16. 1799.*

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

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

I am &<sup>c</sup>

B[ENJAMIN] S[TODDERT]

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

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

[PHILADELPHIA.]

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

Cap<sup>t</sup> ROBERT GILL

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

I am Sir &c &c

NDA. GLB, Vol. 2, 1799.]

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

[PHILADELPHIA.]

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

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

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

I have the Honor to be

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

[Enclosure.]

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

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

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

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

[PHILADELPHIA]

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

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

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

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

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

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

[PHILADELPHIA]

Navy Department, April 16, 1799.

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

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

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

I have the Honor to be &c.

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

[16 April 1799]

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

KINGSTON  
*Jamaica Is*

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

Thomas Robinson — a Native of New York —  
James Wake — ditto of Boston —

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

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

HENRY DANDELLOT.

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

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

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

HENRY DANDELLOT.

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

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

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

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

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

[HS of PA. NDA photostat.]

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

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

Small Cutter employ'd Watering. —

[NDA.]

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

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

Sent our prisoners on board the Commodore [Barry] 4 PM unmoor'd Ship & took in the boats — got underway bound for Martinico Latter part Light winds & pleas'

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

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

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

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

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

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

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

Noon moderate breeze and pleasant Weather

[LC, EPP, 1799.]

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

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

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

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

I have the honor to be &c &c

TIMOTHY PICKERING

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

[17 April 1799]

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

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

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

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

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

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

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

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

I am with proper Consideration—

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

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

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

[17 April 1799]

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

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

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

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

10

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

9 Negroes  
1 white Seaman  
2 Boys

—  
12

22 Total on Board the *Constellation*

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

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

10 Total

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

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

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

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

Permit me to repeat this request. —

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

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



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

[PHILADELPHIA]

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

M<sup>r</sup> JOSIAH FOX  
Norfolk

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

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

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

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

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

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

[HS of PA. NDA photostat.]

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

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

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

[NDA.]

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

First part light winds & pleasant weather

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

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

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

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

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Wednesday, 17 April 1799

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

Noon Sea breeze and pleasant Weather

At Anchor in Prince Ruperts Bay

[LC, EPP, 1799.]

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

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

Capt CARMICK

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

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

W.W.B. [WILLIAM WARD BURROWS]

[MCA. LS, 1798-99.]

[18 April 1799]

Capture of the Brig *Susanna* by the British Brig *Earl of Moira*, off New Jersey Coast

EXTRACT FROM THE LOG BOOK OF THE BRIG *SUSANNA*, ALEXANDER COMBS COMMANDER.

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

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

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

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

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

At 6 AM the South part of Dominico bore ENE 2 leagues  
Latter part pleasant & Calm

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

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Thursday, 18 April 1799

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

At noon moderate breeze and pleasant weather —

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

At Anchor in Prince Ruperts Bay

[LC, EPP, 1799.]

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

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

[HS of Pa. NDA photostat.]

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

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

[NDA.]

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To President John Adams from Secretary of the Navy

[PHILADELPHIA]

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

THE PRESIDENT OF THE UNITED STATES

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

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

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

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

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To President John Adams from Secretary of the Navy

[PHILADELPHIA.]

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

The PRESIDENT OF THE UNITED STATES

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

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

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

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[19 April 1799]

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

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

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

Your Obed<sup>t</sup> Servant

U:S:Ship *Constellation*

*Bassateer Road S<sup>t</sup> Christophers' 19<sup>th</sup> April 99* —

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

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[19 April 1799]

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

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

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

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

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

[PHILADELPHIA.]

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

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

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

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

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

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

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

[PHILADELPHIA.]

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

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

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

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

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

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

[PHILADELPHIA.]

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

M<sup>r</sup> JAMES THOMPSON

*Geo. Town Potomack*

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

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

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

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

[PHILADELPHIA]

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

STEPHEN HIGGINSON Esq<sup>r</sup>

Boston

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

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

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

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

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

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

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

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

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

[HS of Pa. NDA photostat.]

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

First part calm & pleasant  
 at 6 PM Prince Ruperts Head bore NbE 4 leagues  
 Middle part light breezes & pleasant Weather —  
 At 6 AM Saw a Schooner in the NE gave chase & fir'd a gun, finding we could not come up with her gave over chase — At Merd<sup>p</sup> saw Montserat bearing N  $\frac{1}{2}$  E 9 leagues  
 Ends pleasant  
 [HS of Old Newbury, Mass., NDA photostat.]

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

Light Winds @ 3 PM shortend sail & spoke the *United States* Com<sup>p</sup> Barry @  $\frac{1}{2}$  past 3 fill'd and made sail for Montseratt @ four shortend sail and bro't too for the Convoy to join Comp<sup>y</sup> Montseratt N. b. E 4 Leagues @  $\frac{1}{2}$  7 steer'd N. W b N. for the Island of S<sup>t</sup> Kitts Convoy in C<sup>o</sup>  
 at 9. A M Answerd the private Signals of an English Arm'd Schooner At  $\frac{1}{2}$  past 9. saw a strange sail stand<sup>e</sup> towards the Convoy made the Signal of the Day w<sup>ch</sup> was Answer'd by an English Ship War —  
 [NDA.]

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

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

N<sup>o</sup> 2.

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

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



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

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

On the proposed arrangements I subjoin a few remarks.

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

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

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

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

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

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

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

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

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

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

I have the honor to be, with much respect & esteem,

Sir, your most ob<sup>t</sup> Servant,

TIMOTHY PICKERING

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

[20 April 1799]

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

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

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

I am Sir, with great Respect

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

U: S: SHIP *Constellation* BASSATEER

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

Captain CAMPBELL

U: S: Brig *Eagle*

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

[20 April 1799]

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

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

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

Sir,

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

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

20<sup>th</sup> April 1799. —

Lieutenant SPEAKE

U:S:Brig *Richmond*.

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

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

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

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

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

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

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

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

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

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

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

Copy

BALTIMORE 20 April 1799.

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

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

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

SAM. SMITH.

Major BEN. STODDERT

*Secretary of the Navy.*

[NDA photostat.]

[About 20 April 1799]

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

BOURDEAUX, June 28, '99.

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

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

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

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

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

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

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

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

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

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

[NDA.]

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

First part light breezes & pleasant

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

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

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

Latter part pleasant

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

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

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

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

Moderate breeze & pleasant weather —

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

At Anchor in Prince Ruperts Bay

[LC, EPP, 1799.]

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

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

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

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

To Morrow Morning I leave this Road on a Cruize to Windward, taking with me *La 'Insurgente*. The *Richmond*, *Eagle*, and *Virginia* I have ordered to cruize about S<sup>t</sup> Martin's and S<sup>t</sup> Bartholomews', and the *Baltimore* is with a Convoy. I am anxiously waiting to hear from you, being without any of your Favours since the 6<sup>th</sup> February, but if I do not soon receive Advices I shall return to the United

States, being short of all Sorts of small Stores, which cannot be provided here, but at an enormous Expence.

April 22<sup>d</sup> I have Just Received a letter from John Gay Esq<sup>r</sup> our Agent at Martinica and he informs, that the French National Frigate *Volunteer* (which Ship mounts 50 Guns and Carries 500 Men) has arrived at Gaudaloupe; and I hasten to get Underway, and proceed as before under the principal road of that Island: (Bassateer) taking with me *L'Insurgent* My Constant Consort — Should the enemy come out, on our Appearing before their port — I hope you will soon after have a good Account of that Ship —

April 26<sup>th</sup> Since the 22<sup>d</sup> I have been continually cruizing off the Road Bassateer Gaudaloupe, and find no Enemy disposed to pay us a Visit. I shall therefore fill up my Water at Martinica immediately, cruize a few Days, and then meet the Vessels of my Squadron at S<sup>t</sup> Christophers agreeable to Orders given them to repair there by the 2<sup>d</sup> of May. After which I shall cruize between the Islands, and the Continent, so as to reach the United States by the End of that Month.

You have herewith a List of all my Prizes captured by the *Constellation*, since my Arrival on this Station, and carried into S<sup>t</sup> Christophers'.

*L'Insurgente* French National Frigate 40 Guns & 409 Men.  
*L'Union* — D<sup>e</sup> Letter of Marque laden with Provisions  
 (and Dry Goods.

*L'Diligente* Ditto Ditto laden with Flour

BRITISH SHIP *Brothers* bound from London to Jamaica

(Retaken. —

Besides two french Privateers I chased, which hove over their Guns Boats &c: and became thereby dismantled. The other Vessels of my Squadron have hitherto been unfortunate, in not making Captures or retaking any Vessels; I hope however they will in future have better Fortune, and that I shall have a good Addition to put to the above List, before I have the Pleasure of seeing you in America.

I have the Honor to be Sir with great Respect

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

P. S. The Salvage of the *Brothers* is settled at  $\frac{1}{8}$  of the Ship to be appraised.

HON<sup>ble</sup> BENJAMIN STODDERT

*Secretary of Navy.*

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

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To Midshipman Samuel Evans, U. S. Navy, from Captain Thomas Tingey, U. S. Navy, with letter attached, to Secretary of the Navy from Captain Thomas Tingey, U. S. Navy, dated 23 April 1799

[U. S. S.] *Ganges* 21<sup>st</sup> APRIL 1799

SIR You have herewith a copy of my commission from the President of the United States, by virtue of which I do appoint you, to take charge (pro: tem:) of the Sloop *Mary* of Norwich, to proceed to Philadelphia with all possible dispatch, taking care to avoid falling with French vessels of any description. It is most desirable that you go direct to Philadelphia, but on approaching the coast; should you hear of any French Cruisers being thereon, or about the Capes



of Delaware you may in that case, make either for New York, or the Chesapeak, as the wind may best answer.

I most particularly desire you will not permit, & that you use your utmost endeavors to prevent, your people, from plundering or taking the smallest article belonging, either to the vessel, her cargo; or to any person on board — You'll please take particular care of the packet of papers, I herewith commit to your charge — and I desire that you will deliver them yourself, into the hands of the Secretary of the Navy: should you get safe to Philadelphia — if to either Norfolk, or New York — send off a dispatch immediately with them.

You will immediately apply to M<sup>r</sup> Stoddert Sec<sup>y</sup> of the Navy for Directions how to proceed, and obey his instructions for your future government, till you are enabled to join me again —

At Philadelphia you will apply to, and put the business, on behalf of myself Officers & people, into the hands of my friends Mess<sup>rs</sup> Willing & Francis, whom it is probable will have the public business also. At Norfolk, the Naval Agent is William Pennock Esq<sup>r</sup> — to whom you will apply in behalf of the public — and Moses Myers Esq<sup>r</sup> in our behalf. At New York, Mess<sup>rs</sup> James & Eben<sup>ts</sup> Watson are the public Naval Agents — and on our part you will request Nicholas Cruger Esq<sup>r</sup> to act — but should he decline it or be absent — Mess<sup>rs</sup> Watson's may do the whole — I forbear to write any of these gentlemen; as to write them all would require more time, than I have at present leisure for, and your presentation of this letter will answer equally well

If you meet any of the Public ships of the United States, apply to the Captain, who will afford you every assistance you may be in need of — and should he be bound to either of the aforementioned ports he will take you under convoy, or advise you how to proceed with safety — Wishing you health, a safe and speedy arrival at your destined port

I am Sir &c &c

T. T. [THOMAS TINGEY]

To M<sup>r</sup> SAM<sup>l</sup> EVANS

hereby appointed to command the Sloop *Mary* of Norwich.

N: B: Under date of the 23<sup>d</sup> M<sup>r</sup> John Love was furnish'd with a copy of the above directed to him — being thereby appointed to command the Ship *Eliza* of Charleston — who also was furnish'd with the subsequent letters for the Hon<sup>bl</sup> M<sup>r</sup> Stoddert Secretary of the Navy — see the following page —

[The "following page" contained the following letter:—]

[Attached]

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

[U. S. S.] *Ganges* 23<sup>d</sup> APRIL 1799.

SIR Foregoing is copy of my correspondence of 21<sup>st</sup> instant by M<sup>r</sup> Sam<sup>l</sup> Evans, with the captured sloop — which was scarce concluded and arrangements made for quitting him, when a sail was discovered on the Lee; and shortly after another to the windward — the latter appearing largest and more immediately in the way of my Course, it was instantly determin'd to give chace by the wind — The whole afternoon was spent in chace and manoeuv'ring to get along side him — which was pleasingly accomplish'd a little after the close of day

It proved to be the Ship *Eliza* Capt<sup>n</sup> Baas of Charleston & from thence for the Havannah with a valuable cargo — had been captur'd 25 days past, by the French privateer *Telemaque* of Nantz, capt<sup>n</sup> Arnoult, by whom she had been confided to the care of Augustin Torrien, prize-master, duly authorized: with four others of the privateer's crew, and ordered for Cape Francois, where there is little doubt she would have arrived the succeeding day, had we been so unfortunate as to have missed her — we immediately took out the prize-master, and the others of the privateersmen — put an Officer and men sufficient on board, and kept to the windward during the night, hoping to get her through the Turks Island passage in the morning — By day break the sloop had again join'd us, and we all haul'd by the wind, intent to get them through the passage aforesaid —

At 7 AM we made the land, on approaching 'twas found to be the Southern Caycosses — which we could not weather — after stretching to the southward, and again to the northward, 'twas plainly observable we had lost ground; I hesitated not therefore to steer to the NW. for the Caycos passage. We proceeded under easy sail during the night and in the morn'g found ourselves tolerably advanc'd through the passage but the wind being light, rather scant, and the *Eliza* sailing dull, we are now at Evening only in sight of the Island Mayaguana and doubtful whether they will be able to gain to the windward of it. As I am now with the *Ganges* to the northward of the dangerous small Islands, I shall endeavor to make my destin'd passage, without interfering with the Land of the large Islands again—where frequent intervals of Calms may render the passage extremely tedious.

I have confided the charge of the Ship [*Eliza*] to M<sup>r</sup> John Love, one of the Masters Mates of the *Ganges*, and a deserving young man, as is also M<sup>r</sup> Evans, who has the charge of the Sloop [*Mary*] — Captain Warner who had commanded the sloop, has engaged to assist M<sup>r</sup> Love in navigating & working the Ship to America — and I have encouraged him to hope, that in consideration thereof — and his good behaviour on board, he may be entitled to such emolument by her capture, as would fall to the share of a midshipman; as I should have been necessitated to have sent one with M<sup>r</sup> Love, had M<sup>r</sup> Warner not agreed to assist him. The mate of the sloop also comes in the *Eliza*; and four of the crew of the *Ganges*. — M<sup>r</sup> Love & M<sup>r</sup> Evans will apply to you for instructions for their future guidance, till they can join me again — I have been necessitated to furnish the Ship with water of which they were nearly out {\*}

Our crew have continued tolerably healthy, though not in that very high degree, that heretofore prevail'd. and we have experienc'd one death, in the Marine corps by the loss of Robert Roseman, of a violent pleurisy. Every arrangement is now made, to leave the ship & sloop to their good fortune, but as it is now close of day, I mean to keep them company this night; endeavoring for them to weather the Island Mayaguana in the morning, which as soon as I can perceive, they can do with safety, and nought more material having occur'd, I shall order them to proceed without farther intercourse for the present & proceed also myself to perform the duty assign'd me — And under the expectation that it is improbable that I may conceive

it necessary to write again in the morning — shall conclude, wishing both vessels safe & speedily with you

I have the honor &c &c

T.T. [THOMAS TINGEY]

M<sup>r</sup> Love will deliver you herewith, a Tin-case containing all the Ships papers that have come to my hand. —

\* Mr. Evans had also copy of the above, and between the ({} ) crotchets was added as hereunder, viz<sup>t</sup>:

“The more I have considered the situation of the Sloop and cargo, the more I find myself inclin’d to believe her a legal prize — There was doubtless some scheme or plan intended, to frustrate the existing laws of our country — which however — although I have not been able entirely to develope — I am not the less confirm’d in — The Gentlemen *appearing* as proprietors (whose behaviour has been such in my mind, as to entitle them to every good fortune, and my best wishes) did not seem to posses an idea, but that vessel & cargo was to a certainty condemnable, on meeting with either an American, or British Ship of War — They could not obtain a legal clearance at the port they sail’d from, for the port *said* to have been bound to — Nor — had they arrived at that Port, could they have brought to legal entry, the cargo on board, excepting only for immediate exportation —

Under all these circumstances, I feel convinc’d I have not (by taking possession of her) exceeded the bounds of my duty.”

I therefore conclude with this addition to my dispatches by M<sup>r</sup> Evans, as should the wind be fresh in the morning, or seeing him clear of the land during the night I shall give him signal to make the best of his way, to one of the Ports mention’d in his orders, which he will shew you

I have the honor &c &c

T.T. [THOMAS TINGEY]

To the Hon<sup>ble</sup> BENJ<sup>ts</sup> STODDERT  
Sec<sup>y</sup> of the Navy Philad<sup>a</sup>

N: B: In the letter by M<sup>r</sup> Love, the last observations relating to the Sloop — were also copied —

[NDA. Tingey LB, 1798-1800.]

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

[U. S. S.] *Ganges* OFF ISABELICA 21<sup>st</sup> April 1799

SIR I have the pleasure to inform you that on thursday last, I saw the *Kingston* safe into the harbour of Cape Francois all well. — It had been agreed between Doct<sup>r</sup> Stevens, Capt<sup>n</sup> Hodge, & myself (as we had knowledge there was a French Frigate at the Cape on the point of sailing) that by a signal they should inform me her force — which was duly executed, and I learn’d that she mounted 44 Guns.

It was also agreed, that if their reception was such as to warrant expectation, that I should be invited in, a signal would be made to intimate the same to me — The *Kingston* anchor’d about 2 PM: — and I continued to stand off and on close to the reef till the close of

day: when no favorable signal appearing I conceiv'd it my duty, to make sail for my farther destination agreeably to your orders — This morning off Cape Isabella; I fell in with the Sloop *Mary*, from the Cape, bound for Turk's Islands, between which places, it seems she has been some time past trading and intent to continue — believing it perfectly consistent with my duty, I have sent her for Philadelphia — having put her under command of M<sup>r</sup> Sam<sup>l</sup> Evans my eldest midshipman — who will have the honor to deliver you this letter, and the packet containing the Sloop's papers — by which it appears the property of said vessel has been more than once chang'd since she left America — and that her present situation appears to me a full justification for sending her onward — M<sup>r</sup> H. Hill, the owner of the sloop, and the Sugar — and M<sup>r</sup> I Ingersoll proprietor of the Coffee; come home in the sloop, in order to claim, and secure their property, should it not be forfeited to the violated laws of their country.

I hasten to conclude and dispatch her, understanding there are two French Schooners no great distance to the windward of me, from the Cape, and bound to S<sup>t</sup> Thomas

I have the honor &c &c

T. T. [THOMAS TINGEY]

HON<sup>bl</sup> BENJ<sup>n</sup> STODDERT

[NDA. Tingey LB, 1798–1800.]

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Extract from log of U. S. Frigate *Constitution*, Captain Samuel Nicholson, U. S. Navy, Sunday, 21 April 1799.

Moderate breezes and cloudy Steering WNW down between the Virgin Gorda and Santa Cruze, at 3 light airs Saw the Island of S<sup>t</sup> Johns bearing NW 7 leagues, at ½ past 7 the East NE end of Santa Cruze SSW 4 leagues and Ramshead near the South Extreem of S<sup>t</sup> Johns NW ¼ N 4 leagues, made and shortnd sail as nessary to keep In the rear of the Convoy, at 12 Moderate breezes *United States* and Convoy in company at 2 AM Backd the Main Topsail and brought too, at ½ past 3 Bore up and took our Station, at daylight Saw S<sup>t</sup> Thomas<sup>s</sup> NNW 5 leagues and three strange Sails standing towards the Convoy, Wore Ship and Spoke with the three strange Sails three English privateers. at 8 answ<sup>d</sup> the *United States*' Signal to come within hail Wore and Spoke with the *United States* at ½ past 8 parted company from the Convoy and made all plane Sail for the North side of Santa Cruze at 11 Spoke with the Commodore's Tender. Tackd as ness<sup>y</sup> to work to windward At 12 Saw 3 Sail Standing out of Basseterre roads Suppos'd to be Americans to Join the Convoy the NW End of Santa Cruze SW 4 leagues S<sup>t</sup> Thomas<sup>s</sup> NNW 7 leagues

[NHSC, NYHS.]

Extract from journal of James Pity, U. S. Frigate *Constitution*, 21 April 1799

Moderate Weather Varib<sup>l</sup>e Winds  
 at 3 P M saw the Island of S<sup>t</sup> Johns bear<sup>s</sup> N W. 7 Leagues  
 @ ½ past 7. east end S<sup>t</sup> Croix S S. W 4 Leagues distant  
 at 12 *United States* & Convoy in C<sup>o</sup> @ Day Light saw S<sup>t</sup> Thomas's  
 bear<sup>s</sup> W N W. 5 Leagues wore round & spoke 3 English Privateers  
 @ 8 Answer'd the *United States* Signal to come within Hale @ ½  
 parted C<sup>o</sup> & made sail for the North Side of S<sup>t</sup> Croix @ 11. spoke  
 the Com<sup>o</sup> Tender @ 12. saw 3 sail stand<sup>s</sup> off Bass End supposed to  
 be Americans to join the Convoy the N W. End S<sup>t</sup> Croix S W b W  
 4 Leagues

[NDA.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy,  
 commanding, Sunday, 21 April 1799

First part light breezes & pleasant  
 at 3 PM hove too off Bassterre, S<sup>t</sup> Kitts  
 the 2<sup>nd</sup> Lieut<sup>t</sup> went on board the *Constellation*  
 at 5 return'd on board.  
 Made sail with the Convoy  
 Middle part moderate—at 8 AM saw a sail to the South<sup>d</sup>  
 At Mer<sup>dn</sup> hoised signals & was answer'd by her — Saba bearing  
 East 6 leagues  
 Ends with pleas<sup>t</sup> Weather.

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

Extract from log book of J. Ingraham, U. S. E. C. Brig *Pickering*,  
 Sunday, 21 April 1799

Noon fresh breeze & pleasant weather — Saw 2 Sail off the West  
 point of Gaudaloupe Made sail and spoke the Commodore who de-  
 sired us to speak the Vessels in Sight ½ past 12 Saw 2 more Sail on the  
 Weather Bow edging off from the Is<sup>d</sup> of Gaudaloupe towards us, stood  
 for them — Call'd all hands to Quarters Cleared Ship for Action  
 ½ past 1 P M. a Fort situated on the S. W. p<sup>t</sup> of the Is<sup>d</sup> Gaudaloupe,  
 and named on the Chart (Fort dup<sup>t</sup> Vieux) fired 3 Shot at us, 2 fell  
 near us to Windward — and one cross<sup>d</sup> our fore foot hoisted our  
 Colours & returned the Compliment, immediately stood towards  
 Basseterre. 2 p. m. abreast of another Fort on the Southern part of  
 the Town Fort Royall) in the Chart. from this Fort 2 Shot where  
 fired at us — We Returned one Capt<sup>n</sup> Preble finding it only wasting  
 Amunition desisted firing any more 3 P M. hauled towards 2 Sail in  
 Shoar, a Schooner (Privateer) & a Sloop under Sweedish Colours, both  
 keeping in Shore under the Forts prevented our coming near enough  
 to speak them ½ past 3 Bore away 4 P M spoke the Commodore,  
 Saw another strange Sail made Sail and gave chase, 6 pm. night  
 coming on and the chase being a great distance from us shortened sail  
 4 Commo<sup>s</sup> bore S. W. B. W. distance 3 Leagues, Montserat N W.  
 7 Leagues Englishmans head N E B. E<sup>t</sup> distance 3" — " [leagues]  
 Midnight moderate breeze & pleasant weather 2 AM. the Commodore

bore away & shew a false fire, which we answered 3 A. M. bore away for Montserat under the 2 Top Sails  $\frac{1}{2}$  past 3 set top G S. 4 AM saw 2 Sail ahead one of which we took to be the Comm<sup>d</sup> as she had been short in with the land a few moments before 5 discovered the 2 Sail before mentioned to be a Ship & a Small Schooner and as day light approached we found (contrary to our expectations) the Ship was not the *Geo. Washington*, fired small muskets to bring the Schooner too, finding she did not bring too fired a Cannon shott at this time 6 A. M. We discovered the Ship to be a 2 Decker (Ship of the line) Got all clear for wearing Ship made the private signals which was ans<sup>w</sup><sup>d</sup> wore Ship and Stood in shore,  $\frac{1}{2}$  past 6 A. M. saw the *Geo Washington* to an anchor in Montseratt Roads, bent the Cables & got all clear for coming to anchor, all hands employ<sup>d</sup> in working Ship into the Roads. 7 a m a boat was sent from the *Geo. Washington* which took the purser on Shore to purchase provisions, 8 am. spoke the *G. Washington* Capt<sup>n</sup> Fletcher, inform<sup>d</sup> us he was chased in by the line of Battle Ship before mentioned, noon the purser came on board found no provisions to be purchased — Center of the Town in Montserat bore North 2 Leagues, broach<sup>d</sup> a cask of water in the fore Hold, put all hands on allowance 2 Quarts per Day, Expended 56 Gall<sup>s</sup> Water Remains 2944 Gallons

[LC, EPP, 1799.]

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To Secretary of the Navy from President John Adams

QUINCY, 22 April, 1799.

SIR, — I return you the correspondence between Truxtun and Desfourneaux, inclosed in yours of the 11th, which I received on the 20th. I wish all the other officers had as much zeal as Truxtun. What has become of them? We hear nothing of any but Decatur, Truxtun, and Murray.

If you correct Truxtun's ardor a little, as you ought to do, I pray you to do it very gently and with great delicacy. I would not have it damped for the world.

The weather has for three days been so cold as to retard the circulation of the blood.

[NR&L, Adams, Vol. VIII, p. 636.]

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

[PHILADELPHIA.]

Navy Department 22<sup>d</sup> April 1799.

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

GENTLEMEN I hope from Cap<sup>t</sup> Perry's letter of the 16 instant — he will be ready for sea at latest by the 15 of May. — But as it is intended he should relieve Cap<sup>t</sup> Decatur at the Havanna, who will want provisions, I am very anxious that if possible he should sail before the 15<sup>th</sup> of May. Lieu<sup>t</sup> Weaver of the Marines will apply to you for Cloathing for 30 Marines to go on board if they have not already been

supplied. — I pray that you will suffer nothing which may depend on you to retard the Vessel. —

I have the honor &c

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

Letter to Captain Christopher B. Perry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA.]

N Department 22 April 1799.

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

Newport

SIR I am honored with your letter of the 14<sup>th</sup> Ins<sup>t</sup> you will herewith receive warrants for the Gunner & Carpenter, you recommend. I am glad you have got so many as 36 Seamen and ordinary Seamen, besides the chance of more at your other rendezvous. Your recruiting Instructions, mentioned, or ought to have mentioned, that the men were to be enlisted for one year — you will please attend to this. — There are 30 Marines at Newport ready to go on board of you under the Command of L<sup>t</sup> Weaver, who will receive orders by this Mail. — I sincerely hope that you will be ready to proceed on a Cruise before the 15<sup>th</sup> of May — & that your answer to this may inform me, I may send on Instructions. — It is intended that you should go to the Havanna, and relieve Cap<sup>t</sup> Decatur on that Station — & that two or three Smaller Vessels should be under your Command. — But if I am Obliged to make other arrangements for the Havanna before you are ready, you will in that case act under, an older Officer — & by being under the Command of another will not have so good an opportunity to distinguish yourself. —

I mention this circumstance, to add to your exertions — tho I have no doubt you are doing every thing possible to get to sea. —

I have the Honor to be &c &c

You will instruct M<sup>r</sup> Slocum & M<sup>r</sup> Jacobs to communicate their acceptance in writing & to take the Oath enclosed for that Purpose. —

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

To Honorable Benjamin Goodhue, of Salem, Mass., from Secretary of the Navy

[PHILADELPHIA.]

Navy Department 22<sup>d</sup> April 1799 —

HON. BENJAMIN GOODHUE Esq<sup>r</sup>

Salem

SIR I am honored with your Letter of the 13<sup>th</sup> instant and knowing the great importance of the Trade to the Baltic; and feeling the utmost anxiety to make our little Navy as useful as possible in the protection of all our Trade, it would afford me singular pleasure to comply with the wishes of the Merchants of Salem, by sending a Frigate and a Sloop of War to rendezvous at Elsinor early in July. — But this is impossible. — All our Frigates are now in the West Indies — The *United States* and *Constitution* may be expected back the 15<sup>th</sup> of May; but before they can go to sea again, they must get new Crews, which will take at least a month, I fear longer, as there is great demand every where for Sailors — so that it is probable neither of these

Vessels will be ready for Sea, till the middle, perhaps, the last of June — The two other Frigates, the *Constellation* & *Insurgent* will remain some time longer in the Islands, with the greater part of the Sloops, of War and inferior Vessels. — As to the Vessels preparing, the [U. S. Ship] *General Greene* at Newport is in most forwardness she will I hope, sail in May, but I believe it will be absolutely necessary to send her to the Havanna, to relieve Decatur, the time of service of those Crews, will also expire in May & June. — None of the other Vessels preparing will be ready to proceed to Sea before July, I fear. — It is an inconvenient circumstance that our Sailors can be enlisted for but one year — & will often interfere with a proper employment of our Vessels —

When arrangements were made in Winter for the Islands, the greatest part of our force was put under Barry, with the strongest injunctions to distribute the Vessels under his Command, so as to afford — the greatest protection to our trade, not only to the Islands, but to the Spanish main. — I have yet to learn in what manner his force has been employed. —

I have the Honor to be &c &c

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

To Murray & Mumford, New York, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 22<sup>nd</sup> April 1799*

Mess<sup>rs</sup> MURRAY & MUMFORD

(*N York*)

GENTLEMEN Our Vessels which are preparing in different parts of the United States, have not progressed so fast as I had hoped — in consequence I presume of the severity of the Winter. The Vessels I calculated to be ready in April (Cap<sup>t</sup> Morris at New York among the number) will not be ready 'till towards July. — One, & one only of these Vessels will sail in May, but she is too small to trust alone in the Mediteranean. — The information requested for the Frigate is preparing and will be sent in two or three days. —

I have the honor &c

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

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

[PHILADELPHIA]

*Navy Department 22<sup>nd</sup> April 1799. —*

NEHEMIAH HUBBARD Esquire

*Middletown Connecticut.*

SIR I have received your letter of the 17<sup>th</sup> instant, and hope the *Connecticut* will be launched by the middle of May as you mention. —

You will find enclosed a list of Provisions necessary for 220 Men for six months, which you will please to procure by the time they will be wanted, as well as the Cabin Furniture of which a list is also



enclosed. — I shall in time send Instructions to Captain Tryon for recruiting, and hope he will not meet with the difficulty you apprehend. —

I have the honor to be &c

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

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Extract from log of U. S. Frigate *Constitution*, Captain Samuel Nicholson, U. S. Navy,  
Monday, 22 April 1799

Moderate & Cloudy, Employd working to Windward on the North Side of Santa Cruze at 3 wore and made Sail over for the West end of S<sup>t</sup> Thomas. at 6 Joind the *United States* with 4 Sail of Merchantmen, Americans she had convoyd from Santa Cruze  $\frac{3}{4}$  p<sup>t</sup> 6 the Commodore made the Signal to bear up and Make Sail and for the *Constitution* to take her Station in the Rear,  $\frac{1}{2}$  p<sup>t</sup> 7 bore up and Steerd NW to Go through Sail rock Passage between Little S<sup>t</sup> Thomas<sup>s</sup> and the Sail rock At 8 heard a Cannonading to windward wore and came to the wind under a press of Sail  $\frac{1}{2}$  p<sup>t</sup> 8 Spoke with a Small Schooner, armd and a prize to the *United States* who Informd Captain Nicholson that a small Vessel came along side and fired a volley of Small arms on her deck Wore Ship and tackd in every different direction but could not find or discover any Suspicious Sail In the rear of the Convoy At 9 bore up and steerd NW  $\frac{1}{2}$  W and NW by N through Sail rock passage and orderd the rear of the Convoy to keep as near the Commodore as the State of the weather would allow At 12 the North Extreem of Great passage Island WSW 4 leagues AM at 4 *United States* & Convoy in company at 8 Saw 38 Sail of the Convoy at 10 Made the Signal for two Sail bearing SE by S At 12 Portorico S by W 10 leagues

[NHSC, NYHS.]

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

Moderate Breezes Winds Vble f<sup>m</sup> NEbE to EbS working to Windward the North Side S<sup>t</sup> Croix @ 3 PM made sail and stood for the West end St. Thomas's at 6 joind the *U[nited] S[tates]* with 4 sail Americans f<sup>m</sup> S<sup>t</sup> Croix @ 6 the Com<sup>o</sup> made Signal for the fleet to bear up and make sail thro' the Sail Rock passage @ 8 PM heard a Cannonading to Wind<sup>d</sup> hauld our Wind & made sail @  $\frac{1}{2}$  spoke the Com<sup>o</sup> Tender (a French Prize) who Inform'd Cap<sup>t</sup> Nicholson that a small Vessell came along side of him and fired a Volley Small Arms into him which he return'd with a broad Side @ 12 N<sup>o</sup> extreme of great passage Island bears WSW 4 Leagues Dist @ 10 Made a Signal for 2 Sail bear<sup>e</sup> SEbS Portirico SSW 10 Leagues Dist

[NDA.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 22 April 1799

First part light breezes & pleasant  
the Sail in sight prov'd to be an English Frigate —  
at 4 PM S<sup>t</sup> Croix bore West 10 leagues  
Mid. part pleasant weather  
at 5 AM saw 2 sail under the land  
Latter part pleasant —

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

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Extract from log book of J. Ingraham, U. S. E. C. Brig *Pickering*,  
Monday, 22 April 1799

Fresh Breezes and pleasant weather Seamen Variously employed 2 pm. saw 2 Sail under Gaudaloupe gave chase

4 P. M. light breeze inclining to a calm gave up the Chase — The Vessels we saw being 2 Schooners close under Gaudaloupe, Montseratt N B W — 6 Leagues distance 8 P M. Englishmans head bore SE. by S. 5 Leagues Tack'd Ship frequently Midnight moderate breeze and pleasant Weather saw a Sail on the Lee Bow bore away & spoke her as did the Commodore, she prov<sup>d</sup> to be the Brig from Portsmouth bound to Montseratt out 40 days  $\frac{1}{2}$  past 4 AM. saw a Schooner on our Weather Bow, gave chase, fired 3 Shot at her, at the 3<sup>rd</sup> she bore away spoke her (an English Schooner from Martinico bound to Antigua) several other Sails in sight, fired a shot at a Schooner on our Weather Bow, She being out of Gun Shott paid no further attention to her, as she shewed Danish Colours and had no Guns

8 A M. saw a Large Ship at Leward the Commodore made the private Signal which was answered, discovered her to be a Frigate at 10 AM. discovered our fore mast to be sprung about 14 feet above the deck, spoke the Commodore & informed him of it, Capt<sup>n</sup> Preble informed him it was necessary to get into some Harbour to fit the fore mast, Antigua was concluded on, however @  $\frac{1}{2}$  past 11 am. bore away for Montserat — Noon moderate & pleasant, Seamen employ<sup>d</sup> in bending Cables & getting all things in readiness to Anchor, Expended 56 Gallons water, Remaining 1888 G<sup>s</sup> broach<sup>d</sup> a Cask of Pork

[LC, EPP, 1799.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Tuesday, 23 April 1799

Pleasant Breezes, and clear Weather. At Four PM made the Signal for *La' Insurgente* to get Underway, and shortly after weighed, and stood by the Wind as per Column of Courses with that Ship in Company. At 5 AM saw a Sail, gave Chace, and at 7 ditto spoke the Chase; she was an English Schooner from Trinidada bound to S<sup>t</sup> Bartholomew's; after examining his Papers, gave Chase to another Schooner that hove in Sight between us, and the Land. At Noon Bassateer, Gaudaloupe bore East, Distance 5 Leagues *La' Insurgente* in Company.

[HS of Pa. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*, 23 April 1799

Moderate & Clear Made & Shortend sail as Necessary to keep with the Convoy.

@ 3 PM took two of the rear of the Convoy in Tow

@ 8 Answered the Com<sup>o</sup> Signal to come within Hail

At 12 the Com<sup>o</sup> light W. NW 3 Miles Dist.

At 6 took one of the rear of the Convoy in tow.

Set Up the Lower Rigging & washed between Decks

I take my Dep<sup>t</sup> fm. Portorico bear<sup>s</sup> SS.W. 10 Leagues Distant —

Latter part Moderate *U States* and Convoy in C<sup>o</sup>

N.E point in Latt<sup>d</sup> 18.39 N<sup>o</sup> & Long<sup>d</sup> 65.39 West Cape Cod bear<sup>s</sup> N.b.W. 1420 Miles Distant —

[Latitude In 20.27. N<sup>o</sup>]

[NDA.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 23 April 1799

First part light breezes & pleasant

At ½ past Mer<sup>dn</sup> lay too off S<sup>t</sup> Thomas'

the 2<sup>nd</sup> Lieut<sup>t</sup> went on shore — at 4 PM the boat return'd, at 5 D<sup>o</sup> made Sail — at 8 PM

the West part of S<sup>t</sup> Thomas' bore SE dist 7 miles from which I take my Dep<sup>t</sup> it lying in Latt. 18.25 & Long 64.41

Middle part fresh breezes & pleasant

Set Stearing sails

unbent the Cables & Stow'd them away.

Latter part pleasant

[Long'de ob'd. 65.17 W.]  
[Latt'de ob'd. 19.48 N<sup>o</sup>]

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

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Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Tuesday, 23 April 1799

Moderate breeze & pleasant weather, Seamen employ<sup>d</sup> in bending Cable & Buoys ropes & getting every thing in readiness to Anchor 1 pm. the East point of Montserat bore N B. W<sup>t</sup> 5 Miles distance running down along shore at 2 pm. came to anchor in Mountserat Roads in 5 Fath<sup>ms</sup> Water over a bottom of Sand — Veered out 20 fath<sup>s</sup> Cable sounded in shore of the Ship found 3 fathoms Water 2 Cables length within us, Bearings as follows the Extreme Points of the Bay S. E & NW the Flagg Staff on the S<sup>o</sup> Fort E B N<sup>o</sup> & the centre of the Town North, Our distance off Shore ¼ of a Mile ½ past 2 P. M. the Commodore Anchored to the Westward of us 3 Cables lengths. 3 PM. the Commodores Boat came on board, in which was the Sailing Master, and Carpenter, who came to survey the State of our Fore Mast & to report the same to the Commodore — Received from the *G. Washington* an Oak Plank for a fish — Rove New Main Top<sup>l</sup> Halliards & main braces, took the Old Halliards &

braces for Wouddings for the Fore Mast, clear'd all the Rigging about the fore mast in readiness for the Carpenters — Found Riding at anchor in the Road 9 Sail 7 English one Dane & one American, The Brig *Polly* of Portsmouth, Capt<sup>n</sup> Moore whom we spoke at sea on the 22<sup>nd</sup> Instant —

Midnight Light air & pleasant weather. Anchored in the Bay a Schooner from Berbuda, at day light called all hands and sent on board the *G. Washington* for her Carpenters to assist in fishing our Mast 4 Carpenters came on board, Rec<sup>d</sup> at the same time 2 Oak Planks Moderate breeze and pleasant Weather, Carpenters & Seamen employd as per logg book this date 10 AM. Capt<sup>n</sup> Preable accompanied Cap<sup>t</sup> Fletcher on shore in the [*George*] *Washington* Barge saw an armed Brig<sup>n</sup> off the South<sup>n</sup> point which shew American Colours, & a large Ship pass'd the Noth<sup>n</sup> point under all sail in Chase of Brig<sup>n</sup> — Noon pleasant weather, Expended 60 Gallons Water, Remains 1828 Gallons

Moored in Mountserat Roads

[LC, EPP, 1799.]

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To Stephen Sayre, Point Breeze, N. J. from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 24 April [1799]*

STEPHEN SAYRE Esq<sup>r</sup>

*Point Breeze, Near Trenton*

SIR I had the honor to receive your letter of the 15<sup>th</sup> Ultimo some time ago, and have lately Received that of the 15<sup>th</sup> Ins<sup>t</sup> After reflecting materily [or maturely] on the subject, I have determined on having the Six Brigs authorised by Congress at their last Session built at as many different places, where seasoned timber can be procured. —

Do you understand any thing of Copper mines?

The English can spare no more Copper. —

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

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

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To President John Adams from Secretary of the Navy

[PHILADELPHIA]

*N Department 24<sup>th</sup> April 1799*

THE PRESIDENT OF THE U. STATES

SIR I have sent a Commission of Surgeons Mate of the *General Greene*, to Doc<sup>t</sup> Metcalf of Providence. I will write to M<sup>r</sup> Bowman, on the subject of his Island, and will also endeavor to get Information from others. A great many persons offer land containing the live Oak in Georgia; and each describes his property as best suited for the purposes of Government. — from the information I have yet obtained, there is very little if any, worth the Public Attention. — The Ship *Connecticut* building at Middleton on Connecticut River, will be launched about the 18<sup>th</sup> of May. It is necessary to appoint Lieutenants, that the recruiting service may commence, to prevent any detention for want of men. Cap<sup>t</sup> Tryon, the Commander

recommends in very strong terms Andrew M<sup>e</sup> Combe & John May as Lieutenants, & James Wells as Surgeon. I have also received information from other sources, that these are well qualified men, and I do myself the honor to enclose commissions which will require your Signature, if they meet with your approbation. — the Commissions are in the letter to Cap<sup>t</sup> Tryon, which may go on immediately to Wethersfield. —

I hope Cap<sup>t</sup> M<sup>e</sup>Neill, who was sent from Prince Ruperts Bay, about the last of February, for Surrinam will convoy safe all our Merchants Vessels at that place — I understand their Cargoes are of immense Value. Had Nicholsons Character been such as to have inspired confidence, a division of our Vessels might have been sent to cruise in that quarter, to great advantage — the next best thing was thought to be, to put so much of the force under the Command of Barry, as to afford the power of sending detachments, where ever they could be usefull. — I hope his next letters will give the information that he has sent other Vessels besides M<sup>e</sup>Neill to Surrinam. —

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

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

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

[PHILADELPHIA.]

N Department April 24<sup>th</sup> 1799

JACOB SHEAFE Esquire  
Portsmouth N. H.

SIR I have received your letter of the 15<sup>th</sup> The British Ships of War are generally provided with 7 Bower Cables, but I cannot think so many are absolutely necessary for our Ships; you will please to provide five of 17½ Inches, for the Ship *Congress*, and should more be hereafter required they can readily be prepared. —

I have the Honor to be

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

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To William Rush, carver of figurehead for U. S. Frigate *Congress*, from Secretary of the Navy

[PHILADELPHIA.]

N Department 24<sup>th</sup> April [1799]

M<sup>r</sup> WILLIAM RUSH (Carver)

SIR A Figure head is wanted for the Frigate *Congress* building at Portsmouth N. H. which you will please to finish with as much celerity as possible. — Annexed is an Extract of a letter from Cap<sup>t</sup> Sever on the Subject. —

I am Sir &<sup>e</sup> &<sup>e</sup>

[NDA. GLB, Vol. 2, 1799.]

To Alexander Campbell, Merchant, Newburyport, Mass. from Captain Nathaniel Fowler at Santa Cruz

APRIL 24<sup>th</sup> 1799

S<sup>t</sup> *Cruze*

M<sup>r</sup> ALEXANDER CAMPBELL

DEAR BROTHER this will inform you of my Safe arrival to this Port after a passage of 33 days from Norfolk I have Sold my Cargo & Purchased Another & Expect to Sail in the Course of 10 Days for the Havana The Ship *Orange Cap<sup>tn</sup>* Orange of Newyork was Captured on 31<sup>st</sup> of March of Madary & Sent to this port By a French Corvet of 20 Guns

The Snow *Harmony* of Charleston S C Last from Cadiz Cap<sup>tn</sup> Marshall was Captured & Sent to this Port by the Same Ship The Ship *Orang* had been to Madaria Previous to her Capture & Landed the Greater part of her Cargo & Drifted out of Port I wrote you Several Letters from Norfolk which I hope you Received

I in hopes to be at home by the Last of Agust if no acident happens I wish you to Show this to My wife as it will answer both to Let her & you be acquainted of my wellfare & that I am in Good health thank God

Yours &C<sup>s</sup>

NATHANIEL FOWLER

Corn is worth here 4 Currant dollars p<sup>r</sup> Farragas from that to 4 & ½ (a farragas is 2 & ½ bushels Staves[?] Pipe from \$140 to 150 H<sup>ds</sup> from 70 to 75

Barrel in propotion

Bee wax is Lo

a Currant dollar is ¾ of a hard Dollar

[HS of Old Newbury, Original]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Wednesday, 24 April 1799

Moderate Breezes with some Black Squalls rising in the Eastward over Dominica.

At 2 PM discovered two Ships bearing down on us from off Bassateer, Gaudaloupe. Cleared Ship, and gave Chase, and about 5 PM spoke the *Unity* and *Concord* British Frigates of 40 Guns Each on a Cruize. At 10 AM saw a Ship of the Line off Prince Rupert's Bay, standing to Windward; at about 11 ditto Exchanged the Signals for the Day with her. At Noon Prince Rupert's Head Dominica bore N. E. B. N. about four Leagues' Distance. Discovered several Sail at an Anchor in the Bay, on which Account I shall stand in, and see what they are.

Employed Repairing Rigging &c: &c: &c: —

[HS of PA. NDA photostat.]

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Extract from journal of James Pity, U. S. Frigate *Constitution*,  
24 April 1799

Light Airs and Cloudy Shortend sail as Necessary to keep our Station @ ½ past 5 spoke with the Com<sup>o</sup> and Cheer'd him made

the Signal for such as he Order to follow the *Constitution* to Close at 8 fill'd and made sail with Convoy in C<sup>o</sup>

@ ½ 2 answerd the Signal of the U S. Ship *Merrimack* Cap<sup>t</sup> Brown

@ 8 Parted with the *Merrimack* & an English Sch<sup>r</sup> that had followed us.

@ 10 A M the U.S. W N W 14 Miles

At 12.17 sail of the Convoy in Co.

[Latitude In 21.45 N]

[NDA.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 24 April 1799

First part light Winds and pleasant weather, all sail set.

Middle part Steady breezes

At ½ past 2 AM saw several sail under our lee, bore down to them made signals & was answer'd by the *Constitution* having a fleet under her Convoy, at ½ past 6 spoke her, at 7 bore away for the commodore [Barry] who was under our lee with a fleet bound to America

Latter part pleasant all sail set

[Long'de ob'd. 66.54 W.]  
[Latt'de ob'd. 21.35 N.]

[HS of Old Newbury, Mass., NDA photostat.]

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To Secretary of the Navy from Samuel Sewall, of Marblehead, Mass.

MARBLEHEAD, 25<sup>th</sup> April 1799

SIR I beg leave to submit to your consideration a question which has been often repeated to me, and with great solicitude since my return from Philadelphia. It is whether a convoy, or any public protection will be afforded by the Government of the U. S. to preserve our commerce with Bilbao in Spain?

In this place in several neighbouring towns, and in other parts of the Sea Coast of New England, the Codfishery employs many thousands of people, who in a great degree depend upon it for support. Almost the only remaining foreign market to which their fish may be sent with advantage is the port of Bilbao; and to this, the course has been of late so much interrupted by the depra-dations of the French that the fishery has suffered a very sensible discouragement. For several years the number of Vessels employed in this business has been decreasing, especially in this Town, the commerce of which, once very considerable, seems now at a stand; and is hardly moved by the private arming, or the means of public protection, of which the beneficial effects are so apparent, in other places. Of a number of Vessels which sailed last fall from this neighbourhood for Bilbao, many were captured by the French, one of them by a fortunate discharge of a single cannon escaped from the armed launches which had attacked her, and several after being chased, and followed by french privateers into S<sup>t</sup> Andero, & other outports of Spain, & with difficulty, secured by the authority of the Country, finally hired the convoy of some English privateer, which appeared off the Coast, and were thus protected into Bilbao. —

With you it is unnecessary for me to suggest, the importance to the U. S. of the Codfishery, as an extensive nursery of Seaman, and as productive of a very valuable article of our foreign commerce. The practice of sending fish to Market in smaller Vessels and less capable of any considerable defence than are employed for other exports, is not easily altered, and in fact a very great expence in exporting, must so much reduce the price of fish as to discourage the taking of it. — Any extraordinary risque requiring a high insurance, has the same tendency, as if visible in the present state of the fishery. — I would not be understood however to suppose that this trade is unarmed, or that it is confined to the export of fish. The fact is that our Vessels all go armed, but they are generally attacked by a number of launches each having a very heavy cannon, with a numerous Crew, & are together too formidable for the defence which our Vessels can carry. If the aid of the Gove<sup>t</sup> should be afforded them they will continue to arm themselves. Tho fish is an article of great use in the commerce with Bilbao; yet it is well known to you, that that place is the depot of large quantities of West India produce, which the Vessels of the U. S. carry there very advantageously, and in this view the protection desired will be universally interesting.

The remedy which is suggested here upon this occasion is, that the Gov<sup>t</sup> should employ one of their largest frigates with one or two smaller Vessels in the Bay of Biscay, and near the Spanish Coasts, to cruise there and rendezvous at Corunna, if that might be permitted; there our trading Vessels would be directed to touch on their outward Voyage, and receive a convoy, or instructions, and such other protection as this small force could supply. How far this may be practicable consistently with any plans which may be already settled in your department for the employment of the Navy force: or whether it is in itself feasible, and advantageous, I must submit to your judgment, which will be formed in a knowledge of the subject much superior to what I can pretend. Will you favor me with some observations upon it, and if in your opinion the protection contemplated for this valuable branch of our commerce may be provided, and is on this occasion necessary and suitable, will you lay the matter before the President, with such official Statements as are requisite. If in aid of these an address, by the Merchants & people here more especially concerned in this respect would be proper and of use, I will thank you to inform me. In about two months more, the larger, and most valuable exports of fish for the Bilbao market will be ready to commence for this year; whether they will be pursued or not will depend, I believe, very much upon the success of this application. — With sincere respect and esteem, I remain

[NDA photostat.]

To Elias Hasket Derby, of Salem, Mass., from Ebenezer Shillaber

MALAGA April 25<sup>th</sup> 1799

M<sup>r</sup> ELIAS H. DERBY

SIR I wrote you the 22<sup>d</sup> March of my Arival at this Port since that I have Sold my Cargo — Cocoa at 42 dollars pr Farraga onboard, payable Say bills on the Havannah for 30 thousand \$ at parr and the Remainder in Cash. the hides sold at 3½ V<sup>s</sup> [varas] Velon per [?] I



have Concluded to take in a Cargo hear that will Amo<sup>t</sup> to About 30 tho<sup>d</sup> dollars and the remainder I shall bring in bills on the havannah I have taken on board the half of my Cargo and hope to Sail direct for Salem, in 10 days at Furthers<sup>t</sup> if the wind will permit. we have had Constant Westerly winds since I got off Cadiz. it has ben Impossible for Vessls that are up the Levant to get down. I rec<sup>d</sup> a line from Capt Prince of your ship *Marth*. at Barcelona dated the 10<sup>th</sup> April he says he had ben Quarantined 10 days but says he had a Cargo of Wines and brandy prepairing, which Expected to take in and be ready to sail in 4 weaks at Furthers<sup>t</sup> he sold his Sugar at 23 Cur<sup>t</sup> doll<sup>s</sup> of about 4/ Stg Each. for About 120 Eng<sup>b</sup> pounds and his Coffee at 35 <sup>oo</sup> for 75 Eng<sup>b</sup> pounds and had taken bills on Spain for the Amo<sup>t</sup> he Came down from Leghorn in Company with Capt West and Capt R. Derby's Ship with 2 other Americans, all of which are Armed say 12 guns Each and 35 Men. I shall sail from hear with Capt Micks in a ship of 20 guns and Capt Preble & Capt Bradford of Boston which are Likewise well Armed and man'd. we Shall have nothing to fear going out. my Cargo Cosists Cheafly of Wine and Brandy, and some other Articles to make an Assortment. my Cocoa fall short 5 pr C<sup>t</sup> in the Weight and was Obligated to Allow 4 pr C<sup>t</sup> on the Whole Cargo for the dust which was Amog<sup>e</sup> it — which will take of a grate deal of the profit, but I Could do no better. I shall give Mr Grevegne & Com<sup>t</sup> Leave to draw on your Friends in London for as much as will take up your Son's Bills if they shol<sup>d</sup> be drawn and as it is uncertain about his Drawing I think it will be better to do that then Leave 10 Thous<sup>d</sup> dollars of my Stock behind. I shall do All in my powr to make what dispach I Can and Am Sir your Obd<sup>t</sup> hum<sup>e</sup> Ser<sup>t</sup>

EBEN SHILLABER

[Essex Institute, Derby Mss, Vol. XVI.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Thursday, 25 April 1799

Fresh Breezes, with some Squalls of Wind, and Rain.

At One PM discovered three Ships, and several small Vessels in Prince Rupert's Bay. One of the Ships appeared to have American Colours flying, as also a Brig. Probably they are the [*George*] *Washington*, and *Pickering*, another Ship was a British Frigate.

After looking at these Vessels, I run down to Bassateer, Gaudaloupe, and close in with the Road, before which I hoisted my Colours, and then stood to the Southward, and Eastward, there being no Ships of War in the Road.

At AM saw two Ships to Windward, which from their Appearance left no Doubt of their being Ships of War. They kept their Luff under the Saints all Night, and I kept by the Wind after them, having all Hands at Quarters; but at Day Light discovered they were two British Frigates, by an Exchange of Signals.

Run down again abreast of Bassateer, and soon after chased a small Privateer under the Land near a Fort. Stood to the Southward, and at 11 AM chased a Sloop, which we soon spoke; she was from Martinica bound to Antigua.

Bassateer, Gaudaloupe at Noon bore North 5 Leagues Distance.

[HS of PA. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,  
25 April 1799

Moderate breezes & Clear Survey'd the beef & Pork & put the Crew upon  $\frac{2}{3}$  Allowance @ 6 PM shorten'd Sail & took the rear of the Convoy in tow

At 8 fresh breezes & Cloudy Convoy in Company

At 6 Made Signal for Convoy to make all Sail

At Merd<sup>n</sup> Light Airs Convoy in Company—

[Latitude In 22.51 N<sup>o</sup>]

[NDA.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 25 April 1799.

First part light breezes & pleasant weather all sail set standing after the Commodore [Barry] — at 5 PM took in our light sails & hove too under the Commodore's lee, who order'd us to bring up the rear of the fleet, hall'd our wind to the S&W<sup>d</sup> at 8 Wore Ship & Stood after the fleet —

Mid. part light winds & pleasant

At 6 AM saw the fleet on our weather bow hall'd too for them & took a Sloop in tow — At 8 spoke the Ship *Ariadne* from Boston bound to Jamaica out 21 days

[Long'de ob'd. 67.38 W.]  
[Latt'de ob'd. 22.46 N.]

[HS of Old Newbury, Mass., NDA photostat.]

To Joseph Howland, Navy Agent, Norwich, Conn., from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department April 26. 1799. —*

JOSEPH HOWLAND Esquire  
*Norwich. Connecticut.*

SIR I am honored with the receipt of your Letter of the 22<sup>d</sup> instant, and consent to your extending the dimensions of the Brig<sup>s</sup> so as to make her of the burthen of 400 Tons instead of 360. A Remittance shall immediately be forwarded to you. —

I have the honor &<sup>s</sup>

[NDA. GLB, Vol. 2, 1799.]

Letter to Captain Daniel Carmick, U. S. Marine Corps, from Secretary of the Navy

[PHILADELPHIA.]

*N Department April 26<sup>th</sup> 1799.*

Cap<sup>t</sup> DANIEL CARMICK  
*of the Marine Corps Lancaster*

SIR I have by this Post written to the Sheriff of Lancaster, to send down all the French Prisoners remaining in his Custody, to this place, & you will please to escort them with the marines under your Command —

I am Sir &c &c

[NDA. OSW, Vol. 2, 1799.]

To Christian Carpenter, Sheriff of Lancaster, Pa., from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department April 26<sup>th</sup> 1799.*

CHRIS<sup>t</sup> CARPENTER Esquire  
*Lancaster*

SIR You will please on the receipt of this letter to send off under the Marine Guard, all the French prisoners remaining in your Custody, supplying them with provisions sufficient to last until their arrival here. —

I am Sir &<sup>c</sup> &<sup>c</sup>

[NDA. GLB, Vol. 2, 1799.]

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To the Sheriff of Burlington County, New Jersey, from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department April 26<sup>th</sup> 1799*

*The Sheriff  
of Burlington County  
New Jersey*

SIR You will be pleased on the receipt of this letter to send the French Prisoners remaining in your Custody, to this place, supplying them with provisions to last until their arrival.

I am Sir &<sup>c</sup> &<sup>c</sup>

[NDA. GLB, Vol. 2, 1799.]

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To Jeremiah Yellott, Navy Agent, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department April 26<sup>th</sup> 1799.*

JEREMIAH YELLOTT Esquire  
*Baltimore*

SIR I am honored with the receipt of your letter of the 23<sup>d</sup> Ins<sup>t</sup> on the subject of the Schooner, Prize to the Ship *Delaware*. — The Prize Master I suppose is possessed of the documents necessary to her Condemnation, in which case let him apply by proper process in the Admiralty Court, & until a decision takes place, you will please to have the Schooner taken care of at the Charge of the Captors, and as soon as she can be sold, please to have it done. —

I am Sir &<sup>c</sup> &<sup>c</sup>

[NDA. GLB, Vol. 2, 1799.]

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To William Crafts, Navy Agent, Charleston, S. C., from Secretary of the Navy

[PHILADELPHIA.]

*N Department 26<sup>th</sup> April 1799*

W<sup>m</sup> CRAFTS Esquire  
*Charleston S. C.*

SIR I am honored with your letters of the 10<sup>th</sup>, 16<sup>th</sup> & 18<sup>th</sup> of April. It is unfortunate that at this late date, copper should be wanted for the Ship *John Adams*. You say that the Ship will be ready to launch in May. It is not likely that the copper can get to hand so early as

it will be wanted. It shall however be immediately sent — Copper from hence and nails from New York.

The Guns & other articles mentioned to be necessary, shall also be forwarded with Cannon ball for the Guns, I send & Kentledge for ballast. The 24<sup>lb</sup> Caronades, will be most used for short distances; I should therefore suppose they ought to have a greater proportion than common, of Grape shot. Powder I presume can be supplied out of the purchase made sometime ago by M<sup>r</sup> Desaussure. I have requested a remittance to be made you of 10,000 Dollars, & will send more as I judge you will want, governed by your estimate. — You estimate for two months advance to the men — & for provisions — let me know if you please if there is the least chance of getting the men at Charleston, & in what time, after beginning — & also whether provisions can be had & at what prices. I am more anxious to have information of the real prospects as to men, from the difficulty heretofore experienced in obtaining them at Charleston. — The young Gentleman who attends the business of Commissions, being sick, I will in a few days write you again on that Subject. —

I have the Honor to be &c &c

[NDA. GLB, Vol. 2, 1799.]

To Captain Robert Gill, Navy Storekeeper, from Secretary of the Navy

[PHILADELPHIA.]

Navy Department April 26. 1799.

Capt<sup>n</sup> ROBERT GILL

SIR Enclosed you will receive an Order on Henry Foxall & C<sup>o</sup> to deliver you twenty four, 12 pound Cannon, which with the other articles mentioned in the annexed list, you will please to ship by the first opp<sup>t</sup> to Charleston S<sup>o</sup> Carolina, addressed to W<sup>m</sup> Crafts Esq<sup>r</sup> for the Ship *John Adams*, building by the Merchants of that place for the use of the United States —

Inform me as soon as possible, which of the Articles you have not in the Navy Store, in order that M<sup>r</sup> Francis may be directed to provide them.

I am Sir

Y<sup>r</sup> obe<sup>d</sup> Serv.

1600 round-12 l <sup>b</sup> Shot	100 Board <sup>s</sup> Pikes
400 Rounds of Grape	90 Cartouch Boxes
400 double headed	100 Brushes & Wires
48 priming Horns	50 Screw Drivers
160 L <sup>bs</sup> Slow Match	1200 flints
32 Lint Stocks	1 Set of Signal Colours complete
60 muskets & Bayonets	24 12 pound Cannon.
30 Pairs of Pistols	100 Tons Kentledge
100 Cutlasses	

[NDA. GLB, Vol. 2, 1799.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Friday, 26 April 1799

The first, and middle fresh Breezes, the latter light Winds, and Variable. At 6 PM abreast the West End of Dominica. At AM

abreast the East End, and at 6 AM off the Road of S<sup>t</sup> Piere's Marti-  
nica, and at Noon anchored to the Eastward of the Merchantmen  
opposite a Sandy Bay in 18 Fathoms of Water. Carried out the  
Stream Anchor with two Cables on an End to the Westward. The  
*Redoubt* that protects the Harbour, when at an Anchor bore East two  
Cables' Length Distance.

The last 24 hours. — Brought to and spoke a Dane from Martinica  
bound to S<sup>t</sup> Bartholomew's. The United States' Ship *Portsmouth*,  
Captain M<sup>c</sup>Neil in the Offing beating in.

[HS of PA. NDA photostat.]

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Extract from Journal of James Pity, U. S. Frigate *Constitution*,  
26 April 1799

Light Airs & Cloudy

at 5 P M. Convoy In C<sup>o</sup>

@ 7. Breeze from S S E.

Latter part Pleasant wash'd and fumigated between Decks

[Latitude In 23.36 N<sup>o</sup>]

[NDA.]

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Extract from journal of the U. S. Ship *Merrimack*. Captain Moses Brown, U. S. Navy,  
commanding, Friday, 26 April 1799

First part light airs & pleasant weather

Middle part light airs & Cloudy

Saw 10 sail to windward suppose them to be part of the fleet, with  
the *Constitution* —

Latter part Cloudy & light winds.

[Long'de ob'd. 68.02 W.]

[Latt'de ob'd. 23.40 N.]

[HS of Old Newbury, Mass., NDA photostat.]

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Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Friday, 26 April 1799

Moderate breeze and pleasant Weather

4 PM. saw two Schooners close under Gaudaloupe, & a Sloop,  
bearing S.S.E. gave chase to the latter ½ past 5 pm. brot. too the  
Chase, sent a boat on board & examined the papers (an English  
Sloop from Martinico bound to S<sup>t</sup> Bartholomews, nam'd the *Prince*  
*Raphel*, Fay, Master, belonging to Jno Baron of Dominico, loaded  
with Provisions & Dry Goods, navigated with 5 Men all Negroes)  
her papers being clear she was permitted to proceed on her voyage,  
Tack'd Ship & stood towards the Commodore N<sup>o</sup> point of Gaudaloupe  
bore E B N<sup>o</sup> 5 Leagues distance Fresh Gale & pleasant weather  
Mountserat bearing W N W distance 6 Leagues, 3 AM. saw two  
Strange Sails, call'd all hands & cleared Ship for Action, dis-  
covered them to be 2 Ships Standing to the N NE<sup>t</sup> shortened Sail &  
spoke the Commodore ½ past 5 AM. saw a sail on the weather  
Beams gave Chase 6 fired 2 Shot at her ½ past 6 a 3<sup>rd</sup> shot brot

her too prov<sup>d</sup> to be a Schooner from Antigua bound to Martinico (the same we spoke on the 22<sup>nd</sup> Inst.) by this Schooner We Rec<sup>d</sup> Information Viz<sup>t</sup> that the Emperor of Russia had declared War against the French, and march<sup>d</sup> agst them 150-000 Men. 8 Am. the extremes of Guadaloupe bore East & S.E B S. Montserat NW B W. 6 Leagues distance. Saw a Schooner under Guadaloupe and one near the S<sup>e</sup> point of Montserat, seamen employed clearing & cleaning between Decks & coiling Hawsers in the Cable Teers. Saw a Sail boat standing in towards Montserat Noon fresh breeze & pleasant weather, Montserat bore West 4 Leagues distant. Water expended 56 Gall<sup>s</sup> Remains 1646 G<sup>l</sup>

[LC, EPP, 1799.]

To Captain Christopher R. Perry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 27<sup>th</sup> April 1799 —

Cap<sup>t</sup> CHRIS<sup>t</sup> R. PERRY

SIR I am honored with your letter of the 21<sup>st</sup> instant — Your recruiting Instructions mention that besides Marines, Officers and Petty Officers, you would be allowed not exceeding 152 Men and Boys — Your whole crew including Officers & Marines, would then be about 220 Men — But this would be a very full crew — perhaps more than necessary. You might with great propriety sail 20 or 30 Short of this number. British Ships of the same size, have seldom so many men as 200. — In Newport & Providence you had got upwards of 50 — & had not heard from Boston, Salem, New London, and several other smaller places. There is the utmost necessity for your sailing without delay for the Havanna — I request that you will immediately collect all your men to the Ship — I hope with the 30 Marines already at Newport you will have enough; I shall in a few days send your sailing orders, and hope by the time you receive them, you will have your men, & every thing else ready for a Cruise. — you say that the mony rece<sup>d</sup> will be inadequate to the purpose of procuring the men — I wish you had stated the further sum necessary. I have however directed a remittance of 2,000 Dollars to be made you, which I presume will be more than sufficient for the recr<sup>d</sup> expences & advance to the men, & officers, also if they require an advance of 2 Months.

I have the Honor to be &c &c

[NDA. OSW, Vol. 2, 1799.]

To Jeremiah Yellott, Navy Agent, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA.]

N Department 27<sup>th</sup> April 1799 —

JEREMIAH YELLOTT Esquire.

Baltimore

SIR The two Ships building at Baltimore, are in such forwardness I am informed, as to make it necessary that preparations should be made for equipping them for sea. If you will be so good as to undertake the direction of this business, and will give me notice of the money wanted from time to time, it shall be very punctually remitted.

Cannon for one of the Vessels will be sent from hence — the other is provided — The Public has powder in the hands of Mess<sup>rs</sup> Gilmore & C<sup>o</sup> Works — Muskets can be sent from hence; & Pistols if necessary, all other things Baltimore I presume can furnish —

I have the Honor to be &<sup>c</sup> &<sup>s</sup>

Col<sup>o</sup> Gurney is Agent for Decatur, he will correspond on the subject of the prize. —

[NDA. GLB, Vol. 2, 1799.]

To John P. Mumford, New York, from Secretary of the Navy

[PHILADELPHIA.]

N Department April 27<sup>th</sup> 1799

JOHN P. MUMFORD Esq<sup>r</sup>  
New York

SIR I have the honor to enclose Lists of Rigging and Blocks suitable for the Frigate. —

The Bower Cables should be 17½ Inches, and the Stream 10 Inches. — On board of the British Ships of War, they usually have seven of the former and one of the latter dimensions, but I am of opinion, five of the former & one of the latter will be found sufficient. — I am requested by M<sup>r</sup> Humphreys who furnished the list of dimensions for the Masts and Spars to mention that the Mizzen Mast being calculated the same length as the foremast, in order to keep it on the same line, as much should be deducted from the heel as the dead wood raises more abaft than forward. — I shall speak to the commandant of the Marine Corps about fixing a Guard for the Frigate as you propose.

I have the Honor to be

[NDA. GLB, Vol. 2, 1799.]

To John Granbury, at Norfolk, from William Winder, Accountant of the Navy

[PHILADELPHIA.] NAVY DEPARTMENT

Accountants Office April 27<sup>th</sup> 1799

JOHN GRANBERRY  
Norfolk

Sir Your account and vouchers for the purchase and Equipment of the Brig *Richmond* at the expense of sundry Subscribers in Virginia, have been examined, and some errors discovered. omitting those of smaller note, I have subjoined a statement of three amounting to 50.66 over paid by you. should you recover, this sum, or any part of it back you will please to give notice thereof to this Office.

The settlement of these accounts have been delayed for want of information with respect to the periods from which the several sums advanced by the subscribers ought to bear interest, which the documents transmitted by you do not completely furnish. The *Richmond* list states the days, on which the several subscribers respectively paid their money. The *Petersburg* list, altho' not so particular states the days, on which certain sums were paid, or remitted, this will be admitted if satisfactory to the subscribers, altho' the list is not authen-

ticated by the signature of any person. But neither the Norfolk, nor Williamsburg list affords any information, as to the times when the money was paid, either collectively, or individually you will please to procure, and forward the necessary information on this subject. —

With respect to the evidences that will be given for debts of this nature. I understand the Treasury department from whence they are to issue, have adopted the follow\* regulations.

First, only one original certificate will issue from the Treasury for the debt incurred by the acceptance of any one vessell on the credit of the United States. —

Second, This original certificate may be canceled at the loan office of any state, and new certificates bearing interest from the same period issue[d] for the amount in the names of such persons as the holders of the original certificates may transfer to.

Third Both the original and derivative certificate will be restricted to even sums of one or more hundred dollars.

The operation of this regulation will render it necessary to ascertain one date from which the whole debt may bear interest. When I shall be furnished with dates from which the respective parts ought to bear interest, it would not be difficult to ascertain a mean date for the whole, and this would be the proper mode; but as I believe the following, altho' not so proper, can be more conveniently applyed to the several subscribers. I propose unless you shall be of opinion that the first is preferable to calculate interest on the sums advanced at different dates to a period subsequent to all the advances, and adding the interest thus found to the amount paid, assume the aggregate as the debt to bear interest from the period of time that the interest is calculated to. Whatever fraction of one hundred dollars the sum thus found may contain, as it cannot by the before mentioned regulations be included in a certificate will I presume be paid in money. For the remaining hundreds, a Stock certificate will issue, to such person, or persons, as you, or the subscribers, shall request, and autherise me to state it payable to. I mention this, because as a number of transfers at the loan office will be required for the accommodations of the subscribers, you may consider, whether these will be a convenience in having the original certificate in the name of some person, or persons at Richmond, convenient thereto and advise me accordingly —

It will no doubt occur to you that by assuming a principal debt in the manner proposed, every subscriber, even those who subscribed an even hundred will have due to him a fraction that cannot be included in any certificate, and I know of no remedy more convenient than by buying and selling those fractions to center a sufficiency of them in one hand to amount to an 100 Dollars.

Overpaid by John Granberry

In Randolph & Armistead acc<sup>t</sup> for

14 Jackets at 14/ extended	10. 16
The true amount is only	9. 16

Difference	1. 0. 0
120 p <sup>t</sup> cent advance on ditto	1. 4. 0

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2. 4. 0 equal to..... 7. 33



Geo Finch's bill amounts to	103.10		
This sum is extended	378.33		
But is only	345.00	error in conversion of	33.33
<hr/>			
Jacob Susters bill amounts to £31.19.8			
which is converted to	116.61		
But it is only	106.61	error in conversion of	10.0
<hr/>			
Amount over paid by J. G.			50.66
[NDA. LB, N. DeptAcctsOf., 1798-1800.]			

To Christian Carpenter, Sheriff of Lancaster, Pa., from Secretary of the Navy

[PHILADELPHIA.]  
N Department April 27<sup>th</sup> 1799

CHRIST<sup>d</sup> CARPENTER Esquire  
Lancaster

SIR If the French prisoners have not been sent off when this Letter reaches you please to detain them until I write you again on the Subject. —

I am Sir &<sup>c</sup> &<sup>c</sup>

[NDA. GLB, Vol. 2, 1799.]

To the Sheriff of Burlington County, New Jersey, from Secretary of the Navy

[PHILADELPHIA.]  
N Department April 27<sup>th</sup> 1799

The Sheriff of Burlington County

SIR If the French prisoners should not have been sent off when this letter reaches you, please to detain them until I write you again on the subject. —

I am Sir &<sup>c</sup> &<sup>c</sup>

[NDA. GLB, Vol. 2, 1799.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,  
27 April 1799

Light Airs & Vble —

at 3 PM Saw a strange sail bear<sup>s</sup> WNW. At 5 calm Cast off  
3 Vessells after towing them 46 hours —

At 8 light squalls of Rain.

At 5 PM saw 16 sail of the Convoy made the Signal to close

An English Brig bound to Bermuda & an English Sch<sup>r</sup> bound to S<sup>t</sup>  
Johns (N. B.) parted from the Convoy  
[Latitude In 24.00 No.]

[NDA.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy,  
commanding, Saturday, 27 April 1799

First part pleasant & light winds.

Squalls of rain —

Middle part Pleasant weather  
 Latter part pleasant Weather & Moderate breezes 16 sail in sight  
 & a Sloop in tow.

[Long'de ob'd. 68.29 W.]  
 [Latt'de ob'd. 24.33 N.]

[HS of Old Newbury, Mass., NDA photostat.]

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Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
 Saturday, 27 April 1799

Fresh Breeze and pleasant Weather Seamen Variously employed  
 6 PM. Englishmans head bore SE B S<sup>o</sup> & Monserat West, bore  
 down & spoke the Commodore. Saw a strange sail on the Lee  
 Quater, the Commodore informed us the boat We had seen \* standing  
 into Monserat, was one which two White Men & a black had ran  
 away with, from Point Petre Guadaloupe. These Men informed, a  
 French Sloop of War, was laying in Point Petre bound to Bassetterre —  
 Midnight moderate breezes & pleasant weather. Montserat W ½  
 S. Antigua N<sup>o</sup> 3 Leagues.

4 AM. Squally Englishmens head S. SE<sup>t</sup> 5 Leagues —

½ past 7 AM. saw two sail on our Lee Bow. took them to bee 2  
 Schooners Standing to the N<sup>d</sup> 9 Am. discovered them to be a Sloop  
 & a Schooner Standing towards us — Out all sail and gave chase as  
 did the Commodore 10 The Commodore brot. too the Sloop (under  
 Swedish Colours) we contin<sup>d</sup> the chase after the Schooner, she having  
 bore away and was making all sail from us — 11 AM. the Com-  
 modore threw out a signal and we gave up the chase, in Steering Sails  
 and hauled our Wind — ½ past 11 AM. spok the Commodore,  
 washed out between decks and sprinkeled with Vinegar — Broached  
 a Cask of water, Remains on board 1,590 Gallons — Expended last  
 24 Hours 56 Gallons —

Noon Antigua NNE<sup>t</sup> — Montserat SW. and Gaudaloupe English-  
 mans head S. E<sup>t</sup> distance 6 Leagues

The Sloop the Comm<sup>o</sup> spok was from S<sup>t</sup> Bartholomews bound to  
 Gaudaloupe Laden with Provisions —

\*See 26<sup>th</sup> — 9 am.

[LC, EPP, 1799.]

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Extract from journal of James Pity, U. S. Frigate *Constitution*,  
 28 April 1799

Moderate Breezes & Cloudy at ½ past 3 saw a strange sail bear\*  
 NNE made sail and gave chase at 5 PM boarded her proved a  
 Sweedish Ship from N York bound to New Orleans.

At 4 PM made the Signal for the Convoy to make Sail

At 10 AM. Call'd all hands & perform'd divine Service

[Latitude In 25.32 N<sup>o</sup>]

[NDA.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 28 April 1799

First part light winds & pleasant weather, part of the fleet left us, at ½ past Mer<sup>dn</sup> saw a brig to windward standing to the Southward

Middle part fresh breezes & pleasant

Latter part pleasant & light winds, left the fleet. hall'd our wind to the N<sup>d</sup> & Eastward. Cast off the Sloop —

[Long'de ob'd. 69.13 W.]  
[Latt'de ob'd. 26.10 N.]

[HS of Old Newbury, Mass., NDA photostat.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Sunday, 28 April 1799

Moderate breeze and pleasant Weather, Seamen Variously employed under the Boatswain (being Saturday by the civil day)

6 P.M. continuing Moderate breeze and Pleasant Weather, The South Point of Montserat bore W B. N°. Antigua North and Englishmans head (Gaudaloupe) South distance 5 Leagues 8 P M. Spoke the Commodore —

Midnight, continuing Winds and weather as above made and shortened Sail as circumstances Required

8 AM. Squally — Englishmans head S.S.W. distance 3 Leagues Descada E S E<sup>t</sup>. Antigua N B. W<sup>t</sup> — 11 AM. saw a Strange Sail bearing down towards us, We first took her to be a Schooner but afterwards found her to be a Ship, Made all Sail & gave Chase to Windward — Water Expended 56 Gallons, Remains 1534 G<sup>s</sup> Broached a Cask of Beef 32 pieces — 71 & ½ Short Weight

Noon, moderate breeze and pleasant weather, Commodore on our lee Quater 2 Miles — Flag staff on Antigua N°.

[LC, EPP, 1799.]

To Secretary of the Navy from Secretary of State

DEPARTMENT OF STATE  
*Philad<sup>a</sup> April 29<sup>th</sup> 1799*

BENJAMIN STODDERT *Esq<sup>t</sup>*

DEAR SIR I return herewith Gen<sup>l</sup> Smith's letter to you of the 20<sup>th</sup> together with that from his supercargo John Crawley. In answer to his enquiry, you may inform Gen<sup>l</sup> Smith, that the same offer has been made to Desfourneaux as to Toussaint: the total suppression of privateering is the indispensable condition of a renewal of our commerce with both S<sup>t</sup> Domingo and Guadaloupe. This answer was transmitted to Desfourneaux by the *Retaliation*, which you sent thither with French prisoners. —

I am very respectfully &c

TIMOTHY PICKERING

[SDA. Dom. L. Vol. 11, 1798-1799.]

To John Turner Fisher, Sailing Master, U. S. Navy, from Captain Thomas Truxtun,  
U. S. Navy

UNITED STATES SHIP *Constellation*,  
*S<sup>t</sup> Pieres Martinica 29<sup>th</sup> April 1799* —

SIR, The Duty of every Officer on Board this Ship has been generally pointed out in Writing; Lieutenant Shirley, who was first appointed the Master, and since received a Commission, will furnish you with Copies of my Letters to him, respecting your Functions.

You will observe that in the present State of Things in America, that it is difficult to find a Person as a Boatswain, in whom all that Confidence can with Propriety be placed, that is attached to such Character; hence it is, that the Master must be vigilant in superintending that Department in every Respect, otherwise the Service might suffer considerably, for Frauds, if not committed, have been attempted. A steady Observance of the Rules of the Ship, and a Watchfulness over all Matters, appertaining to the Station you are in, will always command my Esteem, and can never fail of recommending you to further Notice; But a contrary Conduct will always with me have a contrary Effect, but this, I trust, will never be chargeable to you.

Under a full Reliance of Harmony, between you and your Brother Officers, I have only to add at present, that I am, Sir, with great Respect

Your Obed<sup>t</sup> humble Serv<sup>t</sup> —

To M<sup>r</sup> JOHN TURNER FISHER.

[HS of Pa. NDA Photostat, Truxtun's LB, 1798-9.]

[29 April 1799]

To John Gay, U. S. Agent, Martinica, from Captain Thomas Truxtun, U. S. Navy

DEAR GAY, I send the Purser to hurry off the Articles purchased, and to give you an Order on Clarkson at Sight for the Amount of your Account, and Commission, I have ordered all my Squadron to S<sup>t</sup> Kitts, where I expect to find them on the 2<sup>d</sup> May, four I shall leave behind for a Time, say untill after May. These four Vessels, I intend shall cruise in Pairs, two off Gaudaloupe principally, and two off S<sup>t</sup> Bartholomews' &c: If Barron should send any Thing here, he will call on you, this Gentleman commands the Ship *Baltimore* of 26 Guns, and will have with him the *Richmond* brig of 16 Guns. Whatever may be captured by the other two will be sent to S<sup>t</sup> Christophers' as they will be stationed too far to Leeward to visit you.

May Health and Prosperity await you, is the Wish of your sincere Friend

U: S: Ship *Constellation* }  
S<sup>t</sup> Pieres Road Martinica 29<sup>th</sup> April 1799 }  
JOHN GAY ESQUIRE.

[HS of Pa. NDA photostat, Truxtun's LB, 1798-9.]

To General Knox, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA.]

N Department 29<sup>th</sup> April 1799

GENERAL KNOX

Boston

SIR There are in all Six Vessels to mount not more than 18 Guns — and 6 to mount not less than 74 Guns to be built. Directions were sent to build one of the former at Newbury Port, before the receipt of your letter of the 20<sup>th</sup> March & under the impression that it was probable one of the 74 Gun ships would also be built in Mass<sup>ts</sup> & that, in that event it would be proper, to build no more of the small Vessels in that State — I delayed a reply, until I could be certain as to the disposition which would be made for the large Ships. I am not yet absolutely certain on this subject — but being honored with your letter of the 24 Ins<sup>t</sup>, and believing it will not be in my power to contract with you, consistently with the principles upon which this business of building the Ships, is meant to be executed, I will no longer delay telling you so. —

I am &<sup>r</sup> &<sup>r</sup>

[NDA. GLB, Vol. 2, 1799.]

To William Crafts, Navy Agent, Charleston, S. C., from Secretary of the Navy

[PHILADELPHIA.]

Navy Department 29<sup>th</sup> April 1799 —

WILLIAM CRAFTS ESQUIRE

SIR I expect Cap<sup>t</sup> Perry, in the Frigate *General Greene*, will call off the Bar of Charleston, in about 20 days from this time — perhaps it may be a little sooner, or a little later. — It is meant that both the *General Pinkney* [*Pinckney*] and the *South Carolina*, should sail under his command, to the Havana — but it is important that he should not be detained for them, or either of them, half a day — and he will be instructed to proceed without them if they are not ready to join him — in this case they must follow, and without waiting for each other. — I pray you to have all the proper arrangements made, and to let the Vessels, or either of them, be provided with provisions &<sup>r</sup>, so that they may be detained for nothing. —

It is very possible and I hope not improbable that Cap<sup>t</sup> Perry may arrive off the Bar, by the 14<sup>th</sup> of May. —

I have the honor &<sup>r</sup>

[NDA. GLB, Vol. 2, 1799.]

Extract from journal of James Pity, U. S. Frigate *Constitution*, 29 April 1799

Moderate Breezes & Clear at 4 P M Supply'd the Sch<sup>t</sup> *Sally* one of the Convoy with 2 Gang Casks of Water

At Merd<sup>n</sup> Light Airs Convoy in C<sup>o</sup>

at ½ past 8. hoisted the Coll<sup>rs</sup> & fired a gun as a Signal to part from the Convoy.

Made Sail & parted from the Convoy Saw the Convoy bear<sup>r</sup> from W N W. to S. S W. 9 Miles Dist

[Latitude In 26.36.N<sup>o</sup>]

[NDA.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 29 April 1799

First part light winds and pleasant weather

At 1 P M saw a Sloop in the NE standing to the South<sup>d</sup>

At 5 d<sup>o</sup> tack<sup>d</sup> for her at 6 the wind being very light & night coming on, gave over chase, & tack<sup>d</sup> to the N & East<sup>d</sup>

Middle & latter parts light winds & pleasant.

[Long<sup>d</sup> de ob<sup>d</sup>. 68.44 W.]  
[Latt<sup>d</sup> de ob<sup>d</sup>. 27.18 N.]

[HS of Old Newbury, Mass., NDA photostat.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Monday, 29 April 1799

Moderate breeze and pleasant Weather 2 pm. wore Ship & spoke the Chase (a Ship from Bennin bound to S<sup>t</sup> Thomas 49 days out) ordered him to make Sail & speak the Commodore — 3 P M. spoke the Commodore & informed him who the Ship was — he sent his Boat on board and examined her papers, after which she was permitted to proceed — Tack<sup>d</sup> Ship and stood towards Antigua — @ 4 P M. The Flag staff of Fort Johnson bore N B E<sup>t</sup> distance 2 Leagues — 6 P M. S E point of Antigua bore N<sup>o</sup> 5 Leagues distance Midnight moderate and pleasant weather. The Commodore on our Weather bow ¼ of a Mile — made & shortened Sail occasionally. 5 AM. Saw Brig<sup>n</sup> to windward bearing NE B E. called all hands and gave Chase, 7 the Chase shew American colours, answered them by hoisting ours, but finding the Brig<sup>e</sup> did not bear away, fired a shot, a 2<sup>nd</sup> & 3<sup>d</sup> the latter brot her too — 8 AM. spoke her — she prov<sup>d</sup> to be the Brig<sup>e</sup> *Fair American* of New York — from thence bound to S<sup>t</sup> Bartholomews, 29 days out — Commanded by Geo<sup>e</sup> Creed — The Supercargo Stephen Whitney — belonging to Lawrence & Whitney, John Rolston, & Stephen Whitney — Laden with Flour, Rice, Tobacco Soap, Candles, &<sup>c</sup> &<sup>c</sup> am<sup>o</sup>. She was Captured yesterday at 10 AM. by 3 French Letters of Marque to Windward of the Is<sup>ds</sup> of Barbuda — sent the 2<sup>d</sup> Lieutenant on board, who took charge of her, & sent the prisoners on board, consisting of a Prize Master his Mate (Whites) & 7 Negroes made a Signal to the Commodore, a White Flag over a Red, (ans<sup>d</sup>) bore away at 11 A.m spoke the Commodore sent all the prisoners on board — Capt<sup>n</sup> Preble also went on board — a Prize Master & Men were sent on board the Prize from the *Geo Washington*, & our Lieu<sup>t</sup> & men came on b<sup>d</sup> Broach<sup>d</sup> a Cask of Water, Expended 56 G<sup>s</sup> Remains 1478 Gall<sup>s</sup>

[LC, EPP, 1799.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA.]

N Department 30<sup>th</sup> April 1799

PRESIDENT OF THE U. STATES

SIR I do myself the honor to enclose the copy of a letter from our Consul at the Havanna, to the Sec<sup>y</sup> of State [dated 2 April 1799]. It

shews that a State of things which you have long foreseen, is commencing in the West Indies: and forebodes that the American Commerce may have more to apprehend from unauthorized piracy, than any other. The spot upon which these fellows have fixed themselves lies about Sixty miles from the Havanna, & fifteen from the Bay of Matanzas, and appears to be well calculated for the annoyance of our whole Trade to Spanish America. One Frigate with two or three smaller Vessels with a land force of 300 men would probably be sufficient to inflict such exemplary punishment as might for a long time check attempts at similar establishments. Cap<sup>t</sup> Perry, in the [U. S. Ship] *General Greene* of 32 Guns, will be prepared to sail from New Port, in about 12 days — in five days I must send his cruising Instructions, to proceed to the Havanna, taking under his command, two Vessels of inferior force, from Charleston. — and I shall direct him to pay such attention to the pirates, as will at least check their depredations. — Several of our Vessel will shortly be in from the West Indies, and may be soon prepared to join Perry, or to proceed on any other enterprise.

Col<sup>o</sup> Pickering will write to the Governor of the Havanna, by Cap<sup>t</sup> Perry — and if he will not pursue the proper measures to dislodge these Pirates from the Territory of Spain, I suppose they will hardly consider offensive, any measures in our power to take, for that purpose. — It would be much more reasonable, that the American Government, should hold that of Spain, responsible for the outrages committed on our Commerce or Citizens, by these Vessels. —

I have the Honor to be &c<sup>o</sup>

[NDA. Nom. Appts., LB, 1798-1820.]

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To Regis Le Blanc, Envoy of General Desfourneaux and Special Agent of Executive Directory at Guadeloupe, from Secretary of State]

DEPARTMENT OF STATE  
*Phila<sup>a</sup> April 30<sup>th</sup> 1799*

M<sup>r</sup> REGIS LEBLANC,

SIR For your information on the subject of your letter of the 1<sup>st</sup> instant, I refer you to the inclosed copy of my letter of March 16<sup>th</sup> to General Desfourneaux, stating generally, the condition on which the commerce with Guadeloupe could be renewed. There must absolutely be an end to all depredations by French privateers and other French armed vessels belonging or resorting to the ports of Guadeloupe. The arret of the Executive Directory of the 31<sup>st</sup> of July last, to which you refer, has not given, nor was it intended to give any relief to the commerce of the United States. Its analysis you will find in the inclosed report presented by me to the President on the 18<sup>th</sup> of last January.

I am Sir your obed<sup>t</sup> sv<sup>t</sup>

TIMOTHY PICKERING

[SDA. Dom. L., Vol. 11, 1798-1799.]

To Secretary of the Navy from Captain Alexander Murray, U. S. Navy

[U. S. S.] *Montezuma* LAT: 30. — LONG<sup>e</sup> 78.30.

April 30. 1799

BENJ<sup>s</sup> STODDERT Esq<sup>r</sup>

DEAR SIR This will inform you that we are at last moving on, slowly homewards (after a longer cruise than either you or myself contemplated, having left Baltimore on the 20<sup>th</sup> Septem<sup>r</sup>) with a very valuable fleet, a detachment of which I am now about to part with, bound to Charleston, under convoy of the *South Carolina*, and as I hope to see you, nearly as soon as this can get to hand, I shall just give you a detail of our proceedings, in as brief a manner as I can, since my last respects to you of the 18<sup>th</sup> by the last convoy from Curraço. —

After I parted with those Vessels, off the east end of Hi[s]paniola, I made sail, and stood down the North side of the Island, for Cape Nichola Mole, there I fell in with the Brig *South Carolina*, cruising for the *Ganges*, I thought it very problematical, meeting with her, as she had been so long detained in her equipment, therefore requested Cap<sup>t</sup> Payne to follow me; we then cruized all round the bite of Leogane, as far as Cape Tiberoon, for four days, where I saw a sad reverse of times, for in a place, that in more prosperous days, wher the seas were covered with Vessels, pursuing their various objects, now appear a solitary deserted waste, I only saw in the course of the rout one Hamburg Brig from Aux Cayes, and a few Vessels lying in the Harbour of Jeremie, among them two Americans, with their colours flying, how they came there, or for what purpose, I am un-informed, but the presumption is clear, that they must have been illicit traders; and am well informed, that there are American Merchants, & Masters of Vessels, that have their friendly French Privateers, waiting in certain situations, ready to give their Vessels safe convoy to Hispaniola, for certain stipulated sums, by way of mask, to avoid the penalties of the Laws. —

Finding nothing there to arrest our attention, I ran over for the Island of Jamaica, and sent my boat on shore, at Port Maria, with a general notice throughout the Island, that I should be at Lucia, till the 8<sup>th</sup> Ins<sup>t</sup> for the purpose of collecting any Vessels that might by that time be ready, to sail under my convoy, and required the Vessels, from the South side, to meet me at the West end, but unfortunately, the letter I wrote to my friend, at Kingston, did not get there in due time, for the Vessels to prepare themselves, and on the 9<sup>th</sup> I sailed with 20 sail, collected on the North side, previous to which, I had dispatched the *South Carolina*, to the Havanna, to have the Vessels there in readiness to join us, when we appeared off [f] the Moro Castle. — We had a very tedious time of it round; but on the 19<sup>th</sup> we had a very curious occurrence, wherein there was evidently a scheme layed, to cast a slur on our reputation; At day light we discovered a very large ship, shewing eleven Guns of a side, on her lower battery and had all the appearance of a Frigate, being full of men; attended by a Brig of 12 Guns, and a Schooner, all about 2 miles under our Lee, As soon as they discovered us they all hoisted French colours. I then hoisted our distinguishing Signals, which were not noticed, and they all appeared very busy on their decks; thus seeing no other alternative but giving them Battle, or loosing our Fleet, I chose the





CAPTAIN ALEXANDER MURRAY, U. S. NAVY



former, & made a Signal for the fleet to make all the Sail they could for the Havanna, and then bore down for them with our Colours flying, & our Guns primed, and in a Few Moments, they would have felt the effects of their temerity, had they not hawled down the French, and hoisted the English Flag, and at the same time made the addition of a red coat to their garb, being mostly in shirt sleeves, before I sent my boat on board of them, to enquire into the mystery of such conduct — which they first pretended excuse from not knowing who we were, but we afterwards found out, they had received notice of us at the grand Caymans; and they could have no other view, but that of trying to sport with our reputations, in intimidating us by their formidable appearance; but we were happy in convincing them, that Americans were not to be affrighted by a Scare Crow, for it would have been a fine boast with them, to tell they had made us run from them — The Ship proved to be a large armed transport, with a Regiment of soldiers from Jamaica, bound to Halifax, called the *Cecilia*, Cap<sup>t</sup> Parry; The Brig & Schooner, were bound to Canada — I then made sail after the fleet, and joined them in the evening. —

On the 21<sup>st</sup> we arrived off the Havanna, where we were joined by the *South Carolina* — As I have Packets from M<sup>r</sup> Uznarde [Yznardi] to you, & the Sec<sup>y</sup> of State, I refer you to them for further particulars, respecting our affairs in this quarter. — Cap<sup>t</sup> Decatur has been very assiduous, and attentive to me, in assisting in the assemblage of this fleet now under my convoy consisting of 57 sail in number, bound to different Ports in America, the estimate value of their Cargoes, amount to 2,025,000 Dollars, from which there must accrue to the revenue \$250,000, all of which I hope to have the pleasure of conducting safely to our Coast; What cannot Americans boast of, when they hear of such valuable fleets as these, covering the Western hemisphere with their Canvas? And what would have been the revenue, had not our Government roused up, from its supine Lethargy. —

Blush at our rising consequence & success, ye stubborn hearted democratic Junto, may you all live to see, and feel your errors, and acknowledge them. — Better to come in at the eleventh hour, than not at all, for while you were labouring to save a Cent, the Community was loosing a Pound. —

Pardon this Apostrophe, for I confess, I feel the pride of a real American, surrounded as I am by so much Wealth. —

I am very respectfully  
Your Most &<sup>s</sup> &<sup>s</sup>

[NDA photostat.]

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To Captain James Sever, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
Navy Department April 30<sup>th</sup> 1799.

Cap<sup>t</sup> JAMES SEVER  
Portsmouth

SIR I have received your letter of the 15<sup>th</sup> Ins<sup>t</sup> and have directed M<sup>r</sup> Rush to carve a Head for the Ship *Congress*. — You will receive enclosed a letter from M<sup>r</sup> Humphreys containing the midship or

inboard plan which you require — M<sup>r</sup> Sheafe has already been advised that the Main Deck Guns are to be 18 pounders.

I have the Honor to be

[NDA. OSW, Vol. 2, 1799.]

[30 April 1799]

Protest of Samuel Wheaton, Master of the Schooner *Orange*, captured by Privateer Schooner *Scrutin*, Captain Lagan

By this Public instrument of Protest, be it known and manifest — That on Monday the Seventeenth day of June A D 1799 — Before me Samuel Chace Esq<sup>r</sup> Public Notary — duly admitted & sworn to said Office for the town of Providence, and County of Providence, State of Rhode Island &c — Personally appeared & came Cap<sup>t</sup> Samuel Wheaton late Master of the Schooner *Orange* belonging to Thomas Lloyd Halsey Esq<sup>r</sup> Merchant in Providence and being duly engaged in form of law doth depose and declare — That he sailed from Surinam Master of said Schooner — on the twenty second day of April last laden with Coffee, Cotton & Molasses — and designed & bound for Providence — That on Tuesday the thirtieth day of April some leagues to windward of Guadaloupe — he was captured by an armed Privateer Schooner called the *Scrutin* Cap<sup>t</sup> Lagan, Commander and carried into said Island of Guadaloupe — and there imprisoned on board a Guard Ship, having no liberty to make a Protest, or to get a Copy of their Condemnation — That they did condemn the said Schooner *Orange* there together — with all her Cargo & appurtenances — and also that they took away from him all his Papers of every sort together, with the said Schooners Register and totally detained them from him — likewise his instruments and many of his Cloaths —

SAMUEL WHEATON

[RIHS.]

To Jesse Hollingsworth, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA]

N Department April 30<sup>th</sup> 1799

JESSE HOLLINGSWORTH Esq<sup>r</sup>

Baltimore

SIR I am much obliged to you for your favor of the 28<sup>th</sup> Ins<sup>t</sup> — I have no doubt your opinion, the result of experience, is a just one, and will endeavour to profit by it. — M<sup>r</sup> Yellott is already building one of the kind of Vessels you recommend — and we have some others preparing in other parts of the United States — and I hope it will soon be found that we shall have a sufficient number of fast sailing Vessels. We have some such now in the West Indies, but they have been employed too much in Convoying instead of being kept intirely for Cruising which arose from the great desire of the Commanders to give all possible satisfaction to the Merchants. — Some of our Vessels are now on their return from the Islands — and it is not meant that so many as heretofore, should remain in the West Indies — During the Winter, when our own Coast is dangerous, it was thought best to keep them in that quarter. —

I am Sir &<sup>c</sup> &<sup>s</sup>

[NDA. GLB., Vol. 2, 1799.]

To Jeremiah Yellott, Navy Agent, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA, PA.]

*N Department April 30<sup>th</sup> 1799*

JEREMIAH YELLOTT ESQUIRE  
*Baltimore*

SIR I have received your letter of the 27<sup>th</sup> Ins<sup>t</sup> — The account for the marine Cloathing appears to me to be exorbitant, & at least one fourth beyond what the same Articles can be obtained for here — Be pleased to require of M<sup>r</sup> Howard an Acc<sup>t</sup> of the price of each Article composing the suit, and should you then be of opinion that it is reasonable please to discharge it and I will make you a remittance to the Am<sup>t</sup> — Instead of one only, be so good as to have two Schooners built such as you judge best qualified to be usefull in our Navy, and as quickly as possible — with respect to both I rely intirely on your judgment and experience, and money from time to time shall be furnished you, upon your requisitions. —

There is Copper in the hands of General Swan belonging to the Public which will answer for copping them. —

I have the Honor to be

[NDA. GLB., Vol. 2, 1799.]

To Captain Eichard Conway, Agent, Alexandria, Va., from Secretary of the Navy

[PHILADELPHIA.]

*N Department 30<sup>th</sup> April 1799*

Cap<sup>t</sup> RICHARD CONWAY  
*Alexandria*

SIR I have been divided between my desire to get one of the 18 Gun Vessels built at Alex<sup>s</sup> and my anxiety to get her quickly into service; which must be my apoligy for so long delaying to answer your favor of the 17<sup>th</sup> Ins<sup>t</sup> Upon the whole I believe I must decline getting the Vessel built at Alex<sup>s</sup> as her services next winter in the West Indies may be material. — Permit me to beg the favor of you to ship 40,000 <sup>lbs</sup> of Ship bread, as soon as convenient, addressed to Cap<sup>t</sup> Rob<sup>t</sup> Gill Navy Store Keeper, Phil<sup>a</sup> — your draft for which on me as Sec<sup>y</sup> of the Navy, shall be punctually paid, at sight — M<sup>r</sup> Jameson, writes me he has some on hand, and he is an excellent Baker. I want to judge whether Bread cannot be sent from Poto<sup>k</sup> cheaper after paying freight & Commission — the quality also considered — than it can be supplied by the Bakers here, or Eastward — who in general make very bad bread. — Please to send acc<sup>ts</sup> & rece<sup>ts</sup> from the bakers — that the account may be settled at once — & take triplicate bills lading one send to me, & one to Cap<sup>t</sup> Gill. —

I have the Honor to be

[NDA. GLB., Vol. 2, 1799.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Tuesday, 30 April 1799

The Middle Part of these Twenty four Hours moderate Breezes, and squally, the first and latter were light Breezes variable inclining to Calm.

At 5 PM made the Signal for *L'Insurgente* to get Underway, and soon after we stood out of the Road in Company with Each Other, having lost our Stream Anchor with which the Ship was moored.

This Day Admiral Harvey came off with the *Prince of Wales* of 98 Guns, on Board of which Ship he had his Flag hoisted, and the *Vengeance* of 74 Guns together with some light Ships of War, and a Number of Merchantmen, the Convoy was joined by many Ships from this, and all stood to the N. N. W. by the Wind.

At Noon the British Convoy all in Sight as well as our own with the *Portsmouth*, when the Body of Dominica bore E. N. E. Distance seven Leagues.

[HS of PA. NDA photostat.]

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Extract from journal of James Pity, U. S. Frigate *Constitution*, 30 April 1799

Moderate & Clear

At 7 Light Airs & Vble

at  $\frac{1}{2}$  past 5 saw a strange sail bear<sup>e</sup> N. b. E Made sail and gave Chace.

at  $\frac{1}{2}$  past 10 Answer'd the private Signal of the U S Sloop War *Merrimack*

Wash'd & fumigated between Decks.

[Latitude In 28.01 N<sup>o</sup>]

[NDA.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 30 April 1799

First light winds & pleasant weather

Middle part Calm & pleasant

At 9 AM saw a Sail to the South<sup>d</sup>

tack'd Ship after her She prov'd to [be] the *Constitution*, at Meridian Spoke her.

Ends with pleasant weather.

[Long'de ob'd. 68.28 W. ]  
[Latt'de ob'd. 27.57 N. ]

[HS of Old Newbury, Mass., NDA photostat.]

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Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Tuesday, 30 April 1799

Light breeze and pleasant weather  $\frac{1}{2}$  past 12 Capt<sup>a</sup> Preble came on board The Prize bore away for Montserat — Made sail by the wind to the N<sup>d</sup> the West Point of Antigua bearing NW B N<sup>o</sup> 5 Leagues Distance

4 P. M. Moderate breeze and pleasant weather, the Western extremity of Antigua bore W NW<sup>t</sup> distance 6 Leagues 5 Pm. Squally in T. G. Sails west point of Antigua bore NW<sup>t</sup> 4 Leagues distance Made & shortened sail & Tack'd Ship as circumstances Required South<sup>a</sup> point of Montserat W<sup>t</sup> B S..

10 Leagues distance

Midnight fresh breeze and cloudy, Commodore on our lee Bow a mile Distant

11 AM. saw a strange Sail under Gaudaloupe at same time Descada bore S E. 8 Leagues distance when this bearing was taken Antigua point, and the NW<sup>t</sup> extremity of Gaudiloupe where in Range — † ½ past 11 AM. saw a sail to Windward bearing down on us made all sail & gave chase to Windward — the Chase was discovered to be a Schooner ¾ past 11 the Schooner down all sail & laid a hull from which we supposed her to be a Privateer (Continuing the Chase made a signall to the Commodore — N<sup>os</sup> 2 & 8. Answered — —

Noon fresh gale and pleasant weather, Descada SE B E<sup>t</sup> 7 Leagues Broached a Cask of Water Expended 56 G<sup>s</sup> Remains 1422 G<sup>s</sup> Broached a Barrel Flour

†Mem<sup>o</sup> when the above bearings are on the Low Land to the South<sup>d</sup> of you is distant 2 Leagues.

[LC, EPP, 1799.]

To Nehemiah Hubbard, Navy Agent, Middletown, Conn., from Secretary of the Navy

[PHILADELPHIA]

N Department May 1<sup>st</sup> 1799.

NEHEMIAH HUBBARD ESQ<sup>t</sup>

*Middletown*

SIR I have received your letter of the 26<sup>th</sup> ultimo, A list of military Stores was forwarded to you very early, and you have since received lists of provisions and Cabin Furniture from which you can decide on what articles can be procured on the spot— Such as are to be forwarded from here, shall be sent as soon as I hear from you.— I ordered a Camboose to be sent to you from New York in January last, and shall enquire if Mess<sup>rs</sup> Watsons have Shipped it, if not, it shall be sent immediately from thence, or from Newbury Port, where the Public have had them made of a better quality.— If the Signal Colours should not arrive before this letter gets to hand, I will send another sett — The Ships Colours it was expected you would have procured, and you will be pleased still to do it agreeably to the enclosed list. — with respect to Hammacks and all other small articles, you must consult with Cap<sup>t</sup> Tryon and act according to his and your own judgment. — As Kentledge will be wanted early I shall have Eighty or one hundred Tons sent you immediately. While writing, your letter of the 17<sup>th</sup> has come to hand and I have ordered a Remittance of 3000 Dollars for you agreeably to your request. I agree with you & Cap<sup>t</sup> Tryon that 220 Men will be too many for the *Connecticut*, and it will be better that the Crew including Officers should not exceed 180, you will therefore only procure provisions for that number, Cap<sup>t</sup> Tryon may engage 10 or 20 Seamen as he proposes, the wages are 17 dollars for able Seamen & for boys and Ordinary Seamen from 5 to 14 dollars, they must be enlisted for one year — and if he cannot get them without making an advance he may advance them 2 M<sup>os</sup> pay, I shall shortly send him his recruiting instructions. — In the mean time I have ordered a remittance of \$1000 for him — I am glad that you had procured part of the military Stores. —

I have the Honor to be

[NDA. GLB, Vol. 2, 1799.]

[1 May 1799]

To Patten & Walker, Fredericksburg, Va., from Captain Edward Preble, U. S. Navy

NEW YORK June 20<sup>th</sup> 1799

Mess<sup>rs</sup> PATTEN & WALKER  
Fredericksburgh

GENTLEMEN, I have to acquaint you that the U. S. Brig *Pickering* under my Command, in comp<sup>y</sup> with the *George Washington* on the 1st May recaptured the Schoo<sup>r</sup> *Francis* of Fredericksburg from the french, she then being within a few leagues of Guadaloupe, as the Cap<sup>n</sup> J. Preble & the Mate & crew having been taken out with all the papers we should have been at a loss to have known who the Vessel belonged to had it not been for a passenger left on board who acquainted us she belonged to you. She had lost her Fore Mast & Main Boom and had been made a compleat wreck in a Gale of Wind, and was towed into Martinico by the *G W* [*George Washington*] & Vessel & Cargo sold, the Acc<sup>ts</sup> of the Agent M<sup>r</sup> Gay and also our account current I now inclose you M<sup>r</sup> W<sup>m</sup> C in whose hands I have left the Bills and acc<sup>ts</sup> writes you are at liberty to draw on M<sup>r</sup> William Codman of this place Merch<sup>t</sup> for the ballance due you when the Bills are paid,

I have the honor to be

Gentlemen, Y<sup>r</sup> O Serv<sup>t</sup>

E P [EDWARD PEEBLE]

Cap<sup>n</sup> Preble who commanded the *Francis* is my Brother, and I understand went from Guadaloupe to S<sup>t</sup> Bartho<sup>mew</sup> in a Cartel & from thence I understand he sail'd for Martinico

The *Pickering* is a remarkable fast sailer and can be very serviceable in the West Indies it is necessary she should be compleatly caulked coppered & have new Fore & main shrouds, & some new sails before she wil be in a condition to go out on a cruise.—

I intend to do myself the honor to wait on you in Philadelphia as soon as the *Pickering* can be got up to the city. —

I have the Honor to be with great respect Sir

Your most Obed<sup>t</sup> & humble Serv<sup>t</sup>

EP. [EDWARD PEEBLE]



REPORT OF VESSEL'S Spoken with at Sea By the U.S.R.C. Brig *Pickering*

Date	Vessels Names	Masters Names	Owners Names	Men	Guns	Tons	Where Belong'g
1799							
March 29 <sup>th</sup>	<i>Commerce</i>	Hemmingway	Gordon & Tillinghurst	6	"	65	Providence.
April 2 <sup>d</sup>	<i>Mary</i>	Downing Lee	Payne Elwell	5	"	46	N <sup>o</sup> Yarmouth.
" 5 <sup>th</sup>	<i>Tuonne Venner</i>	H. P. Schmeit	W <sup>m</sup> Crouse & W <sup>m</sup> Ruan	10	"	146	St. Croix.
" 14	<i>Brig<sup>e</sup> Nymph</i>	Jn <sup>o</sup> Webster	Jn <sup>o</sup> Webster	6 passengers	}	240	St. Christophers.
" 29 <sup>th</sup>	" <i>Fair American</i>	Geo Creed	{ Hen <sup>r</sup> Whitney Stephen Whitney Jon <sup>s</sup> Laurence Jun <sup>r</sup> and John Rolston	10 & 1 passenger			
" 30 <sup>th</sup>	<i>Sloop Dispatch</i>	Abeil Briggs	Woodbury Storer	5	"	14519/95	N. York.
April 1 <sup>st</sup> [May 1 <sup>st</sup> ]	<i>Schooner Francis</i>	Joshua Preble	Patten & Walker	7 French 2 Americans	}	80	Fredericksburg.

Date	Where Bound	How long out	From Whence	Lading	To Whom Cons <sup>d</sup>	Intelligence
1799						
March 29 <sup>th</sup>	St. Croix	17 days	Providence	Lumber	Tillinghurst	{ Trinidad taken by the Spaniards & French Frigates arriv'd at Cayenne & were expected to attack Surinam.
April 2 <sup>d</sup>	Portland	13 days	Demerara	Sugar & Rum	Payne Elwell	
" 5 <sup>th</sup>	St. Croix	25 days	Havanna	Sugar	Owners	
" 14	Mont Serat	35 days	N. York	Provisions & Lumber	Jn <sup>o</sup> Webster	{ Captur'd the 28 <sup>th</sup> Ins't at 10 AM by the French Lugger <i>Le Brulite</i> [?] Cap <sup>n</sup> Guignesfils — Recaptur'd [by?] us 29 <sup>th</sup> 9 AM 2 Whites & 7 Blacks on board — Jos Rainaud prize M Sent her to Mont Serat with a Prize Master and men from the <i>(George) Washington</i> .
" 29 <sup>th</sup>	St. Bartholomews	29 days	N. York	Provisions &c	S. Whitney	
" 30 <sup>th</sup>	Portland	17 days	Surinam	Molasses & Sugr	W <sup>m</sup> Storer	
April 1 <sup>st</sup> [May 1 <sup>st</sup> ]	Grenada	{ 54 days having lost her Fore Mast.	Fredericksburg	Tobacco & Flour	Master	

[LC. Mss.]

[1 May 1799]

Extract from the log book of the Schooner *Polly*, of Rhode Island, Joseph Goid, master, from Barbadoes, bound to Wilmington, captured by a French frigate, but escaped later

“Sailed April 10th under convoy of the United States frigate, in lat. 26, long. 69. Sunday the 28th left the convoy. Wednesday May 1, in lat. 28. long. 72. was taken by a French frigate from Cape Francois, bound to France. I was ordered on board the frigate and they were very much pleased with my cargo; accordingly they hoisted out two boats and sent them along side of the schooner full of men to go to work. Just as they were making ready, there appeared four sail to the eastward standing towards us, one of them appeared to be a very lofty ship; the Frenchman for fear it should be a ship of war, called his hands on board the frigate, and sent me on board my own vessel and bid me make all the sail I could and keep close to him. As soon as I got all sail set, I kept bearing for the vessels we spied. The Frenchman hailed me to follow him, but did not fire for fear the other vessels should discover him—he discovered the ship was not a ship of war, then about the ship and gave chase to them; he fired a gun at me to bring me to; I still continued my course, bearing under the lee of the American ship, and luckily made my escape while they were taking the ship and the brig. The other two vessels made their escape. The ship appeared to be a large black Letter of Marque.

The four vessels were all under American colours.

[LC, Charleston, S. C. “Coliseum Museum & Savannah Advertiser,” 31 May 1799.]

[1 May 1799]

Adjudication of the American Brig *Fair American*

*Montserrat*

At the Request of Mess<sup>rs</sup> Dyett & Furlonge Merchants of the said Island, Agents to Capt<sup>n</sup> Patrick Fletcher & Edward Prible of the United States Ships, *George Washington* and *Pickering*, of the one part, & Stephen Whitney Supercargo of the recaptured American Brig *Fair American* of the other part, We have valued and appraised the Cargo of the said Brig *Fair American*, And do adjudge to the said Agents for Salvage, the sum of two Thousand two Hundred and fifty dollars, and have also valued and appraised the said Brig, *Fair American*, and adjudge to the said Agents for Salvage the sum of Six-hundred and twenty five dollars, making in the whole Two Thousand Eight hundred and seventy five dollars, equal to one thousand one hundred and Eighty five pounds, Eighteen Shillings and nine pence Montserrat, Currency, being the one Eight part of the value of the said Brig & Cargo recaptured by the said Fletcher and Prible—In Witness whereof we have hereunto sett our hands & Seals this first day of May 1799.

W<sup>m</sup> FURLONGE  
J. [?] DYETT

[LC, EPP, Vol. 1, 1680–1799.]

Extract from Captain Thomas Truxtuns' journal, U. S. Frigate *Constellation*,  
Wednesday, 1 May 1799

Light Airs, and moderate Breezes alternately all these 24 Hours. At 2 PM chased a Schooner, and at 6 ditto *L'Insurgente* spoke her. She was from Montserrat bound for Martinica. At 5 AM being under Bassateer, Gaudaloupe, saw a Ship close in with the Town, gave Chace, and at 10 ditto spoke the Chase; she was the Ship *Brothers*, one of the British Convoy from Martinica bound to London, the Master told me, that he took Dominica for Gaudaloupe last Evening, which was the Reason he became so near in.

At Noon Englishman's Head Guadaloupe bore N.E.B.N. 7 Leagues Distance.

[HS of PA. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,  
1 May 1799

Moderate Breezes

at  $\frac{1}{2}$  past 12 Spoke the U S Ship *Merrimack*

At 5 PM Saw the *Merrimack* EbS. 4 Leagues Distant.

Employ'd examining the Salt provisions

At Merd<sup>r</sup> Clear

[Latitude In observed 30.23 N<sup>o</sup>]

[NDA.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy,  
commanding, Wednesday, 1 May 1799

First part light breezes & pleasant weather, the *Constitution* in Company — — — — —

Middle Part Steady, breezes — — — — —

At 6 AM saw the *Constitution* under our lee about 5 leagues Steady breezes & pleasant

[Long'de ob'd. 68.09 W.]  
[Latt'de ob'd. 30.18 N.]

[HS of Old Newbury, Mass., NDA photostat.]

Extract from log book of J. Ingraham, U. S. R. C. Brig. *Pickering*,  
Wednesday, 1 May 1799

Fresh Breeze and pleasant Weather, seamen Variously employed  $\frac{1}{2}$  past 12 saw a sail close under descada, Tack'd Ship to the N<sup>o</sup> hoisted a Signal N<sup>o</sup> 2 & 3 ans'd by the Commodore  $\frac{1}{2}$  past 3 the Chase on the Weather Bow 3 Leagues — set Steering sails — 4 pm. fired a shot at the chase on which she bore down in Steering Sails and Stay S<sup>r</sup>  $\frac{1}{2}$  past 4 Spoke the Chase (a Sloop) the *Dispatch* capt<sup>n</sup> Brigs from Surinam bound to Portland, out 10 days, be long to Portland, laden with Molasses and Sugar, Examined the Vessels papers and let her proceed on her Voyage. bore down spoke the Commodore and informed him Relative to the Chase — 6 P M. Descada bore S. E B E<sup>r</sup> 5 Leagues distance Midnight fresh breeze & Squally — 4

AM moderate breeze and pleasant weather saw a strange Sail on our weather Quater Tack'd Ship stood towards her, set T. G. Sails & stay Sails and gave chase, at D<sup>o</sup> saw another Sail, 3 pt<sup>s</sup> on the Weather bow (a Schooner & a Sloop) 6 AM. saw another on the weather Bow making 3 in all — 7 AM. saw a Sloop on our Lee Bow standing to the South<sup>d</sup> 8 AM. continuing the Chase Descada bearing S B W<sup>t</sup> 10 Leagues — 10 AM. the Sloop shewed American Colours — made frequent Tacks and fired 7 Shot [at] her at ½ past 10 she brot. too and We spoke her, prov<sup>d</sup> to be the *Francis* from Fredericksburgh Virginia, 53 Days out, Capt<sup>a</sup> Joshua Preamble (our Capt<sup>ns</sup> Brother) she was captured yesterday, by 2 French Letters of Marque, sent a prize master on board & two Men which with the Americans that remain'd and that formerly belonged to the Vessel was sufficient to man her, The Capt<sup>n</sup> gave the Prize Master a letter and desired him to bear away for the Commodore, This Vessel which we took to be a Sloop was a Schooner, having lost her fore Mast in a gale of Wind 4 days after leaving the Capes of Virginia — The Prisoners Rec<sup>d</sup> on b<sup>d</sup> where 7 in number (3 Whites & 4 Blacks) (French) and likewise an American who was [a] passenger on b<sup>d</sup> the *Francis*, made Sail in Chase of the Vessel, before mentioned, being those that had Captured the *Fame*, Expended 56 G<sup>s</sup> Water Remains 1366 G<sup>s</sup>

NOTE.—The papers of the above Vessel where all retained on board the Vessel that took them

[LC, EPP, 1799.]

To Captain Silas Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department May 2<sup>d</sup> 1799 —

Cap<sup>t</sup> SILAS TALBOT  
(New York)

SIR The Frigates *United States*, and *Constitution*, are both expected to arrive in the course of a fortnight—and I believe you will be called upon to take the Command of one of them.—

I will not conceal from you my opinion, that accident, not design on the part of Government, has made Cap<sup>t</sup> Truxtun, your Senior officer. — I stated in a letter to General Hamilton, which I presume you have seen, my reasons for this opinion — I will not now repeat them. But I hope you will not on this account withhold your Services from your Country, at a time when the services of men like you may be necessary to its best interest; — Its honor and Independence. — From the nature of our Warfare, it will seldom be necessary that two of our largest Frigates shall act together — and I promise you, that I will do every justifiable thing on my part to prevent your being at any time subjected to the Command of Cap<sup>t</sup> Truxtun; the good of the Service, however, may sometimes make this indispensable. Cap<sup>t</sup> Dale in like manner with yourself affected by accident, in regard to rank, acquiesces and will hold his com<sup>d</sup> but he has leave of absence to make a Voyage to India. —

Cap<sup>t</sup> Barry is infirm, and has complained much of his health, during his present service, & Cap<sup>t</sup> Nicholson will probably be employed to superintend the building of one of the Ships of the line — so that it is more than likely that if you are not at the head of the Navy in active

service, you will be very near it — and at least may be almost always certain of a separate Command. —

I cannot conclude, without repeating my hope, that your Services, will not be lost to the Public, from a circumstance merely fortuitous and which never can be enterpreted to reflect the smallest discredit on your reputation — the rule adopted by the Government in selecting the Ships, and of Consequence the Cap<sup>t</sup> to be continued in the service, being the relative state of forwardness of the Ships — not the merit or Seniority of the Captains. —

Enclosed you will find an Act of the last Congress on the subject of the Navy. —

I have the Honor to be &C&C

[NDA, OSW, Vol. 2, 1799.]

To Joseph Waters, Navy Agent, Salem, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Department May 2<sup>d</sup> 1799

Cap<sup>t</sup> JOSEPH WATERS

*Salem*

SIR I am honored with the receipt of your letter of the 24<sup>th</sup> Inst<sup>t</sup> — you will find enclosed Lists of Military Stores, Cabin Furniture, and Provisions, but the latter it will be time enough to procure after the Ship is launched. —

Two Suits of Sails are absolutely necessary for a Ship of War; you will please therefore to have one complete Suit, in addition to that to be furnished by the Committee, prepared in time. — For a Ship of the *Essex's* Size, there will be required. —

4 Bower Anchors of 33 C<sup>w</sup><sup>t</sup> each  
 1 Stream “ “ 8 “ “  
 1 Kedge “ “ 4 “ “

The British Men of War are usually provided with 7 Bower and 1 Smaller Cable, which I think are more than can be necessary, and I presume that five of 16 Inches, and one of 9 Inches are as many as the *Essex* will require. —

The Powder, Muskets, Pistols & Cutlasses will be sent from hence as well as the Kentledge. —

I have the Honor to be &<sup>c</sup> &<sup>c</sup>

[NDA. GLB, Vol. 2, 1799.]

To William Nicholls, Marshal of Pennsylvania, from Secretary of the Navy

[PHILADELPHIA]

Navy Department May 2<sup>d</sup> 1799. —

WILLIAM NICHOLLS Esquire

SIR I am just informed that the French Prisoners are arrived from Lancaster — You will please to have them lodged in Goal here, and have them supplied with provisions on the best terms in your power for the few days that they will probably remain —

I am &<sup>c</sup>.

[NDA. GLB, Vol. 2, 1799.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Thursday, 2 May 1799

Gave Chase to a Sail in the N.E. which we spoke about 3 PM she was a Brig from Savannah bound to Martinica.

At 4 AM spoke the British Frigate *Pearl*, Captain Ballard, and at 8 ditto passed Nevis, a British Ship One of the Convoy on the Reef; take her for the Ship I brought to under Gaudaloupe Yesterday; at 10 ditto anchored in Bassateer Roads, Bearings as before. Found Vice Admiral Harvey of the White in the *Prince of Wales* of 98 Guns lying there, as also the *Vengeance* of 74 Guns, and several British Frigates, together with about 300 Sail of Merchant Vessels bound to England and I am obliged to remark that Captain M<sup>e</sup>Neil of the United States Ship *Portsmouth*, who I expected had proceeded on with the Convoy he took from Martinica, had anchored, and then weighed again, and left his Convoy to proceed with the British Fleet. In Consequence of which I have agreed to send the *Virginia*, Captain Bright with them.

On *Friday, Saturday, Sunday*, and *Part of Monday* employed on Shore, settling the public Business with the Agent M<sup>r</sup> Clarkson, and getting Stores on Board to enable me to proceed to the United States of America, whither I am bound.

[HS of PA. NDA photostat.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Thursday, 2 May 1799

Moderate breeze & pleasant weather in chase of the 3 Sail — ment<sup>d</sup> in the last days remarks — The Centre of Descada bearing South 5 Leagues  $\frac{1}{2}$  past 2 p m. being near the Fort on the West end of Descada and the Chase, being near the Fort on point Chateau Wore Ship to Y<sup>e</sup> N<sup>d</sup> and stood towards the Commodore 5 P M. spoke the Commodore who had our Prize in Tow Carried away fore and main Topsail Ties refitted them

Midnight, Squally, double Reef<sup>d</sup> Main Sail — Fore & Main Top Sails

5 Am. S E. end of Descada bore S. S W<sup>t</sup> 4 Leag<sup>s</sup> distance

8 Am. The centre of Descada bore West 2 Leags

$\frac{1}{2}$  past 11 Am. saw a sail on our Lee Bow bore away & made Sail Noon Continuing the Chase all hands to Quaters, cleared Ship for Action — Made the private Signall to the Strange Sail which was ans<sup>d</sup> — discovered her to be an English Frigate — hauled our Wind towards the Commodore East point of Descada bearing N B W<sup>t</sup>. distance 5 Leag<sup>s</sup> Expended 56 Gall<sup>s</sup> Water, Remains 1310 Gall<sup>s</sup> —

[LC, EPP, 1799.]

To Secretary of State, from Edward Stevens, U. S. Consul General, St. Domingo

CAP FRANCOIS May 3<sup>rd</sup>, 1799.

SIR I avail myself of the earliest Opportunity to inform you that I landed in this City, on the 18<sup>th</sup> Ult; The particular Agent of The Executive Directory was in Town; but the General in Chief had

returned to Gonaives three Days before my Arrival, on very urgent Business. As Nothing could be done without his Sanction, and I deemed it essential to the Interests of the united States to commence my Negotiation, without Delay, I thought it prudent to write him the annexed Letter (N<sup>o</sup> 1), and expressed myself in strong Terms to hasten his Return to the Seat of Government. He answer'd it immediately (N<sup>o</sup> 2), and arrived at the Cape the next Morning. I had an Interview with him directly, and explained, at full Length, the freindly Disposition of the American Government towards this Colony, and the Conditions on which it was desirous of renewing the commercial Intercourse between the two Countries. He received me very favourably, expressed much Satisfaction at the Attention which had been paid to his Letter by the Executive of the United States, and seemed particularly pleased with the President's humane Permission to afford a temporary Supply to the Colony, at a Moment when it was reduced to the extremest Distress by a total Want of all The Articles usually imported from America. We waited upon the particular Agent together, and, after some Discussion, it was agreed that a Proclamation should be published immediately, in which the essential Points required by the Government of the united States should be acceded to. The next Morning I received a Copy of the intended Proclamation, accompanied with a Note (N<sup>o</sup> 3) from the Secretary of the Agency. Upon perusing this Instrument I found it totally inadmissible. The Regulations respecting Privateers were not sufficiently strong to repress their Depredations, and the Language in which it was written was too loose and ambiguous. I, therefore, thought it best to state my Objections in writing. I also added in plain and precise Terms the several Concessions, without which it was impossible the Ports of America could be open'd. In the Interview which succeeded this Communication the Subject of the Arrete was very minutely discussed. I endeavored, as well as I was able, to obviate all the Objections which were urged by the particular Agent against the Terms required by the Government of the united States. In this Attempt I met with powerful Support from the General in Chief. *His* Penetration and good Sense enabled him to see the Justice and Propriety of the President's Demands, and, after a very lengthy Conversation, the *particular Agent himself* was convinced that Nothing was asked but what was conducive to the Prosperity of the Colony. The enclosed Arrete was then drawn up with the entire Approbation of this Government. Some Parts of it were still contrary to *my* Wishes, and I should never have consented to the Publication of it had I not received the most solemn Assurances that what was *offensive* should not be strictly insisted on. I am happy to announce to you, Sir, that these Assurances have been since complied with, as I shall have an Opportunity of shewing you in the Course of the Remarks which I shall now proceed to make on this Proclamation. —

The Preamble appears to be unexceptionable. It contains nothing more than some well grounded Reasons which have induced the Government of S<sup>t</sup> Domingo to enact the Laws which follow. The commencing Paragraph of the first Article was necessary, as the Arrete of the Executive Directory of the 13 Thermidor had never been published in this Colony, 'tho' I had received a Copy of it from

the particular Agent himself, in the Month of October 1798, when he was Commissary at Santo Domingo — The subsequent Parts of it are strictly conformable to the Wishes of the President. It forbids any Commissions to be granted, in future, except by the particular Agent of the Directory; — it annuls all Commissions, hitherto, granted, and requires them to be deliver'd back to the Agency; in failure of which the Holders of them shall be declared Pirates; — it provides for the Security of the Persons & Property of American Citizens, and other Neuters, and expressly forbids the Administration to take any Part of their Cargoes without previously obtaining the Consent of the Captains and Super Cargoes, as well with Regard to the *Price* as to the Mode of Payment. I objected to this Article, "that calling in the Privateers would be attended with very little Advantage if their Commissions were to be renewed." To which it was observed, "that it was not meant to renew their Commissions". "That sound Policy demanded that the Captains of Privateers should still entertain a Hope of obtaining fresh Commissions, in order to induce them to surrender their former ones. That otherways they might continue to cruise under their old Commissions and do much Mischief to those defenceless Vessels that might fall in their Way." The strongest Assurances were, at the same Time, given me "that, in proportion as the Privateers come in, they should be laid up." I have no Doubt that this Promise will be complied with. It has been partly fulfilled already, as all the french merchant Vessels belonging to this Port that had Guns on board for their Defence, without being furnished with Commissions, have been compelled to land their Arms, before they could be cleared out. It has also given me much Pleasure to observe that since my Arrival, no american Cargo has been taken by the Administration before a regular Bargain has been made with the Owners. You may, therefore, consider the American Commerce, in future, as perfectly secure against the Depredations of french Privateers from this Place, and the Vexations of the Administration, *notwithstanding any Thing that may appear to the contrary in the Arrete.* — It is needless to make any Remarks on the 2<sup>nd</sup> Article. As there are to be no more Privateers all the Regulations respecting them are useless. The essential Point being tacitly obtained, and the Government thinking it prudent still to publish these Regulations, for the Reasons I have already mentioned, I thought it injudicious to cavil much about them. I beg Leave only to assure the President that I firmly beleive this Government will grant no new Commissions. To *his* Wisdom and Prudence I must leave it to determine whether, after such a solemn Assurance, he will think himself authorised to open the Ports. It may not be amis, however, to observe that even 'tho' Privateers (contrary to all Expectations) should be still authorised to cruize, yet there is nothing in the Laws of the 13 Thermidor of the 3<sup>d</sup> Year and 3<sup>d</sup> Brumaire of the 4<sup>th</sup> Year which permits their Depredations on neutral Property. The first gives them Permission to arm against the Enemies of France *only*, & the second regards merely the Division of their Prizes. All other Laws of the Directory, authorising Incursions on neutral Property are, by this Article, annulled, as far as they Regard the Privateers of S<sup>t</sup> Domingue. I have enclosed for the President's Perusal the two Laws alluded to,



together with the Letter (No. 5) that accompanied them from the Secretary of the Agency. —

The 3<sup>rd</sup> Article permits the Merchant Vessels and Ships of War of the united States to enter the Ports of this Island whenever they please, and warrants them Protection. —

The 4<sup>th</sup> Article annuls all former Decrees of the Agency of S<sup>t</sup> Domingo, which are contrary to the true meaning of the present Act. —

What I have said relative to the 2<sup>nd</sup> Article may serve as a Comment on the 5<sup>th</sup>, I will only add one Observation. I was apprehensive that the Privateers who are now on their Cruise might endeavour to elude the Law by carrying into unfrequented Ports, and plundering all Vessels they might take during the 30 Days, within which they are obliged to deliver their Commissions. I, therefore, thought it prudent to insist upon the Penalty being encreased should an Infraction of the Law be committed. —

By the 6<sup>th</sup> Article all American Vessels taken after the Publication of this Law shall be immediately restored, without being entitled to Damages. After the Expiration of 30 Days all Vessels that shall be taken are *not only* to be restored, but the Owners of them shall be indemnified. The first Paragraph of this Article, indeed, appeared to me to be inadmissible. You will observe by the Letter (No. 4), which I received from the particular Agent on this Subject, that I endeavored to have it expunged. But after much Debate they consented that all Vessels which were at that Moment on Trial should be *released* provided the Article remained. They thought it best, however, (to prevent a great deal of Clamour among the owners of Privateers, who had been authorised to take Prizes) that this Acquittal should be the Act of the Tribunals before whom the Prizes were tried. It might, otherwise, seem an arbitrary stretch of Power that would give a great deal of Discontent. From the most accurate Investigation I could make, at the Moment, there were only 4 Vessels in the Ports of this Island consider'd as Prizes. Those were at the Mole. Two of them had been unfortunately condemned the Day before & the Captain of the Privateers had gone of with a Copy of the Condemnation. I immediately obtained an order, addressed to the commanding Officer at the Mole to stop all Proceedings against the Vessels; — an Appeal was made to the civil Tribunal and the Acquittal will positively take Place Tomorrow. The other two were acquitted instantly.\* Thus you may observe, Sir, that this Part of the Article has had no Influence on the Determination of the Tribunals. —

The 6<sup>th</sup>, 7<sup>th</sup>, & 8<sup>th</sup> Articles were necessary, not only as a Mark of Respect to the Government of the united States, but in order to give more Security and Weight to it's public Officers. With Respect to the Power of judging of the Validity of Securities offer'd by the owners of Privateers it is of no Consequence. As no Commissions will be granted, there will be nothing to do in that Business — The 9 & 10 Articles are customary Additions to all public acts. —

I trust, Sir, that after a careful Perusal of the Arrete and the few brief Remarks I have made on it, you will find that all the essential Points contained in your Instructions to me are complied with.

1<sup>st</sup> The most effectual Means have been used to call in the Privateers of this Colony and annul their Commissions. And I can assure

you, with Confidence, that Methods equally effectual will be taken to prevent them from being renewed.

2: The Property of the Citizens of the united States will no longer be liable to be seized by the Government. Both that and their Persons will in future be consider'd as sacred and all their Transactions with the Administration will be conducted on the Principles of Equity, & by mutual Consent.

3<sup>rd</sup> The armed Vessels of the United States, both public and private, as well as mere Merchant Vessels will be permitted, freely, to enter the Ports of the Island to victual, water, and refit; and will, in all Respects, be received and treated as Freinds. —

4: All Vessels belonging to the United States, captured and carried into the Ports of St Domingo after the Publication of the Arrete, will be immediately released. Should they be captured after 30 Days from its being made public, they will, not only, be released, but the Proprietors of them entitled to Damages. —

I wished to have a Clause inserted in this Proclamation by which Advantages equal to those allowed to the Commerce of any other Nation should be secured to the Citizens of the United States. But reflecting more maturely on the Subject I found it was unnecessary. All Nations (except the french) have, hitherto, been on the same Footing here, respecting the Rates of Duties on Export & Imports. The most tyrannical Administrations have never attempted to make any Innovations on the Regulations of the Custom House. I, therefore, did not insist on the Insertion of this Article, after being positively assured that no Change should take place, to the prejudice of America, in the Rules which, at present, exist respecting the Commerce of Strangers. If, however, Sir, you should deem it absolutely necessary to publish such a Regulation you need only mention it to me and I am sure it will be immediately complied with. —

I urged very strongly the Necessity of excluding from the Ports of St Domingo all french armed Vessels, commissioned elsewhere; but it was thought impolitic to insert such an Article in a public Instrument which allowed a Permission of entering these Ports to the armed Vessels of America. There was no Hesitation, however, in privately granting what I desired. Orders have in Consequence been given to suffer no french armed Vessel to come into the Ports of the Colony except under Circumstances which would induce any civilised Nation to afford them an Asylum, such as Stress of Weather, Want of Provisions & &. And it is stipulated that even in such Circumstances they shall not remain in Port a Moment longer than is necessary; and that great Care shall be taken to prevent them from doing any Mischief to neutral Commerce. When you add to these Regulations that the Island will be pretty closely invested both by british & american armed Vessels, and that our Merchant Vessels which will be continually going in and coming out of its Ports will also be armed, I believe you will coincide with me in Opinion that there is not much to dread in future from french Privateers, commissioned elsewhere. —

I have thus, Sir, endeavoured to explain such Parts of this Proclamation as appeared contrary to the Views of the President. I have taken much Pains to penetrate and discover the Intentions of the Government, respecting the Commerce of America. From all I have been able to collect I think I can assure you, that “the Depredations,

Aggressions and Hostilities, which occasioned the Restraints and Prohibitions of commercial Inter-course between this Colony and the United States," will not continue, in future, and that the Trade may, of Course, be renewed with the utmost Safety. To the Wisdom and Prudence of the President it must be left to determine whether it is "*expedient and for the Interests of America*" to renew the Commerce. Should he think proper to open the Ports I must beg Leave to remark to you, that it is the Wish of the General in Chief that the President would confine the Permission of trading to this Island to the Ports included between Monte Christi on the North and Petit Goave on the West for the present. This District is under the immediate Control of General Toussaint, and he will be responsible for every thing that happens to american Vessels trading to the different Ports contained in it. From petit Goave on the West, round Tiburon to Jackmel, on the South is governed, at present, by *Rigaud*, and 'tho' he is subordinate in Command to the General in Chief, yet the latter will not answer for any Vessels that may go to *his* Ports. For these and other political Reasons he is desirous that no american Vessels should go to the South Side of this Island. He, indeed, wished at first to restrict the Trade to the Cape and Port au Prince, but upon observing to him that this Restraint would be displeasing to the Government of the United States he consented to leave it to the Discretion of the President to open all or as many of the Ports, as he thought proper, included within the Limits I have mentioned. If you cast your Eyes upon a Map of the Island, Sir, you will observe that from Monte Christi to Petit Goave a great number of very rich Ports are included, such as Fort Dauphin; The Cape, Port Paix, the Mole, Gonaives, S<sup>t</sup> Marc, l'arahaye, Leogane, Port au Prince &° &° &° The General in Chief hopes that in a very short Time he will be able to answer for the Ports on the South, with as much Certainty as for those on the North & West: and that in the mean Time, he will give such Proofs of his Attention to the American Trade as will induce the President to open these Ports, at his Request. —

In consequence of the Privileges granted in the Arrete, and the private Assurances given me that what I had required in Addition, and which Policy forbad the Government to publish, — should also be complied with. I have given the General reason to believe that the President would open the Ports. I beg Leave to add an Observation to shew that the Renewal of the Commerce has now become not only an Act of Policy but also a Measure of Necessity. Notwithstanding the vigorous Laws enacted in America to prevent Vessels from sailing to french Ports, and the Vigilance of american Cruisers, the Flag of the united States is seen as frequently in every Port of this Colony as it was before the prohibitory Act was passed. Several mercantile Houses in America, regardless of the Interests of their Country, have carried on a clandestine Trade with S<sup>t</sup> Domingo. My Arrival has disconcerted them and put a Stop to one of the most iniquitous Attempts to frustrate the Intentions of the American Government that perhaps was ever formed. This I shall detail to you at full Length in a future Letter. —

From these Considerations, Sir, I do not hesitate to pronounce it for the Interests of America, that the Ports should be open'd. Before this takes Place, however, it is necessary to attend seriously to one

Circumstance, which is of the utmost Importance. It has been Publicly announced in America that Great-Britain wishes to participate in the Trade to this Colony. If it is true, some immediate and amicable Arrangement should be made between that Country and the Government of the united States. Otherwise the American Commerce will be liable to as much Interruption after the Ports are open'd as it has been during the Operation of the restraining Acts. Letters from the british Minister at Philadelphia to the Governor of Jamaica, and Admiral, Sir Hyde Parker, containing any Arrangements that may be made, will be of great service. I beg Leave, Sir, to repeat that I think the Commerce may be renewed with Safety, as far as it respects the Conduct of this Government, and that if the President should deem it expedient to open the Ports, it is for the Interests of America that this should be done as quickly as possible. —

I have the Honor to be,  
With great Respect and Esteem Sir  
Your most obed<sup>t</sup> Serv<sup>t</sup>

EDWARD STEVENS

The SECRETARY OF STATE

\*The Vessels above alluded to were The Brig *Rebecca* of Boston,  
Cap<sup>t</sup> Jno. Wardell  
The Schooner *Sophia* of New-  
bern Cap<sup>t</sup> Steph<sup>n</sup> Minor  
The Brig *Delaware* of Balti-  
more Cap<sup>t</sup> Jos. White  
The Sloop *Franklin* of New-  
field Cap<sup>t</sup> Jno. Howland

[Enclosures herein mentioned are in French and too voluminous to include]  
[SDA. CL, Cape Haytien, Vol. 1, 1797-1799.]

To Melancthon Smith, New York, from Major Commandant W. W. Burrows,  
U. S. Marine Corps

PHILA<sup>d</sup> May 3d 1799.

Mr. MELANCHTON SMITH

SIR Be pleased to provide good Quarters as near the Frigate now building by the U States as will accommodate 2 Officers and about 50 men, If one House cant be got two small ones near to each other will do. They will be in New York on Monday Night or Tuesday Morning. I understand you have hitherto supplied the Marines, is the reason of my addressing you. If you do not undertake this Business Present it to whoever is Contractor for the Army, and desire him to execute this Business It will be necessary to have Wood & Straw — provided. The Troops will go by Water in the inland stages [?], if you can leave word where you can be found or where they are to go when they arrive, I will be obliged to you —

Y<sup>r</sup> Obed<sup>t</sup> Sv<sup>t</sup>

W. W. B[URROWS]  
M[ajor] C[ommandant]  
M[arine] C[orps]

To Captain Hugh G. Campbell, of the U. S. R. C. Brig *Eagle*, from Captain Thomas Truxtun, U. S. Navy

SIR, Annexed you have Copy of my Orders to Lieutenant Speake which you will be governed by, and consider as addressed to yourself.

I am, Sir

Your very Obed<sup>t</sup> Servant

*Constellation* BASSATEER ROAD  
S<sup>t</sup> *Christophers* 3<sup>d</sup> May 1799.

Capt<sup>n</sup> CAMPBELL  
of the *Eagle*

With a Copy of Lieut: Speake's Letter of the 3<sup>d</sup> May.

[HS of Pa. NDA photostat, Truxtun's LB, 1798-9.]

[Enclosure]

To Lieutenant Josias M. Speake, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

U: STATES SHIP *Constellation*  
*Bassateer Road S<sup>t</sup> Christophers*  
3<sup>d</sup> May 1799.

SIR, You will proceed to cruize to Windward of Barbuda, and Antigua; and from thence towards Gaudaloupe; and occasionally down towards Saint Bartholomews; and Saint Martin's according to the Information, which you may receive of the Enemy's Privateers, or other Vessels.

I must desire in the most peremptory, and possitive Manner that you pay Respect to all Flags of Truce, and neutral Vessels, and you will remember Sir that I gave an Order to this effect before notwithstanding which you stopped a Swedish, and french Flag of Truce, and sent her into Port.

Should such Occurrence happen again, I shall be obliged to have Recourse to Measures by no Means agreeable to me, or honorable to you; for the sacred Rights of Flags of Truce, and of Neutrals must not be infringed, and passed over unnoticed, otherwise our national Character will be injured, and our Peace with other foreign Nations committed, or rendered precarious. There will be no Necessity for your going into any Port (unless an Accident happen, or you take Prizes) untill the 10<sup>th</sup> June; you will then fill up your Water at Old Road, receive any Letters that may come out from America for me, from M<sup>t</sup> Clarkson, or whoever else may have them, and proceed as far as Bermudas with the American Vessels that may be ready, and then to Hampton Road with all possible Dispatch, taking Care to settle your Accounts finally before you sail. Captain Campbell will do the same, and consider this Letter as a Part of his Instructions; You are to consult him on all Occasions, and if you take any Privateers bring them with you, and their Crews to Norfolk. Should you take any Letters of Marque, dispose of them, and bring Home all the Papers, in Order that Condemnation be made on them in the U:S: of America.

If you retake any American Vessel, or Vessels, you are to receive Salvage agreeable to the Laws of our Country, but if any English Vessel, one Eight is what their own Men of War have, and I am of

Opinion, more ought not to be demanded, unless Congress in the last Session have passed a Law on the Subject, and if they have, it has not reached me. I again request, that you will be governed by Prudence, and wholesome Council, whenever it is necessary to take it. On the 20<sup>th</sup> or 25<sup>th</sup> of June, I expect to see you, and in the mean Time I wish you Success. Captain Campbell has a Copy of this Letter, and you are not to separate, if it can be avoided, untill you arrive in the United States. I am, Sir, wishing you Success

Your Obed<sup>t</sup> humble Servant

Lieut: SPEAKE

Commanding the U:S: Brig *Richmond*

[HS of Pa. NDA photostat, Truxtun's LB, 1798-9.]

To the Commander of the U. S. Brig *Norfolk* from Captain Thomas Truxtun, U. S. Navy

*Constellation*, BASSATEER, S<sup>t</sup> KITTS

3<sup>d</sup> May 1799 —

SIR, Should the *Norfolk* be sent out to join my Squadron, you will cruize with the *Baltimore*, Captain Barron, untill the 10<sup>th</sup> of June, and then proceed to S<sup>t</sup> Croix, and S<sup>t</sup> Thomas's, calling in your way down at S<sup>t</sup> Bartholomews, and Tortola for the American Trade, ready to depart for the United States, with which proceed to our Coast, before you leave them, and then run into Hampton Roads, and wait my further Orders. Should the *Baltimore* not be on this Station, when you arrive out, you will be pleased to follow the above Directions tho' by yourself; but it is to be wished that you, and that Vessel keep together, untill you arrive as aforesaid in America, and that Harmony, and a good Understanding subsist between you, and Captain Barron, who I presume, will be your superior Officer; I say, I presume, for if Captain Williams does not come out in the *Norfolk*, I take it for granted, she will be commanded by a Lieutenant. I am, Sir,

Your Obed<sup>t</sup> Servant

To The COMMANDER OF THE *Norfolk*.

[HS of Pa. NDA photostat, Truxtun's LB, 1798-9.]

[3 May 1799]

To Captain Samuel Barron, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

Capt<sup>n</sup> SAMUEL BARRON,

SIR, On your Return here, you will take the *Norfolk* with you should she be out, and cruize to Windward under Gaudaloupe &c: untill the 10<sup>th</sup> of June, and then proceed agreeable to the Copy of a Letter annexed, which I leave for the Commander of that Brig.

Should you take any Privateers bring them, as also the Prisoners to Norfolk with you. Should you take any Letters of Marque, having Cargoes adapted to the West Indies, dispose of them. Settle all your Accounts, and bring Home the Nett Proceeds, but should such Cargoes be calculated for America, they must be sent to Norfolk. If you retake any American Vessels, the Salvage must be settled

agreeable to our Laws; but if British, one Eight is what their own Men of War have, and I am of Opinion, more ought not to be demanded, unless Congress in the last Session, have passed a Law on the Subject, and if they have, it has not reached me. The Papers of any french Vessels sold here, must be brought Home for to effect Condemnation on the same. Respect all Neutrals, and Flags of Truce. I am with great Respect

Your very Obed<sup>t</sup> humble Servant

U:S:Ship *Constellation* BASSATEER ROAD  
S<sup>t</sup> *Christophers* 3<sup>d</sup> May 1799.

With a Copy of a Letter to the Commander of the *Norfolk* dated 3<sup>d</sup> May —

[HS of Pa. NDA photostat, Truxtun's LB, 1798-9.]

[3 May 1799]

To Captain Francis Bright, of U. S. Revenue Cutter *Virginia*, from Captain Thomas Truxtun, U. S. Navy

SIR, You will proceed with all possible Dispatch for Philadelphia, and deliver to the Secretary of the Navy, the Packet now handed you. I request you lose no Time on your Way to the Seat of Government as it is of Consequence, that I hear from the Secretary of the Navy at Norfolk as soon after my Arrival there as possible. After you deliver my Packet as aforesaid, M<sup>t</sup> Stoddert will no Doubt give you further Instructions respecting the Schooner's Destination.

I am, Sir,

Your Obed<sup>t</sup> Servant —

U:S: Ship *Constellation* BASSATEER ROAD  
S<sup>t</sup> *Christophers*' 3<sup>d</sup> May 1799

P:S: Since writing the above I have found it necessary, that you should sail with the Convoy, and keep with the American Vessels untill you meet the *Portsmouth*, Captain M<sup>e</sup>Neil near S<sup>t</sup> Thomas and then proceed as above directed. The Packet delivered you for the Secretary of the Navy is of great Consequence, I therefore pray you to lose no Time — May 5<sup>th</sup>

Capt<sup>n</sup> BRIGHT

Revenue Cutter, *Virginia*.

[HS of Pa. NDA photostat, Truxtun's LB, 1798-9.]

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To General Alexander Hamilton from Secretary of the Navy

[PHILADELPHIA]

N Department May 3<sup>d</sup> 1799 —

Gen<sup>l</sup> ALEX. HAMILTON

SIR I do myself the honor to enclose the Copy of a letter I have written to Cap<sup>t</sup> Talbot [dated 2 May 1799]. — I have proposed to the President, that Nicholson should be employed in superintending the building of one of the 74 Gun Ships, and I presume he will acquiesce. — Barry the brave, seems to be, and to think himself too infirm for active service — perhaps employment may be found for

him also, on shore. It is desirable that the Frigates, whose Commanders will always have the Command of a number of inferior Vessels; and generally separate commands, should be commanded by active enterprising men, Truxtun may be the Senior Officer in active service, Talbot next, and these two men may not come in contact for years. — I trouble you with this view of the Navy prospects in the hope that you will influence Talbot to serve. He is a man of too much merit to be lost to the service, and I see not how it is possible to retain him on his own terms without loosing Truxtun — but what is of more consequence, without violating principle, to do injustice to Truxtun.

As to Talbot's legal right, to be the Senior Officer, it stands upon the same grounds which Knox contended for — The Law reducing the Frigates to three, terminated compleatly every thing done or authorized to be done, with respect to the other three — and the President had he been so inclined, had no more right to continue Captains in the Service of the U. States, for the three reduced Frigates, than he had to continue the building of them. —

Cap<sup>l</sup> Talbot, Dale & Sever therefore returned to the mass of Citizens, Just as General Knox did when the former army was reduced. — Had the letter written by the Secretary at War to these Gen<sup>l</sup> contained the stipulation that they should still retain their rank in the navy of the U. States, it would have been nugatory — there was no power to make such a Stipulation. —

But admitting that I am wrong in this Idea, as seemed to be your impression, when I had the pleasure of seeing you — and as it is at this time the impression of the attorney General, Still there is no getting over the second nomination in May 1798 of Captain Talbot, to the Senate. —

I have the Honor to be &c.

[NDA. GLB, Vol. 2, 1799.]

Extract from journal of James Pity, U. S. Frigate *Constitution*, 3 May 1799

Cloudy Weather at 5 PM Saw a sail bear<sup>s</sup> N.E.b.E in Studding Sails & Gave chase.

@ 6 fired a gun and brot the chase too prov'd an American Sch<sup>r</sup> from Norfolk bound to S<sup>t</sup> Thomas's & had not seen any Cruizers

At ½ past 4 Calm & Cloudy, with Rain

At 9 a Breeze from the S.S.E.

at Merd<sup>n</sup> Cloudy with Rain

No observation [Latitude D. R. 34.41 N. Longitude 68.53 W.]

Observing the Helm I judge the Ship to yaw to the Westw<sup>d</sup>

[NDA.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Friday, 3 May 1799

Fresh Breeze and pleasant weather 2 pm. spoke the Commod<sup>o</sup> who had spoke the English Frigate, and informed us it was the *Concord* — High land of Dominique bore S W B W. 10 Leagues distant — 3 pm. Squally double reef<sup>d</sup> Top Sails fore and aft



6 P M. The south point of Dominique bore W N W: 6 Leagues Squally accompanied with Rain, made & shortened Sail occasionally.

1 Am. Saw the Is<sup>d</sup> of Martinica bearing W S W: 5 Leag<sup>s</sup> distance Commodore on our Larboard beam  $\frac{1}{2}$  a Mile with the Prize in tow 2 Am. up Coarces

5 Am. bore away for Martinico, saw several sail of small Vessels under the land — 10 Am. in sight of S<sup>t</sup> Pierres — saw 52 sail of Vess<sup>s</sup> at anchor — 1 pm anchored in 19 Fathoms Water, the points of the bay bearing S B W: & NW: The Flagg Staff on the South<sup>n</sup> Fort S E B E: our distance of Shore  $\frac{1}{2}$  a Mile The Commodore turning in to the Bay, as was the Prize, also The Commodore having cut her aft

[LC, EPP, 1799.]

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To William Savage, U. S. Agent at Jamaica from Secretary of State

DEPARTMENT OF STATE  
Philadelphia May 4<sup>th</sup> 1799.

WILLIAM SAVAGE — *Jamaica.*

SIR, By information from different quarters, there appears to be a necessity of an Agent of the United States in Jamaica, to whom our citizens trading to that Island, and especially our impressed seamen, may apply for aid or relief. A Consul would be the proper character for those purposes: but hitherto the British Government have admitted no Consuls in their American Colonies: some umbrage was even taken at the residence of Col<sup>o</sup> Talbot at Kingston, as agent to relieve impressed seamen. He was recalled, in consequence of his appointment to a command in the American Navy, and because the rigorous orders of Sir Hyde Parker, in relation to impressed seamen, rendered his stay there of little avail. But since his return, repeated complaints of the suffering of our seamen induce our government to designate some person as its agent in Jamaica; and the testimonies which have been given of your disposition to afford your advice and assistance to the citizens of the United States have pointed you out as the person proper to be engaged for that purpose. I have therefore now to request your attention to our citizens in general, but particularly to those who have been or shall be impressed and put on board British ships of war. Whatever necessary expenses arise in getting them discharged, and in relieving the sick and destitute seamen, I shall gladly repay, on your draughts to your correspondents in the United States, with reasonable commissions for compensation for your time, trouble and advances.

I am, Sir, &c.

TIMOTHY PICKERING.

[SDA. Dip. Cor. Inst. to Min., Bk. 5, 1798–1800.]

To Gibbs & Channing, Navy Agents, Newport, R. I., from the Secretary of the Navy

[PHILADELPHIA]  
N Department 4<sup>th</sup> May 1799.

Mess<sup>rs</sup> GIBBS & CHANNING  
Newport R. I.

GENTLEMEN I am honored with the receipt of your letter of the 25<sup>th</sup> Ultimo — With regard to supplying the French Prisoners, I wrote you fully the 13<sup>th</sup> of October last to which please to refer. — The Privates should be confined, but the Officers may be admitted on parole, of which you will be pleased to inform the Marshal. —

I will consider what you are pleased to mention on the subject of erecting a Store for provisions, which may be destined for the Ships of War. —

I have the Honor to be &c &c

[NDA. GLB, Vol. 2, 1799.]

To Purser John A. Hazard, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
N Department May 4<sup>th</sup> 1799

M<sup>r</sup> JOHN A. HAZARD  
Newport R. Island

SIR Cap<sup>t</sup> Perry informs me that you have repaired on board the *General Greene*, and I now enclose you a Circular which has been addressed to the Pursers in the Navy Generally, on the subject of Slops — you have no doubt rec<sup>d</sup> a Supply of these Articles from Mess<sup>rs</sup> Gibbs & Channing, and these Circular instructions must govern you in the distribution of them. It sometimes happens that the Officers do not draw their full Rations, but receive particular articles, the value of which it is proper you should know, in order that you may be enabled to settle their Accounts, and I enclose a list of the component parts of a Ration with the price of each, for that purpose — I am informed that the Sailors do not always draw their full number of Rations, and in all such cases, you may either pay them for the Rations retained at 28 Cents each in money, or on the sh[ip's] arrival in port, deliver them the rations. —

At this season there will be no use for Watch Coats but in future should any be delivered to you, you are only to distribute them as the Captain shall direct, they are not to be paid for by the Crew, except they should lose them, but are to be considered as for the general use of the Ship, and are to be redelivered to you when no longer wanted. —

I have the Honor

[NDA. OSW, Vol. 2, 1799.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 4 May 1799

First part Moderate breezes & hazey weather

All hands at quarters Exercising the Guns — at 8 PM Reef'd Topsails

Middle part Squally with rain in 3<sup>rd</sup> reef in F & M T Sails  
 At 6 PM Let reef out of the Topsails  
 Latter part fresh gales & Cloudy with rain  
 No Obs<sup>n</sup> this day

[Long'de 66.46 W.  
 [Latt'de D. R. 35.32 N.]

[HS of Old Newbury, Mass., NDA photostat.]

[5 May 1799]

To Secretary of State from Captain Thomas Truxtun, U. S. Navy

U: S: SHIP *Constellation* BASSATEER ROAD,  
 S<sup>t</sup> Chris<sup>ts</sup> 7<sup>th</sup> May 1799. —

SIR, Before you receive this it is probable a Complaint will be on the Way directed to you by the Master (Child) [Giles] of the Schooner *Betsey* belonging to Beverley against Captain Matson of his Britannick Majesty's Ship *Daphne*. Being in the Road of S<sup>t</sup> Christophers shortly after the Convoy arrived from Saint Vincent I received a Letter from the Master of the Ship *Thomas* of Baltimore stating, that the Captain of the *Daphne* had used M<sup>r</sup> Child [Giles] extremely ill, that he had ordered him 150 Strokes with a Rope on Board of his Ship &c:&c:&c: This Letter I transmitted with a Note to Vice Admiral Harvey, being well satisfied, that he would take proper Notice of such Outrage, if the Complaint was well founded. The Admiral immediately sent me the enclosed Answer, and after he had recalled the *Daphne* from the Service he had sent her on, he directed Captain Matson to repair on Board the *Constellation*, and explain to me the whole of the Business. Captain Matson accordingly called on me, and related the following Account, and then sent me the enclosed Letter.

"That he had been most shamefully abused by Child [Giles] on his Quarter Deck, who frequently damned him, and said they (the British) were worse Enemies to America, than the French &c: &c: &c: which obliged Captain Matson to desire him to go out of his Ship, telling him he was in Liquor, but Child went on abusing him when at Length he desired one of his Men to start him from the Quarter Deck into the Boat, and accordingly a Seaman took up the End of the Windsail Bowling, a Piece of nine Thread Ratline, and gave Child [Giles] a few Strokes over his Shoulder, which he says, he would never have suffered, had his Abuse have not have been intolerable, and all his other Efforts to get him out of his Ship proved in Vain.

After this Relation being made by Captain Matson, I inquired of him, what Business Child [Giles] had on Board the *Daphne* at that Time when he replied, that previous to sailing with the Convoy from S<sup>t</sup> Vincent, he had ordered his first Lieutenant (having Occasion to go on Shore himself) to issue the Printed Signals to the British Ships bound to England, and to the Americans which were only going with them a short Distance certain written Signals for tacking &c: as such would be fully sufficient, but through Mistake, the Lieutenant had delivered out to 3 American Masters, Printed Signals, and that on his Return on Board, and examining the Register of Vessels under Convoy, he discovered it, and ordered the Printed Signals taken from

them, and written Signals issued in their stead. That two of the American Masters on an Officer calling on Board their Vessels to make the Exchange, and explain the Matter, was well satisfied, and behaved with Civility, but that Child [Giles] abused him; and on the Officers Return on Board the *Daphne* and giving an Account of it, Captain Matson observed, that if the Man was out of Humour, it must be owing to a Want of proper Explanation, and for that Purpose he sent a Boat for Child [Giles], and on his entering the Quarter Deck, he commenced the Abuse before mentioned.

With Respect to the Mistake made in giving the Printed Signals, instead of those purposely prepared for the American Vessels, no one will pretend to say, that it ought not to have been corrected. The Masters of the British Ships are liable to a very severe Penalty &c: in Case of Capture, if they do not destroy the Signals, and this is not the Case with Vessels of any other Description under British Convoy; and what serious Consequence would probably result from the Signals of a Convoy, consisting of 300 Sail of Ships, of immense Value, and national Importance, going such a Distance falling into the Enemy's Hand, at the Commencement of their Voyage, and Nothing would be more probable, if they were loosely delivered out to Vessels intended to keep with the Convoy only a few Days, and whose Masters were under no Controul.

It is but Justice for me here to say that Captain Matson is one of the most modest Gentlemanlike Men I was ever acquainted with; in Fact his Character is that of a Man being mild to a Fault. Not many Days ago he commanded the *Cyane*, and when I transmitted to the Admiral the Complaint I had received, I did not then know, that this Gentleman had been removed from that Ship to the *Daphne*, which was done in Consequence of his Promotion to the Grade of Post Captain.

When our People are really treated ill by the Officers of any foreign Power, Satisfaction ought to be sought, and it will always give me Pleasure, when I have it in my Power to aid them in acquiring it from any Man, but whenever they are the first Aggressors, and behave with Abuse to those that hold Commissions, that ought to command Respect, they put it out of our Power to interfere in the Manner we otherwise would. You will however in this Case probably be possessed of the Story from both Sides, and will be enabled to form a just Opinion therefrom. Should Capt<sup>n</sup> Murray of the *Montazuma* be in Philadelphia, I would advise you seeing him, for he has frequently been in Company with Matson as well as myself, and I have no Doubt but Murray will also tell you, that there are not two Opinions any where of Capt<sup>n</sup> Matson, with Respect to his Correctness, and friendly Department.

I have the Honor to be, Sir, with great Respect

Your very humble Servant.

HON<sup>BLE</sup> TIMOTHY PICKERING  
Secretary of State.

[HS of Pa. NDA photostat, Truxtun's LB, 1798-9.]

[Enclosure No. 1]

To Vice-Admiral Henry Harvey, H. B. M. Royal Navy, from Captain Thomas Truxtun, U. S. Navy

UNITED STATES' SHIP *Constellation*, BASSATEER  
Road S<sup>t</sup> *Christophers* 5<sup>th</sup> May 1799 —

SIR, I do myself the Honour to transmit you a Letter. I received Yesterday from the Master of one of our Merchant Vessels; as I know Nothing more of the Circumstance complained of, then what is contained in this Letter, I shall leave you to make Inquiry, as to the Truth of what is alledged against the Commander of the *Daphne*, without any Observations whatever, for a Complaint will no Doubt be made to the American Government by Childs [Giles], and a proper Statement laid before M<sup>t</sup> Liston, the British Minister. I wish however every Officer in the Service of our respective Countries would endeavour to unite our two Empires by Civility, friendly Acts, and Forbearance when it can be done, particularly at this Time, when our common People are just getting over their late Infatuation for french Principles, and french Doctrines.

I am, Sir, with great Respect  
Your most Obed<sup>t</sup> hble Serv<sup>t</sup>

HON<sup>ble</sup> HENRY HARVEY Esq<sup>t</sup>  
*Vice Admiral of the White &c:&c:&c:*

[HS of Pa. NDA photostat, Truxtun's LB, 1798-9.]

[Enclosure No. 2]

To Captain Thomas Truxtun, U. S. Navy, from Vice-Admiral Henry Harvey, H. B. M. Royal Navy

[H. M. S.] *Prince of Wales*  
*Bassateer Road S<sup>t</sup> Christophers*  
May 5<sup>th</sup> 1799

SIR, I have the Honor of your Letter with an enclosure containing a Complaint against the Captain of His Majestys Ship *Daphne* for extreme ill usage to the Master of an American Vessel then under his convoy; in consequence of which I recalled the *Daphne* by Signal then going to windward on service; that I may be enabled to make enquiry into his conduct on the occasion, of which you shall be immediately acquainted. —

I beg leave to assure you that I have ever been desirous of maintaining that good harmony, which so happily subsists at present between the British Government, and the United States of America —

I have the Honor to be

Sir,  
Your most obed<sup>t</sup>  
Humble Serv<sup>t</sup>

HENRY HARVEY

THOMAS TRUXTON Esq<sup>t</sup>  
*Commodore*

[SDA. Misc. L. Jan-Jun. 1799.]

[Enclosure No. 3]

[5 May 1799]

To Captain Thomas Truxtun, U. S. Navy, from Captain Richard Matson, H. B. M.  
Royal Navy

HIS MAJESTY'S SHIP *Daphne*  
*Basseterr's Road S<sup>t</sup> Christopher, 6th May 1799.*

DEAR SIR, I have just now the honor of a letter from Vice Admiral Harvey enclosing one from yourself, as also one addressed to you, from the Master of an American \* Subject exhibiting a Complaint against me for ill usage to him while under my Convoy. — I cannot sufficiently express my Astonishment at the extravagant and exaggerated account as given in that letter to you.

I shall make no farther Comments than that I trust Sir, from your knowledge of me, since I have had the Honor of your Acquaintance, that you will most sincerely believe me when I declare to you upon my word of Honor, that the account alluded to is false, and that nothing could be more remote from my Heart, then to do a thing, that could in the most distant Manner, appear as an intentional Insult to an American Subject, with whom it has been my constant and invariable Study to cultivate that Harmony and good Friendship which so happily subsists between the two Countries.

I have the Honor to remain,

Dear Sir

Your most faithful humble Servant

\*He means Vessel.

RICH. MATSON.

Commodore TRUXTON

& &

*Constellation*

[SDA. Misc. Jan—Jun. 1799.]

[Enclosure No. 4]

[5 May 1799]

To Captain Richard Matson, H. B. M. Royal Navy, from Captain Thomas Truxtun,  
U. S. Navy

SIR, I have received your Letter of this Morning explanatory of the Unfortunate Business respecting a M<sup>r</sup> Childs [Giles], and shall transmit the same to the Secretary of State of the United States. Having noticed your Department in Company several Times at S<sup>t</sup> Kitts, I am impressed with the most favourable Opinion of you, and consequently I was astonished last Evening, when I was told, it was Captain Matson, who now commands the *Daphne*. I am however fully persuaded from your Statement, that the Account I received, and transmitted to Admiral Harvey, was exaggerated, tho' I am still of Opinion that it was unfortunate, that you did not turn the Man out of your Ship, without suffering him to be struck, altho' every Officer of the Government of the United States may be perfectly satisfied (of the Provocation Childs [Giles] gave) when they see your Statement, and the Representation I shall make. It will notwithstanding be a difficult Matter to appease many among a Multitude,

who will read New's Paper Accounts of this Business, and are base, and wicked enough, to take Advantage of every Circumstance to excite Dislike, and to disturb that Cordiality, which now so happily subsists, and which I hope most sincerely will ever subsist between our respective Governments, and People. Calculate however on my Friendship to put this Matter in a favourable Point of View, accept of my Esteem, and believe me to be with great Respect

Your very Obed<sup>t</sup> humble Servant

RICHARD MATSON Esq<sup>t</sup>

Com<sup>t</sup> of his B. M: Ship *Daphne*.

U. S. Ship *Constellation* Bassateer Road S<sup>t</sup> Christ<sup>s</sup> 6<sup>th</sup> May 1799.

[HS of Pa. NDA photostat, Truxtun's LB, 1798-9.]

[5 May 1799]

To Secretary of State from President John Adams

QUINCY August 4. 1799

SIR The inclosed Protest and Certificate, I rec<sup>d</sup> last night with the Letter from Captain Ebenezer Giles late Commander of the Schooner *Betsy*.

This Gentleman made me a visit Some Weeks ago to complain to me in Person of the horrid Treatment he received from the Commander of the Ship *Daphne*, a British Vessell of war. He has now sent me the Paper sand expects the Government will espouse his cause.

I think the Papers should be communicated to Mr. Liston and sent to Mr. King.

There is a very sour Leaven of Malevolence in many English and in many American minds against each other which has given and will continue to give trouble to both Governments. But by Patience and Perseverance, I hope we shall succeed in wearing it out, and in bringing the People on both sides to treat each other like Friends.

I am Sir &c

JOHN ADAMS.

Secretary of State.

[Enclosures not available.]

[SDA. MiscL, Jul.-Dec., 1799.]

[5 May 1799]

To the President of the United States from Secretary of State

DEPARTMENT OF STATE.

Philadelphia Aug<sup>t</sup> 16. 1799.

SIR, Upon the receipt of your letter inclosing the letter and deposition of Capt. Eben<sup>t</sup> Giles of Beverly, I turned to some communications I had some time before received from Captain Truxtun, in which he had, and I still think justly, ascribed the beating given to Giles on board the British frigate *Daphne*, to his own extremely improper and insolent behaviour. This I think will appear from the details in the inclosed letter to Captain Giles, which I have taken from Capt. Truxtun's communications, and which I judged proper

to be sent to him, to silence his complaints. And because he will probably have been busy in propagating his own misrepresentations, to increase causeless irritations, I have addressed a copy of my letter to Giles, to M<sup>r</sup> Goodhue, to send to the Insurance office in Salem.

Under the circumstances mentioned, it seemed to me wholly unnecessary to apply to M<sup>r</sup> Liston, upon Giles's complaint.

If you approve of the course I have taken in this matter, you will have the goodness to seal the two letters, to be forwarded in the mail.

I have the honor to be, with great respect, Sir your ob<sup>t</sup> Serv<sup>t</sup>

TIMOTHY PICKERING

THE PRESIDENT OF THE U STATES

[Conn. HS. Mss. No. 22.]

[5 May 1799]

[Enclosure]

To Captain Ebenezer Giles, from Secretary of State

DEPARTMENT OF STATE

Philad<sup>a</sup> 13 August 1799

SIR, I lately received from the President of the United States your letter to him of the 29<sup>th</sup> of last month enclosing your protest relative to the treatment you say you received from the Captain of the British ship of War *Daphne*, whilst sailing under his convoy from St Vincents to S<sup>t</sup> Christophers. —

As Captain Truxtun in a letter dated at Basseterre in the latter Island 7 May 1799, forwarded to me a representation of that occurrence, I shall state from it such of the facts and observations as lead one to think that your account is not only extravagant and partial, but that every thing connected with the affair of a nature disagreeable to yourself was the consequence of your own improper behaviour. —

Of the character of Captain Matson, who commanded the *Daphne* at the time alluded to, Cap<sup>t</sup> Truxtun speaks in the most favourable terms, from his own knowledge. — “It is but justice (he says) for me here to say, that Captain Matson is one of the most modest, gentleman-like man I ever was acquainted with: — in fact his character is that of a man being mild to a fault.” — “There are not two opinions any where of Cap<sup>t</sup> Matson, with respect to his correctness and friendly deportment.” —

The Captain of the Ship *Thomas* of Baltimore having stated in a letter to Captain Truxtun the ill-usage you said you had received from Cap<sup>t</sup> Matson, he (Capt. Truxtun) enclosed the letter in a note to Admiral Harvey, who recalled Cap<sup>n</sup> Matson (then going to windward on service) by signal, and sent him on board the *Constellation* to render Cap<sup>n</sup> Truxtun an explanation relative to the complaint against him. — Cap<sup>n</sup> Matson's relation of the transaction was to the following effect. —

That previous to sailing with the Convoy from S<sup>t</sup> Vincent, he had ordered his first Lieutenant to issue the *printed* signals to the *British* ships bound to England, and to the *Americans*, which were going with them only a short distance, certain *written* signals for tacking &c, but thro' mistake the Lieutenant had delivered out the *printed* signals to *three American* masters. — On this mistake being discovered,



Captain Matson ordered the printed signals to be taken from the latter, and the written signals to be issued in their stead. — Nothing could be more reasonable or proper than this exchange, as the Convoy consisted of 300 sail, of immense value, which in the long route they were prosecuting would have been exposed to evident danger, by the signals falling at the commencement of their voyage, into the enemies hands. — Accordingly, *two* of the three Americans, who had them, made the exchange with civility and satisfaction. — But (it is stated that) on the Officers coming on board your vessel for that purpose, *you abused him*. This being reported to Captain Matson, he remarked, that if you were out of humour, it must be owing to the want of a proper explanation; he therefore sent for you. — On your coming on board the *Daphne*, it is stated, that you “shamefully abused Cap<sup>t</sup> Matson, frequently damned him, and said that they (the British) were worse enemies to America than the French &c. &c., which obliged Cap<sup>t</sup> Matson to desire you to go out of his Ship, telling you that you were in liquor; but you went on abusing him; when at length he ordered one of his men to start you from the Quarter Deck into the Boat, and accordingly a seaman took up the end of the wind-sail-bowling, a piece of nine thread ratline, and gave you a few strokes over your shoulder.” — Cap<sup>t</sup> Matson adds, that he would never have permitted this to be done, had not your abuse been intolerable, and all his other efforts to get you out of his ship proved ineffectual. —

What serves to confirm the foregoing explanation, whilst it evinces Captain Matson’s favourable disposition towards our Countrymen, is the following declaration made by him in a formal letter he wrote to Cap<sup>t</sup> Truxtun on the business in question: — “I declare to you upon my word of honor that the account alluded to (the account of your treatment, given to Cap<sup>t</sup> Truxtun by the Captain of the ship *Thomas* of Baltimore) is false, and that nothing would be more remote from my heart, than to do any thing that could in the most distant manner appear as an intentional insult to an American subject, with whom it has been my constant and invariable study to cultivate that harmony and good friendship, which so happily subsists between the two countries.” —

Thus much an impartial view of the subject has obliged me to state to you. There are some British naval officers whose treatment of American citizens admits of no excuse or palliation; while others conduct with justice, humanity, and the liberality of gentlemen. These two very different classes ought not to be confounded. The latter honorable distinction appears to belong to Capt. Matson. His anxiety to wipe off the reproach which your story was calculated to fix on his character, while it evidences his great sensibility, is a confirmation of his innocence. Of Admiral Harveys attention to the rights of American Citizens, I have had uniform proof; and his prompt recall of Cap<sup>t</sup> Matson to answer to your complaint, merits a particular acknowledgement.

I am, Sir,

Your obedient servant

TIMOTHY PICKERING

Captain EBENEZER GILES

*Beverley*

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Sunday 5 May 1799

Light airs and variable several sail in sight 2 P m. a Brig to Leeward, hoisted French Colours at the M. T. G. mast Head and fired a gun to Windward, which Capt<sup>n</sup> Preble considering as a Challenge, wore Ship & stood towards him. Called all hands to Quarters Cleared Ship for Action ½ past 2 pm. spoke the Brig<sup>e</sup> (an Englishmen) from Savannah in Georgia, bound to St<sup>t</sup> Pierres, and belonging there, 17 days out, the Brig<sup>e</sup> name the *Bachelor* — he informed us the French Flag & Gun was a private Signal between him and the Government Isl<sup>d</sup> Brig<sup>e</sup> made Sail and spoke the Comm<sup>re</sup> & informed him relative to the above Vessel

Light breezes & Calm at times, the Western extremity of Martinico bore S. W<sup>t</sup> & the N<sup>o</sup> p<sup>t</sup> E N<sup>o</sup> E<sup>t</sup> 2 Leag<sup>s</sup> distance other occurrences as per Logg book of this day

Noon Light breeze & pleasant Weather, 5 Strange Sail in sight, south Pearl Rock N E B N<sup>o</sup> distance 3 Leagues

Broach<sup>d</sup> a Bb<sup>l</sup> Beef 28 Pieces

Comm<sup>e</sup> on our Starboard Quarter

[LC, EPP, 1799.]

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To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

N Department May 6<sup>th</sup> 1799

Cap<sup>t</sup> THOMAS TRUXTUN

SIR As soon as practicable after the rec<sup>t</sup> of this, [you] will please to order the *Ganges*, Cap<sup>t</sup> Tingey, or the *Baltimore* Cap<sup>t</sup> Barron, to proceed to Kingston Jamaica — to convoy from thence any American Vessels homeward bound, and to take charge of any mony which the Merchants, or others may desire to send to the United States, and which may be [rec<sup>d</sup>] without offence to the Government of that Island. Indeed [it] will be proper to Instruct all the Capt<sup>s</sup> under your Command to receive when homeward bound, any mony that may be offered them, to bring to our Country. If any powerful consideration should oppose the sending of Cap<sup>t</sup> Tingey — or Cap<sup>t</sup> Barron to Jamaica — the *Portsmouth* McNeill — or the *Merremack* Brown might answer the purpose. —

Whatever Vessel is sent on this service must return from Jamaica, to the Delaware; and I would be glad to hear from you as soon as you determine, the name of the Vessel to be sent, and the time of her sailing. —

I have the Honor to be

[NDA. OSW, Vol. 2, 1799.]

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To David M. Clarkson, U. S. Agent, St. Kitts, from Captain Thomas Truxtun, U. S. Navy

U: S: SHIP *Constellation* BASSATEER ROAD

St<sup>t</sup> Christophers May 6<sup>th</sup> 1799 —

DEAR SIR, Being about to leave this Station for the U: States of America. I have to request, that you will dispose of the little french armed Schooner *Lewis* [or *Louis*] captured by the *Richmond*, *Eagle*,

and *Virginia*, together with her Cargo for the highest Price you can possibly obtain, and remit the N<sup>t</sup> Proceeds to M<sup>r</sup> Henry Bainbridge Jun<sup>r</sup> Philadelphia in an unexceptionable Bill of Exchange at a short Sight on Philadelphia, New York, or Baltimore. I pray you to be particular in this Business, and to close it as soon as possible, in Order that the Secretary of the Navy may take proper Measures concerning it, for there are some Difficulties to get over. Should you not be enabled to procure a good and unexceptionable Bill on One of the above Places, get a good one with a good Endorser on London, as also for Amount of the Remains of the Schooner *Diligente's* Cargo left with you for Sale, and pray close these Matters as fast as possible. The Commanders of our armed Vessels should be very particular in bringing Home with them all Papers, Documents, &c: and two of the Crew of every Vessel they take and to have Affidavits from the Master's Mates, Supercargoes, Purser &c: concerning the Property, and Armament.

Each Commander will call on you for his own Supplies, and pay you by Draft for the same on the Secretary of the Navy, but I pray you to discountenance all Sort of Extravagance, and furnish no more Money or Supplies than is absolutely necessary to take the Vessels Home. On Captain Barron's Prudence I can rely, but remember the Others are Strangers to me.

As these Officers have their Instructions from me, it is unnecessary for me to add any Thing further on the Subject of them here.

If General Desforneaux sends down the Americans he holds at Gaudaloupe, you may return him all the Prisoners now in Jail here, and such Others, as you may receive from our Vessels of War under my Command; Otherwise get rid of them as well as you can by letting them loose after the 1<sup>st</sup> of July next. Be sure to forward all Letters for me that come to your Hands by the *Richmond*, and by Captain Barron, and tell me all the News. Furnish also the Captains with complete Vouchers to settle their Accounts with the Government, otherwise they will not be passed, & Difficulty and Delay will arise.\*

May Health, Happiness, and good Luck attend you, and Your's, is the sincere Wish, Dear Sir, of your Friend, and very

Obed<sup>t</sup> humble Servant

DAVID M. CLARKSON Esq<sup>t</sup>

\* The Yards &c: left in your Care must be kept well pay'd with Tar<sup>t</sup>, and you are to deliver any of them at any Time to any Captain of a Ship of War in the Service of the United States should they have Occasion for them, taking proper Receipts, which must be transmitted to the Secretary of the Navy.

‡one main yard  
 one cross jack yard  
 one pole miz<sup>n</sup> topmast  
 one Derrick

The Secretary of the Navy will please to observe that the Schooner *Lewis* was armed with some Swivels and Cutlasses, as reported to me by Lieuten<sup>t</sup> Speake of the *Richmond*, but had no Letter of Marque's Commission —

[6 May 1799]

Address to Captain Stephen Decatur, (Senior), U. S. Navy, from Merchants of Havana, regretting his departure

The undersigned agent, and others, acting in behalf of American citizens trading to this island, beg leave to address you, previous to your departure from this station. — Impressed with the importance of the eminent services you have rendered the commercial interest of the United States, and wishing to bear that testimony, which our local situation entitles us to appreciate, we request your acceptance of our warmest acknowledgments and thanks.

Insulated as you have been upon an extensive coast, offering asylum to the unprovoked enemy; your zeal and activity have afforded an efficient protection to a trade, the most extensive the United States have in the West Indies, and which may be deserving the attention of our government.

It is not our intention to hurt your feelings by enumerating your services; but gratitude impels us to acknowledge, that without your friendly interference in port, and activity at sea, our commerce must have suffered such checks as to have impeded its prosecution with any degree of prudence.

As much as we regret your departure from hence, yet the arduous circumstances under which you have laboured on this station, prompts us to congratulate you on your approaching arrival amongst your friends, and we are conscious, grateful fellow citizens.

We are with respect,  
Your humble servants,

(Signed)

JOS. M. YZNARDI, *agent*  
IGNATIUS PALVART,  
NAPT. RAYMOND,  
GEO. C. MORTON,  
THOS. G. CARVER,  
JOHN MUMFORD,  
CHAS. FRAZIER,  
WM. LAWRENCE,  
GEO. REYNOLDS,  
PETER BLAIN,  
S. MARIA AND CUESTA,  
JAS. KENNEDY,  
THOS. HARPER,  
SAML. BENNET,

JO. COOK,  
JS. MONTGOMERY,  
JESSE MORRIS,  
CHAS. RAMSAY,  
HENRY DUFFEY,  
JNO. ROBERTS,  
MARIANO CARBO & Co.,  
EBENEZER IRVING,  
W. L. PATTERSON,  
JOHN PABLO DE LA MOLTA,  
BENJ. MORRIS,  
J. BAXTER,  
ANT. MACORILLE.

To *Stephen Decatur*, Esq.  
commander of the United  
States ship *Delaware*.  
Havanna, 6th May, 1799.

[LC, "Claypoole's American Daily Advertiser", Philadelphia, May 27, 1799.]

Extract from journal of James Pity, U. S. Frigate *Constitution*, 6 May 1799

Squally with Rain at 5 PM haul'd up the Courses  
 at 6 PM Sent down T. G<sup>t</sup> Yards at 8 PM wore to the Eastward  
 Middle part fresh Breezes & Clear at 5 AM Set the fore sail &  
 wore ship to the Eastward at 6 saw a sail bear<sup>e</sup> W. S. W bore up  
 & gave chace @ 7. spoke a Sch<sup>t</sup> from Philad<sup>e</sup> bound S<sup>t</sup> Thomas's  
 3 Days out

Ends fresh Breezes, let a reef out the Top Sails  
 [Latitude Observed 35.35 N<sup>o</sup>]

[NDA.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
 Monday, 6 May 1799

Fresh breeze & pleasant weather, employed turning into S<sup>t</sup> Pierres  
 Bay 1 pm. discov<sup>d</sup> our Main Mast to be badly sprung 14 Feet above  
 the deck — 4 P M anchored in S<sup>t</sup> Pierres Bay in 10 fm<sup>s</sup> water over  
 a bottom of Sand, bearings as follows — Extremes of the Bay N W B  
 N<sup>o</sup> & S B E<sup>t</sup> & the Flagg staff on the Southern Fort bearing East, our  
 distance of Shore 4 Cables length, soundings within us 2 Cables length  
 7 Fathoms without us, 2 Cables length 14 Fathoms, good bottom —  
 6 p m. Moor'd ship with the Kedge to the W N W 50 fm<sup>s</sup> Hauser,  
 hoisted 3 Lights as a mark for the Commodore to Anchor

8 P. M. The Commodore anchored near us also 2 American  
 Schooners, one from Portsmouth the other from Newberry Port  
 Midnight pleasant Weather

6 A M The Commodore sent his boat to tow the Prize in shore  
 and moored her among the Merchantmen, Seamen Variously em-  
 ployed

10 Am. Carpenter of the [*George*] *Washington* came on board  
 to Survey our Main Mast & to take dimentions for the filler —

Noon fresh breeze & pleasant weather — Comm<sup>e</sup> & our Capt.  
 on Shore Rec<sup>d</sup> on b<sup>d</sup> 2 Kegs Black Paint — 2 of Yellow & 2 Jars of  
 Paint Oil

Moored in S<sup>t</sup> Pierres Bay

[LC, EPP, 1799.]

To Joseph Ingraham of U. S. Revenue Cutter *Pickering*, from Lieutenant Edward  
 Preble, U. S. Navy

UNITED STATES SLOOP OF WAR *Pickering*,  
 ST PIERES ROADS MARTINICO  
 May 7<sup>th</sup> 1799 —

M<sup>r</sup> JOS INGRAHAM

SIR You are this day order'd by Patrick Fletcher Esq<sup>r</sup> Commander  
 of the UNS Ship *George Washington* to proceed to Guadaloupe in the  
 Schooner *Union* — as a Cartel for the Exchange of French for Ameri-  
 can prisoners it is my advice to you to comply strictly with the  
 advice you may receive from Cap<sup>n</sup> Fletcher and to endeavor by every  
 Justifyable and honorable means to bring with you as many Americans  
 as you possibly can with the consent and permission of Generall

eforneaux, the Commander in Chief at Gaudaloupe — you are to treat the prisoners on board the Cartel with every degree of Tenderness & Humanity due to the Unfortunate

I am with due regard  
Your Obed Serv<sup>t</sup>

Sign<sup>d</sup> EDWARD PREBLE  
Commander of the UNS Sloop of War *Pickering*

P S At all times when in Sight of any Vessell you will hoist an American Flagg at the Main and a French Flagg at the Fore

[LC, EPP, Vol. 1, 1680-1799.]

[7 May 1799]

Hiring of Flag of Truce Schooner *Union*, by Lieutenant Edward Preble, U. S. Navy

It is agreed on between the Subscribers as follows

John Mackintosh hires the Schooner *Union* to Cap<sup>t</sup> Edward Prible of the American armed Brig *Pickering*, to proceed as a flag of truce to Guadaloupe w<sup>th</sup> some french Prisoners and to return, w<sup>th</sup> whatever prisoners may be Exchanged there to this Port of S<sup>t</sup> Pierre —

In consideration of which the said Cap<sup>t</sup> Edward Prible agrees to Pay Jn<sup>o</sup> Mackintosh the Sum of Twenty dollars Per day until her return & discharge of Prisoners at this Port, and further the s<sup>d</sup> Cap<sup>t</sup> E Prible agrees to Pay the ballast clearance of the said schooner — It is Understood that Cap<sup>t</sup> Prible pays thirty Nine Pounds & Six Pence Prem<sup>m</sup> Insurance of the Vessel

S<sup>t</sup> PIERRE 7 May 1799.

Signed { J. MACKINTOSH  
          { EDW<sup>d</sup> PREBLE

Witness

JN<sup>o</sup> REILLY  
(Copy)

[LC, EPP, Vol. 1, 1680-1799.]

[7 MAY 1799]

To Lieutenant Edward Preble, U. S. Navy, from Joseph Ingraham of U. S. Revenue Cutter *Pickering*

EDWARD PREBLE Esq<sup>t</sup>

SIR In conformity to your Orders and those of Cap<sup>t</sup> Fletcher deliver'd me on the 7<sup>th</sup> Ultimo I proceeded on board the Schooner *Union* as a Cartel — I shall not trouble you with the Occurrences to and from Gaudaloupe as they were only such as are usuall on such passages — Suffice it to say on the 9<sup>th</sup> Inst 11 am being near the Town on the West point of Maragualante a Boat came off ordering me to Anchor immediately or the Fort would fire and oblige me to do so. I of course complied and sent word on Shore the Vessell was a Flagg of Truce from Martinico bound to Gaudaloupe — The Boat return'd in course of half an hour with a Flagg and a pendant hoisted and the person who came in her inform'd me it was the Generalls and representants orders that I should come on shore. I

went in the same Boat that bro't the message — on my Arrivall I was receiv'd by two Officers on the Beach who conducted me to a large Hall where about 30 Officers were assembled — The Commanding Officer ask'd if I was Officer of the Flagg I answer'd I was — no doubt you have your expedition with you. I presented him my Orders together with the letter I rec<sup>d</sup>. from Cap<sup>n</sup> Fletcher to Gen<sup>l</sup> Desfourneaux — The Commanding Officer having read my documents said every thing was clear but that he had sent for me to dine with him and his Officers I ans'd I was very Sensible of the Honor he intended me but that I could by no means consistant with my Orders Accept his Invitation — he said he regreted that I could not remain — but was aware as an Officer I could not Act contrary to my orders — I convers'd with the Representant and the different Officers about half an hour and took my Leave — I weigh'd Anchor and proceeded immediately towards Guadaloupe at 1 P M we Anchor'd in Point Peter Soon after being at Anchor the Cap<sup>n</sup> of the Port came on board and conducted me to Generall Desfourneaux house and I deliver'd him the Letter I rec<sup>d</sup>. from Cap<sup>n</sup> Fletcher for him and a Copy of my Letter of Instructions (translated in French) having read them he said he knew of no such thing as American Prisoners — That all Americans were allow'd to pass and repass unmollestoned — That the Vessells taken were not sold for the benefit of the Captors but that the money was deposited till the present existing differences were adjusted between France and America when it would be paid to such as prov'd themselves the proprietors — I told him I was happy to hear that many of my Countrymen who had met with heavy losses had such good prospects of recovering their property again — The Generall then said he did not mean to reflect on me or on my Commander but that Frenchmen had been taken by the Americans and treated as Pirates — I answ'd I was exceedingly sorry that there were Americans capable of Treating prisoners Ill but that it was impossible for me to Answer for Individualls under the American Flagg — I begg'd however he would cause enquiry to be made of the Frenchmen I had bro't Over concerning the Treatment they had receiv'd — he repeated he did not speak of us (on the Contrary) he had been credibly inform'd the men I had bro't with me had been treated consistant with the Character of Officers and Men of Honor. dinner being serv'd the Conversation ended — I accepted the Generalls Invitation to dine — being Seated he forbid any conversation on politics the order pleas'd me as I wish'd to avoid it — After diner the Generall sent an Officer with me to search for the Americans in the Port & with Order to take all with me who were willing to Accompany me Eleven was all I could find — I made very particular enquiry after your Brother but was inform'd he with many others had departed a few days previous to my Arrivall in a Flagg of Truce for St Bartholomews — Independant of the Americans I obtain'd leave to bring with me an English Cap<sup>n</sup> — (Tho<sup>s</sup>: Marlow Com<sup>r</sup> of the Ship — *Ward*) belonging to New Castle — Captur'd the 9<sup>th</sup> Ins't to Windward of Barbadoes — The same Evening I was inform'd of the arrival of an American Vessell at the Mole 20 miles distant from Point Peter and that the Cap<sup>n</sup> and Crew were on their way over land hence I concluded to remain till the Morning when the Cap<sup>n</sup> and one man only Arriv'd — The Captains Name (*W<sup>m</sup>: Cutter*) belonging to North Yarmouth — he inform'd me

he had been robb'd of every thing his Watch Quadrant Cloath's &c I made mention of this circumstance to the Commissary of Prisoners his answer was that the Generall could not be troubled with every trifling occurrence which took place on board Privateers I observ'd in my turn that if there were any Americans deprav'd en<sup>o</sup> to do any thing of the kind that the Generall would be good en<sup>o</sup> to make due allowances but that I felt persuaded in my own mind there were none that wou'd take such Unmanly Advantages — The Morning of the 10<sup>th</sup> I request<sup>d</sup> the Generall to dispatch me by writing a Letter to Cap<sup>n</sup> Fletcher in Answer to the one I bro't him and also that he would give me a receipt for the Prisoners I bro't he gave me a letter in Answer to the one I deliver'd him, which I deliver'd to Cap<sup>n</sup> Fletcher, and a Translation of the same, a Copy of which I have the honor to enclose you — A Receipt for the prisoners he would give me none saying it would Amount to a Declaration of War which he had no Idea off — I observ'd to him that a small Vessell having so many men on board from Gaudaloupe might be stop'd for want of the receipt I requir'd — he ans'd the Letter I had was Sufficient — if a Frenchman Stop'd me he should answer for it at his peril — and if any other Nation Mollsted us we knew what Measures to persue better than he did — on the 11<sup>th</sup> Ins't I took my leave of Generall Defournoux and his Officers having been treated by them with every mark of Attention and politeness hence I tho't it would not be improper to acknowledge the same in writing which I did and enclose you a Copy of it I also gave one to Cap<sup>n</sup> Fletcher previous to your arrivall together with the Names of the prisoners carried — Those return'd — provisions Expended &c — Thro the whole of this business I have us'd my utmost endeavours to conform Strictly to my Orders and to Act [space] respects Consistant with the Character of An American Officer

I have the Honor to Remain  
With great Respect and Esteem Sir  
Your Oblig'd Humble Serv<sup>t</sup>

JOS INGRAHAM

[LC, EPP, Vol. 1, 1680–1799.]

[Enclosure]

Copy of my Letter to Generall Desfourneaux — Sent him by the Pilot on my leaving Point Peter.

POINT PETER 9<sup>th</sup> May 1799—

His Excellency GENERALL DESFOURNEAUX

SIR Impress'd with a sense of the polite treatment I have receiv'd from you and your Officers during my short stay — I should deem it inconsistent with the Character of an American Officer or a Gentleman to depart without returning you my Sincere Thanks — both as respects my personal treatment and for the Respect shewn to the Flag under which I have the honor to serve — You havin<sup>g</sup> mention'd to me on my Arrivall that some of your Countrymen had been treated as Pirates by the Americans who Captur'd them, you may



rely on it I shall make mention of this to Cap<sup>t</sup> Fletcher who I am persuaded will as far as in him lies use his endeavours to prevent any thing of the kind in future

I have the Honor to Remain  
Sir Your Most Obed<sup>t</sup> Ser<sup>t</sup>

JOS INGRAHAM

[LC, EPP, Vol. 1, 1680-1799.]

To Captain Christopher R. Perry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
N Department 7 May — 1799

Cap<sup>t</sup> C. R. PERRY

SIR I send by this Mail, all the papers which I recollect as necessary for you, except your Cruising Instructions which will go by the Mail tomorrow — I hope you will be fully prepared by the time you receive them — I observe you had the 30<sup>th</sup> April 123 Persons on board — If you should not have more than 180 when your Instructions reach you, you must proceed without waiting for a full Crew.

I have the Honor to be  
[NDA. OSW, Vol. 2, 1799.]

To Captain Christopher R. Perry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 7<sup>th</sup> May 1799 —

Cap<sup>t</sup> CHRISTOPHER R. PERRY

SIR Your sailing orders and every necessary paper which I can at present think of, will be sent on this day. — You have not yet nominated a Boatswain and Sailmaker for the *General Greene*, or warrants would have been forwarded them; but the *General Greene* must not be detained on this account.

They must act under your appointment, and will receive their warrants on their return. —

I have the honor to be  
[NDA. OSW, Vol. 2, 1799.]

To Captain Stephen Decatur (Senior) U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
N Department May 7<sup>th</sup> 1799

Cap<sup>t</sup> STEPHEN DECATUR

SIR This letter will be handed you by Cap<sup>t</sup> Perry of the Ship *General Greene*, and you will please as soon as convenient after the receipt of it to repair with your Ship to the River Delaware, leaving under the command of Cap<sup>t</sup> Perry the Cutters *Governor Jay* & *General Greene*, unless in your opinion those Vessels will be useless to the Service on that Station, in which case they may return with you, or should one of them in your judgment be likely to be usefull

to Cap<sup>t</sup> Perry, and not the other, you may determin on which is to remain and take only one of them. —

You will please to give Cap<sup>t</sup> Perry every information respecting the Station he is about to take, that you think will assist his operations. —

I have the Honor to be &C &C

P. S. Should you be applied to at Havanna to bring mony to the Contentint you may agree to do so. —

[NDA. OSW, Vol. 2, 1799.]

To Captain Christopher R. Perry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

N Department May 7<sup>th</sup> 1799

Cap<sup>t</sup> C. R. PERRY

SIR Presuming that you have a Sufficient Crew, I have the Honor to direct, that immediately on the receipt of this, you proceed with the *General Greene*, to the Havana, between which place and the Matanzas, you will probably fall in with the United States Ship, the *Delaware*, Cap<sup>t</sup> Decatur, having under his Command, the Revenue Cutters, *Governor Jay*, & *General Greene*. But it is equally probable, that he may have left that Station, before your Arrival. — You will remain in the vicinity of the Havana, for the protection of our Trade to that place, as well as that which passes down the Streights of Bahamas to the Spanish Main, untill you receive further orders — using your utmost efforts, for the Security of our Merchants Vessels, as well as for the capture of all French Armed Vessels, and the recapture of all Vessels taken by them, in which american Citizens, or persons resident within the United States, may have an Interest. The orders herein, of the 11<sup>th</sup> July and 29<sup>th</sup> Dec<sup>r</sup> 1798, and the 16<sup>th</sup> Jan<sup>r</sup> and 12<sup>th</sup> March, 1799, by which you must be governed; are so full and so particular, in the description of the Vessels you have a right to Capture, and recapture, and also as to the conduct you are to observe towards the Vessels of Friendly Nations, and towards our own pursuing commerce with the French Dominions, that it is not necessary for me to add on these subjects. —

You may obtain from Cap<sup>t</sup> Decatur should you meet with him, much useful information — He will judge whether it will be best to leave with you, one, or both the Cutters under his Command — you may supply the Vessel or Vessels so left, with provisions from your own Stores — two other Vessels, the *General Pinkney*, of 14 Guns, and the *So. Carolina* of 10 or 12 Guns, will join you quickly, after your arrival — and you must employ them to the best advantage. —

It has been reported, that French pirates, having no commissions, have made a fortification, near the Island of Cuba, and a few leagues from the Matanzas, in a Situation to annoy our whole Trade to the Havana — You must get all the information you can on this subject, and adopt the best measures to protect our Vessels from these Freebooters — Should you Capture any of them, they are not to be treated as other Prisoners — but must be sent to the United States, to be proceeded against as pirates. —

I request that you will write me frequently informing me particularly of your proceedings and success. — You must keep up a Communication with the American Consul at the Havana, to whom I shall address any letters I may have occasion to write you. — It is the Presidents particular desire, that you promote strict discipline and order in your Ship, and the Vessels under your Command, and inculcate among your Officers, and Men, a high sense of the honor of the American Flag, which is to be maintained at every hazard.

The Havana it is said is very Sickly — you will not however be under the necessity of exposing your Crew, by being in port. — the way to be most usefull to your Country, to raise your own Character — and to keep your men in health and Spirits, will be to keep constantly cruising, except when you are obliged to go into port for water. — In the present situation of our affairs, we have nothing to dread so much as inactivity — you can scarcely be too enterprizing — Still it is possible, that a French force, Superior to yours may appear on your Station, in which event, you must pursue the Most prudent Means for the safety of your own, and the Vessels under your Command. —

In addition to the above, you will bear in mind, that our Laws do not authorize you to recapture American Vessels captured by the Vessels of any Friendly nation, or any Nation at war except the French. — Should you even see an American Vessel about to be captured by the Armed Vessels of any other Nation than the French you cannot lawfully interfere to prevent such Capture. — It must be presumed that the court of such nation will render justice. —

I am Sir &c &c

[NDA. OSW, Vol. 2, 1799.]

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To Captain Ebenezer Massey, U. S. Army, from Secretary of the Navy

[PHILADELPHIA]

N Department May 7<sup>th</sup> 1799

Cap<sup>t</sup> EBENEZER MASSEY

*Fort Mifflin*

SIR I know of no Law authorizing the Marines doing duty in Garrison, to expect greater allowances than the other Troops of the United States

I am Sir &c &c

[NDA. GLB, Vol. 2, 1799.]

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To Robert Liston, British Minister and Envoy Extraordinary to United States,  
from Secretary of State

DEPARTMENT OF STATE

*Philad<sup>a</sup> May 7<sup>th</sup> 1799*

His Excellency ROBERT LISTON Esq<sup>r</sup>

*Minister Plenipotentiary &c*

SIR I have felt much regret in being repeatedly obliged to address you on the captures of American vessels by the British cruisers on the coast, and in the West Indies. I am aware that an effectual regulation which might prevent the usual cause of complaint is not within your

province: but your *opinions* expressed to the proper officers may be beneficial. The Ship *General Washington*, belonging to M<sup>r</sup> Daniel W. Coxe, of this City, has been captured by the British ships *Lynx* and *Pheasant*, and ordered to Bermuda, the cause or pretence for the capture is said or supposed to be, for the *General Washington's* having on board *nails, ticklenburgs* and *oznaburgs*, which the captors pronounce to be contraband. — M<sup>r</sup> Coxe has brought to me three bills exhibiting the quantities and purchases of those articles. The nails are of the sizes designated by the names 6<sup>d</sup> 8<sup>d</sup> 10<sup>d</sup> 12<sup>d</sup> & 20<sup>d</sup>. — The great use of these nails, every one knows, is for *house building*, and cannot, by any reasonable construction, be comprehended in the general expression, in the 18<sup>th</sup> Article of our Treaty, as “serving directly to the equipment of vessels”. It is true, that some of them may be used in finishing the Cabin; and so must the joiners tools, — his saws, chisels, planes, hammers &c. The iron pots and utensils of the Cook, are also at least equally necessary in the equipment of vessels: and there is some use for leather and raw hides. But will such partial and contingent uses of these articles transform them into contraband of war? Doubtless, to bring any articles not enumerated, within the meaning of the treaty, they should serve *directly* and *principally* to the equipment of vessels. This reasoning will also apply to the ticklenburgs and oznaburgs, which probably no man ever heard called *sail cloth*. The treaty indeed mentions only “sails”; but *sail cloth* of which they are made may doubtless be comprehended. Ticklenburgs and oznaburgs, it is well known, are used for clothing negroes, and labourers, in warm climates, and for bags by the planters and merchants. They are both essential to the American trade with the Mississippi, as without them the Cotton raised even in our own territory cannot be exported: and but for these demands for those coarse linens, and of nails for house-building, not a cask of the one, nor a piece of the other would ever be carried to New Orleans. The increase of population and consequently of productions, on the Mississippi, is daily increasing the demand for the articles above mentioned, and the trade thither is daily becoming more and more important to the United States; and consequently to Great Britain, whose manufactures enter considerably into that trade, and whither the raw productions; cotton, indigo and skins, are chiefly carried. All the nails in the cargo of the *General Washington*, are of British manufacture. But the political mischiefs of such interruptions to our commerce are as much to be lamented as their direct injury to our merchants. They sour the minds of the people; and keep up the irritation against Great Britain; and by the divisions thereby occasioned, promote the views of our common enemy: while the British naval officers are reproached, as more intent on gain, than glory. I persuade myself that your liberal mind will view this subject in the same point of light in which I have placed it; and that no endeavours will be wanting on your part to remedy the evil.

I have the honor to be &c &c

TIMOTHY PICKERING

[7 May 1799]

To Secretary of State, from Turell Tufts, U. S. Consul, Paramaribo

SIR, I cannot suffer this Vessel to depart without giving you a short abstract of the Dispatches that I shall forward in 3 or 4 days. — I rec<sup>d</sup> yr Letter — (the duplicate) on the 1<sup>st</sup> May: — presented myself on the 3<sup>rd</sup> — & have rec<sup>d</sup> a refusal from the Gov<sup>t</sup> in writing this day. He refers the business to the Directory in Europe, & says he has no powers. — It is undoubtedly the Interest of the U States — that no delay sh<sup>d</sup> be allowed in applying there — for it is Certain the French Agent now here — (refused also) — has Sometime since written to his Gov<sup>t</sup> & the probability is that an order will come to have him rec<sup>d</sup> I must refer you as above for anything further on this subject. —

Extract from my Journal follows. May 5. The Governor informed me that he had rec<sup>d</sup> advices from Cayenne — that the Government complained much at his refusing to receive Their Agent: that they found it almost impossible to get any American Prizes into Cayenne that were taken to the Leeward of a place called the seven mountains on this Coast: excepting — very sharp built — fast sailing Vessells: that they had dispatched a Cartel to the United States — in which Citizen Burnel had taken passage — that He was empowered to tell the President of the United States — that if he would permit American Vessells to clear out for & go to Cayenne that they sh<sup>d</sup> be allowed to trade & treated friendly — that the armed Vessells of the Colony should have orders not to molest those that were so cleared out — and sh<sup>d</sup> any be brought in they sh<sup>d</sup> be released. That if the President w<sup>d</sup> not grant such permission (Citizen Burnel had orders to treat with any Merch<sup>ts</sup> or others who were friendly to them to Supply the Colony — and for that purpose had taken with him a sufficient number of passports to be given to all who would take them) That — their Cruisers had brought into that place — but three American Vessells. That their armed Vessells — were — a Corvette of 20 Guns probably unfit for service. A Corvette sometime since from France or Guadaloupe — of 20 Guns — now on the Brazil Coast Cruising for Portuguese Ships & probably for American Whalemens — and three Privateers of 10 or 12 Guns — who from Hunger — & poverty were very desolate. I asked whether that Gov<sup>t</sup> depended on or expected to receive any supplies from Guadaloupe — He answ<sup>d</sup> they could not for that Isl<sup>d</sup> was in a manner blockaded: and it was his opinion that a single 20 Gun Ship or Sloop of war with a fast sailing Schooner or Brig — could protect every American coming to this Coast & probably catch their whole force. That — every precaution was taken by that Gov<sup>t</sup> to prevent the real state of affairs there to be known here: that at the moment of departure of the privateer Sch<sup>s</sup> that bro<sup>t</sup> the dispatches to him — Officers went on board & examined every private Letter & detained most of them.

Observations on this Conversation — I give full credit to the above. The two schooners now here — brought Powder & whale Ayl. They have come after Flour & money partially to pay & feed their troops — & are begging this Gov<sup>t</sup> to purchase those articles — & furnish them with Flour & Money. The N<sup>o</sup> of troops are about 500 Whites — how

many Blacks I cannot ascertain.) The latter will not work — in consequence they have no produce — and were necessitated to send this powder. — They will get a supply & immediately return. —

I wish a stronger or more numerous force might be sent — not only to guard & convoy this trade — & a stated Convoy to be established — but also — to Catch all their force & block up the harbor. Some valuable Portuguese Prizes might be retaken — & this whole Coast effectually Scoured. It would magnify the importance of our nation — & probably with other circumstances be a means of procuring some particular advantage in this trade in time of Peace — for which these people most devoutly pray — principally because they can then exclude all foreigners — & we shall never obtain any advantage — otherwise — than by extorting it by some powerful controul. — The greatest dispatch sh<sup>d</sup> be made — for the people at Cayenne are at their wits end. — I hear that two Vessels have been into Cayenne since the suspension act — one owned — by Dupay — or some such name a French Mercht at N York — an<sup>o</sup> from Phil<sup>s</sup> the Capt<sup>s</sup> name Prince both cleared for Surinam — under the pretense of being owned [\*] but in fact only in part by people at Cayenne. or [\*] thing. — You Sir, will be sensible that the Sources from whence this information comes — even respecting myself should not be known.

Being much fatigued I can add nothing further, than that I am  
Very respectfully

Yr. Most obedient Servant

T. TUFTS.

MAY 7, 1799

[\* Words obliterated by seal.]

[SDA. Paramaribo, Vol. 1, CL, 1799–1834.]

[7 May 1799]

Extract from the log book of the Ship *Spy*, Captain West, from Surinam, concerning encounter with the Schooner *Marianne*.

May 7, at 1 P. M. a schooner in sight with a main and fore-top sail set, standing for us. Soon after observed Swedish colours; but supposed her to be a French privateer. She gained upon us fast; we, therefore, cleared ship for action. At 2, hauled up our courses and fired a six pound shot a-head of her; up on which he brot to. Sent the second mate on board of her, with orders to behave very civil, and if French, to send the captain on board with his papers. The boat soon returned, with Mons. Pierre, who said the schr. was called *Marianne* of St. Bartholomew's, that he was master and owner himself—had before been taken into Nevis and condemned—that he had bought her in, and went to St. Bartholomew's, from whence he was bound to Guadaloupe with 500 bls. of flour, some beef, and dry-goods, all his own. He was so agitated that wine was necessary to calm his apprehensive of a "*fraternal squeeze*." Tho I suspected her to be French (the crew and passengers speaking that language only) I could not, consistently with my instructions make prize of her, as she was not *equipped for war*. Poor Mons. Pierre,

was therefore, to his joy, and I believe, contrary to his expectation, set at liberty.

“We regretted the supply of provisions going to the enemy, much more than the loss of the prize, which every man seemed equally willing to part with, as at first to fight for.”

[LC, “N. Y. Commercial Advertiser, June 2, 1799.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate, *Constellation*,  
Tuesday, 7 May 1799

Moderate Breezes, and pleasant Weather. At about half past 5 PM got Underway, and cruized to the Southward of S<sup>t</sup> Christophers all Night. At Day Light saw two Sail, gave Chace, and at 6 AM *L'Insurgente* spoke a Schooner from S<sup>t</sup> Thomas's, and I spoke a Brig from Savannah, both bound to S<sup>t</sup> Christophers; then stood through the Passage between S<sup>t</sup> Christophers, and S<sup>t</sup> Eustatius, and so on directing my Course to Windward of S<sup>t</sup> Bartholomew's; East Point of which at Noon bore North five Leagues Distance.

[Long'de. Account 62°.30' W.]  
[Latt'de. ob'd. 17°.43' N<sup>o</sup>] ]

[HS of PA. NDA photostat.]

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Extract from journal of James Pity, U. S. Frigate *Constitution*, 7 May 1799

Moderate Breezes at 3 PM out Reefs. & sent up T.G<sup>t</sup> Yards.  
Middle part Moderate at 8 AM. Squally with Rain at 9. saw  
a sail a head made sail & gave chace  
at Merd<sup>n</sup> the Chace bore EN.E 6 Miles dist.  
Latter part fresh Breezes ship in Chace

[Latitude In 37.24 N<sup>o</sup>] ]

[NDA.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy,  
commanding, Tuesday, 7 May 1799

First part light breezes & pleasant  
at 1 PM Saw 3 sail to the South<sup>d</sup>  
at 2 tack<sup>d</sup> to the N & West<sup>d</sup> at 3 PM Sent up T.G.Yards & Set Jib  
& M T M staysail.

10 PM set TG Sails.

Middle part light breezes & Cloudy

7 AM in Fore & Mizen T.G Sails

Latter part fresh breezes & Squally attended with rain.

South Shoal of Nantucket N. 17'.00 W 150 miles

[Long'de ob'd. 68.54 W.]  
[Latt'de ob'd. 38.23 N.] ]

[HS of Old Newbury, Mass., NDA photostat.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Tuesday, 7 May 1799.

Light breeze and pleasant Weather, Seamen Variously employed repairing Sails blacking Yards &° &°

Midnight pleasant weather

Rec<sup>d</sup> from the Commodore 3 Oak Plank

Light breeze & pleasant Weather, Seamen employ<sup>d</sup> painting Tarring & Black<sup>t</sup> — Anchored several Vessels in the Bay among which were two Americans

Noon pleasant Weather, seamen employ<sup>d</sup> as above Rec<sup>d</sup> on board a Bbl. Tar — The Master rec<sup>d</sup> an order to repair on board the *Union* as a Flagg of Truce, to Exchange Prisoners to & from Guadaloupe

Moored in S<sup>t</sup> Pierres Bay

[LC, EPP, 1799.]

Arrival of *Constellation's* prize Schooner *La Union* at Philadelphia

PHILAD<sup>a</sup> 8<sup>th</sup> May 1799

DEAR SIR. About Six hours after your departure from this Lieutenant Archer of the *Constellation* arrived her[e] in the Prize Schooner *La Union* mounting Six four Pounders and Thirty one Men — The ensured amount of her Cargo is reported to be Thirty thousand Dollars. By yesterdays Post an account came of her having captured a Privateer Schooner mounting Six Guns two days after the departure of *La Union* and carried her into S<sup>t</sup> Kitts. The Lieutenant brought a Letter for me but none for you Isaac was well 5 April last and is expected in Hampton roads in four Weeks M<sup>r</sup> Archer says he is appointed full Surgeon and every one fond of him We are well and desire to be remembered to you and every one of your Ecclesiastical freinds

I am your Nephew

ROBERT HENRY DUNKIN

[NDA. Area 7, 8 May, 1799.]

To William Crafts, Navy Agent, Charleston, S. C., from Secretary of the Navy

[PHILADELPHIA]

N Department May 8<sup>th</sup> 1799.

W<sup>m</sup> CRAFTS Esq<sup>r</sup>

Charleston

SIR The *General Greene* Cap<sup>t</sup> Perry will proceed from Newport to the Havana without calling at Charleston, as was mentioned in my letter of the 29<sup>th</sup> Ultimo. —

You will, therefore, be pleased to dispatch with all possible expedition, the *General Pinckney* and the *So. Carolina* — with instructions to proceed to the Havana, & the Matanzas untill they fall in with Cap<sup>t</sup> Perry, under whose orders they are to Cruise. — These Vessels

need not wait to go together.

I have the Honor to be &° &°

[NDA. GLB, Vol. 2, 1799.]



[8 May 1799]

News item regarding capture of the French privateer Sloop *Bon Pierre*, by the United States Brig *Eagle*

SAVANNAH, *May 9.*

Yesterday evening arrived here in 21 days from Dominica, the French privateer sloop *Bon Pierre*, captured by the United States brig *Eagle*, Capt. Campbell, about 5 leagues to the windward of Antigua; she is pierced for 10 guns, mounts 4, and had 55 men on board. The *Eagle* has also retaken a small English sloop, and run ashore a French privateer on Barbuda.

["Georgia Gazette", 9 May, 1799.]

To Captain Silas Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department May 8<sup>th</sup> 1799

Cap<sup>t</sup> SILAS TALBOT. —

SIR I am honored with your letter of yesterday — No Act has taken place, since I have been in Office, to make Cap<sup>t</sup> Truxtun your Senior Officer. I formed the opinion I expressed to you from circumstances, which had taken place before I came to Philadelp<sup>a</sup> —

The Act of Congress to provide a Naval Armament, directed the building of Six Frigates, and the employment on board each Frigate of a Captain; But the Act contained the following proviso; "that if a peace shall take place between the United States and the Regency of Algiers, then no further proceedings be under this Act." —

Peace did take place between the United States and the Regency of Algiers — But Congress passed an Act "Supplementary to the Act to provide a Naval Armament", authorizing the President to continue the construction, and equipment, of three of the Six Frigates — and directing the other three to be discontinued. —

The Frigates to which Cap<sup>t</sup> Barry, Nicholson, and Truxtun had been appointed being in most forwardness were selected to be continued; & these three Gentlemen were selected to command them, because they had been originally appointed to them. — It is a question material to the right understanding of this subject, whether the President had the power to continue in the Service after the Peace with Algiers, and after the passing of the Act directing only three of the Frigates to be built and equipped, more than three Captains. — To my understanding it is clear that he had not, and if he had not, it follows that the choice having fallen on Barry, Nicholson, and Truxtun, (not because these Gentlemen were supposed to be best qualified, but because the Frigates to which they had been appointed, were those to be continued) the other three Gentlemen were completely out of service; and could have no claim to rank in the Navy, without a new appointment — This I presume must have been the impression under which the President acted, in nominating you a second time to the Senate in May 1798, to be a Captain in the Navy, or why make that nomination?

If it be true then, that you ceased to be a Captain in the Navy, on the peace with Algiers, or in consequence of the Act for continuing three of the Frigates, the inference is obvious, that you derive your title to rank from the Appointment in 1798, and that Truxtun deriving his from his appointment in 1794, must be considered the Senior officer. —

In all this I do not pretend to contend that you have not just reason to be dissatisfied. — You were originally placed third in command — No Human Being doubts your qualifications, to be at least as high as you were originally placed. — The Act of Selection to the three Cap<sup>ts</sup> to be continued in the Service, is the one which has done you injustice, and of which you have cause to complain — But as that Act was governed by a principle, having no kind of reference to the Merits of the respective Captains; and as the world knows that that Act was so governed, you are not in the situation of an officer over whom the Government has given the preference to another, from an Idea of Superior Merit in that other, and I cannot therefore help believing that you might still give your Services to the Public without the slightest stigma on your Character — and so anxious am I that you should do so, that I will not until I hear from you again, communicate your letter to the President. — You observe in your letter that when this matter was submitted to General Hamilton, you did conceive that his opinion was to have been in some measure conclusive, and that his opinion coincides with your own. —

The President himself would not set up his opinion to be decisive of the Rights of Officers, in a case where the question could be determined by known rules — It was not in my power therefore to say that General Hamiltons should be. — But knowing him to be a Gentleman of great abilities, and well acquainted with the principles which govern in questions of Rank between Military Men, I communicated to him, the circumstances connected with this case, hoping that his answer would be satisfactory, to both Cap<sup>t</sup> Truxtun and yourself — But I have never been favored with an answer from him.

Upon the whole I wish you to consider this, and my former letter as containing *my opinion only*, as to the question of Rank between you and Cap<sup>t</sup> Truxtun, and by no means the decision of the President, who would wish the rank to be settled by the Rules, which govern such cases — these rules I think are not in your favor but I may be mistaken. — It will be very agreeable if on these conditions, nothing being determined, you will take the command of one of the Frigates now in Service, but if more agreeable to your feelings it will be quite satisfactory to the President, if you continue to superintend the building of the Frigate at New York, retaining your Commission Rank & emoluments, &c perhaps before she is ready for Service, circumstances may arise to remove all difficulties. —

I have the Honor to be &c &c

[NDA. OSW, Vol. 2, 1799.]

Extract from Captain Thomas Truxtun's journal. U. S. Frigate, *Constellation*,  
Wednesday, 8 May 1799

Moderate Breezes, and pleasant Weather, with a Swell from the Northward. Unbent the Cables, stowed the Anchors, and trimmed Ship &c: &c: &c:

Eastern Point of Anguilla at 6 PM bore West five Leagues Distance, consequently the Ship was at that Hour in Longitude  $62^{\circ} 30'$  W. from Greenwich in G. B. the same as at Noon of the preceeding Day, having from Noon at 6 PM steered North. *L'Insurgente* in Company, near us, and no other Vessel in Sight.

[Long'de. Account  $62^{\circ} .45'$  W.]  
 [Latt'de. ob'd.  $19^{\circ} .51'$  N°]

[HS of PA. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*, 8 May 1799

Fresh Breezes Ship in Chace to the Eastw<sup>d</sup> observ'd the chace to be an Arm'd Ship

at 2 PM made the private Signal @  $\frac{1}{2}$  past 2 gave her a shott prov'd an American Ship from Baltimore bound to Lisbon same time sprung M. T. G<sup>t</sup> Yard

Shortend sail & haul our Wind to the N° close reef'd the T. sail & down T. G Yards at Midnight heavy gales Wind hove too under close reef'd M. t. Sail & Storm S. Sails & Trye Sail @ 7. spoke a Brig<sup>t</sup> from Rhode Island bound to S<sup>t</sup> Croix Latter part Moderate Set up the Lee Rigging

[Latitude In  $39.18$  N°]

[NDA.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy commanding, Wednesday, 8 May 1799.

First part fresh gales & Cloudy with rain & thunder — — — —

at 3 PM saw a Sloop to the N<sup>d</sup> & W<sup>d</sup>

at  $\frac{1}{2}$  past 3 Spoke her, she was from Hartford, 2 days, inform'd us that Nantucket bore NNW at  $\frac{1}{2}$  past 4 saw a Ship at 6 spoke her. She was the *Nabby* from New York bound to India — Middle part hard squalls Close reef'd the topsails & sent down TG Yards at 3 AM in Fore & Mizen Topsails & reef'd the Foresail

At Merid<sup>n</sup> Sounded in 45 fathoms

fine Yellow sand — Latter part Hard gales & Cloudy.

[Long'de ob'd.  $68.09$  W.]  
 [Latt'de ob'd.  $40'32''$  N.]

[HS of Old Newbury, Mass., NDA photostat.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
 Wednesday, 8 May 1799

Light breeze & pleasant Weather, Seamen employ<sup>d</sup> as per Logg 6 A M. 2 Carpenters came on board who where employed with ours in Fishing our Main Mast — 2 P.M. rec<sup>d</sup> on board a Bbl. Tar — 4 pm. The Capt<sup>n</sup> gave orders that the Master M<sup>t</sup> J. Ingraham, should proceed on board the Schooner *Union* & in conformity to the orders of him & Capt<sup>n</sup> Fletcher (Jointly) to proceed as a Cartell to Guadaloupe there to deliver the French Prisoners, Rec<sup>d</sup> say 15 in number — and to bring back as many Americans as could be procured

by consent of Gen<sup>l</sup> Desfourneaux in return — 5 p m. the Master departed — The following is a copy of M<sup>r</sup> Ingrahams Orders —

UNITED STATES SHIP OF WAR  
*Geo. Washington* May 7<sup>th</sup> 1799

M<sup>r</sup> JOSEPH INGRAHAM

SIR You are hereby ordered to repair immediately on board the Schooner *Union* constituted by me as a Cartell and to proceed to point Petre in Gaudaloupe with all the dispatch in your power, and there deliver to Gen<sup>l</sup> Desforneaux the Letter which you receive with these orders — You will please to take a receipt for the Prisoners forwarded by me and to request of Governor Desforneaux that he *will* return all Prisoners at Guadaloupe which I authorise you to receipt for — wishing you a speedy determination of the Business

I am Sir

Your ob<sup>t</sup> Serv<sup>t</sup>

Sign<sup>d</sup> PATRICK FLETCHER

Carpenters & Seamen Emp<sup>d</sup> as before mentioned. Rec<sup>d</sup> on board a Quantity of Vegatables — Ship<sup>d</sup> W<sup>m</sup> Cox — Seaman & Tho<sup>s</sup> Snead Ordinary Seaman

At anchor in S<sup>t</sup> Pieres Martinico

[LC, EPP, 1799.]

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To Jeremiah Yellott, Navy Agent, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA]

*N Department* May 9<sup>th</sup> 1799

JEREMIAH YELLOTT Esq<sup>r</sup>

*Baltimore*

SIR I am honored with your letter of the 7<sup>th</sup> Ins<sup>t</sup> and will thank you to discharge the account of the Marine Cloathing with the deductions proposed by M<sup>r</sup> Howard; for future Major Burrows must be more particular — I have ordered a remittance of 2000 Dollars to be made to you for this object. — You will shortly receive twenty nine pounders, and twelve Six pounders for the two Vessels building by the Merchants — The dimensions of them I have sent to M<sup>r</sup> Gilmore for the purpose of having the Carriages prepared. —

I will thank you to inform me the names which have been determined on for these Vessels, & also for which of them the nine pound Cannon purchased of you are to be used. —

I am Sir &<sup>c</sup> &<sup>c</sup>

[NDA. GLB, Vol. 2, 1799.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate, *Constellation*, Thursday, 9 May 1799

Light Winds, and small Squalls, with a Swell from the Northward. *L'Insurgente* going a Head of us considerably, employed trimming Ship &c: &c: &c:

[Long'de. Account 63°.6' W.  
[Lattd'e. ob'd. 21°.00' N<sup>o</sup>]

[HS<sub>of</sub> PA. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*, 9 May 1799

Strong Gales & Squally at 2 PM took in the fore Top Sail  
 Spoke a Sch<sup>r</sup> fm Newbery Port bound to Norfolk. Lying too  
 under fore Sail who Inform'd us the S<sup>o</sup> Shoal of Nantucket bore  
 N. W. by N. 25 Leagues dist at 3 Reef'd & handed the fore sail  
 and housed top gallant Masts. Sounded 170 fathoms No Bottom.  
 Ship lying too under close reef'd M.T. Sail, Stay Sails & Try sail  
 at 7. AM the gale abating set the fore sail & close reef'd M. & F.  
 Top Sails @ 10 AM set the M Sail. Saw a sail bear\* N. E.  
 Ends in fresh gales & Clear Wea<sup>r</sup>  
 [Latitude In 40.40 N<sup>o</sup>]

[NDA.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 10<sup>th</sup> May 1799. —*

JOHN ADAMS Esquire  
*President of the United States*

SIR I do myself the honor to enclose the copy of a Letter from  
 M<sup>r</sup> Sewall [\*] and my answer, to be forwarded, if it meets with your  
 approbation. — I have consulted the heads of Departments on this  
 subject, but the opinions are so various, that I could only give my  
 own to M<sup>r</sup> Sewall. — Col<sup>o</sup> Pickering thinks the convoy ought to be  
 granted. — But there is scarcely a considerable port in Europe,  
 to which convoys are not wanted, and applied for. —

I have sometimes thought, that if the French do not very soon  
 give some decisive proof of their desire to conciliate with us; that some  
 of our fast sailing Vessels, might be employed to advantage, during  
 the hurricane season in the West Indies, in a cruise on the Coasts of  
 Spain and France — to sweep from about Cape Finistere to Nantz —  
 and to return with their prizes without remaining long enough to  
 attract the attention of superior force — This would in fact, be giving  
 more real protection to the Trade to Spain, than to convoy at a par-  
 ticular season, a few Vessels. — A Convoy to be useful, must be  
 known generally to the Merchants five or six weeks before it could  
 sail — The French would probably hear of it, before it arrived in  
 Europe, — and might be prepared for it. —

I have the honor &<sup>s</sup>

[\* 25 April 1799 included in this volume of "Naval Documents."]

[NDA. Nom. Appts. LB, 1798-1820.]

[Enclosure]

To Samuel Sewell, Marblehead, Mass., from Secretary of the Navy

[PHILADELPHIA]

*N Department 10<sup>th</sup> May — 1799*

SAM<sup>l</sup> SEWELL Esquire  
*Marblehead*

SIR I am honored with your letter of the 25<sup>th</sup> Ult<sup>o</sup> — It is cer-  
 tainly very desirable that our Commerce to every part of the World,

should be protected by our Public Vessels: — but more especially a branch of our Commerce, affording encouragement to so excellent a Nursery for Seamen, as our Fisheries. — But in the present State of our Navy, the policy of attempting to convoy our trade to any part of Europe, is at least very questionable; and perhaps there are greater objections to sending convoys to Spain, than to most other Countries. — In the very place to which the Merchants with you wish a convoy, Corunna, the French have three or four privateers of 14 to twenty odd Guns which capture our Vessels in sight of that port, which is so convenient to the privateers from Bayonne, Bourdeaux, and Rochelle, that a convoy thither ought to be a strong one even if our Vessels were sure of protection in harbour — But to attempt to secure by convoy the Trade to a Country so much in the power & so much under the influence of France, in the present situation of our Navy might be to neglect other objects, which our force may accomplish, & to expose our Vessels to great hazards, without an adequate prospect of advantage. —

Our first care certainly ought to be, the security of our own Coast — the next to avail ourselves of the commercial and perhaps political advantages which the present state of the West Indies & Spanish America, is calculated to afford us. By attending to these objects it may be possible to produce such strong conviction of Dependence on the United States, that it may be difficult thereafter to arm those Countries against us. It would be a great point gained in a War with France, that they should be obliged to make their attacks from Europe. At any Rate, it seems to be in the power of France to shut us out from almost the whole of Europe — and perhaps our only means of compensation are to be found nearer home. —

I have thus given you my own view of the subject, without waiting to communicate to the President, the request contained in your letter, — the letter however shall be laid before him, & I shall pursue with alacrity his Ideas should they differ from my own. —

I have the Honor to be &c

[NDA. GLB, Vol. 2, 1799.]

[About 10 May 1799]

Extract from a letter from a gentleman in Norfolk to a friend in Baltimore, dated May 17, 1799, concerning the encounter of the Ship *Mary Ann* with French Brig *Le Generoux*

#### IMPORTANT INFORMATION:

“The ship *Mary Ann*, mounting 16 guns, and manned with 51 hands, arrived here yesterday from the river La Plata; she was furnished with a letter of marque, and 7 days since, in the Gulph Stream, was engaged by a French brig of 10 guns and 117 men, all mulattoes and negroes, except the first lieutenant, who is an American, a native of Barnstable, in Massachusetts. The engagement lasted two hours, during which nine Americans were killed and 17 of the negroes. At length the *Mary Ann* got so completely athwart her bows, that every shot raked her fore and aft, when the tri coloured flag was hauled down, and she yielded to the superior bravery of American seamen.

“After taking possession of her, she proved to be *Le Generoux*, of Guadeloupe; but contrary to all other privateers, was deeply loaded with guns, pistols, daggers, flints, cutlasses, and all other military stores and implements. The captain of the *Mary Ann* took out what men he could stow, and put the rest in irons, of which he found plenty in the prize; he also put 21 men on board her, and ordered her for the first port in the United States which she could make. What renders the situation of this prize the more particular, is that she had no commission, or any papers, nor could the Americans learn, even from their prisoners, where she was bound, or to what purpose her cargo was to be appropriated. Her letters were all thrown overboard, except one, which, through hurry, was left in the chest of a passenger; this letter is addressed to an eminent personage in Georgia, and on account of its important contents, was sent on, as soon as the *Mary-Ann* arrived, by express, to the Secretary of State.”

[LC, Phila. “Claypoole’s American Daily Advertiser”, 24 May, 1799.]

[10 May 1799]

Extract from the log book of the Sloop *Two Friends*, Captain Bennett, from Norfolk, to New Providence, concerning his encounter with the American Ship *Nancy* of New York, Captain Taylor

Saturday, 10th May, at 1 P. M. discovered a sail to windward; at 2 came up with and fired a shot at us, without any questions whatever, under American colors, on which we hoisted our own (American) in return, and hove to immediately; he then fired another shot at us, and ordered the captain to get out boat and come on board with the papers, or else he would sink us: the captain expostulated as much as possible, telling him the danger in getting on board in a small boat, the sea running high and the wind blowing a gale: he said he did not care a damn, &c. so fired a third shot at us, which had nearly done great damage, swearing and cursing at same time in a brutal manner, he would sink us. — We were obliged to comply (having no guns) when the captain and two men went on board at a great risqe in our own boat, she proved to be the brig *Nancy*, of New York, commanded by captain Taylor, who on this occasion has proved himself a coward and paltroun; otherwise he would never have treated an American in such a villainous manner.

[LC, Baltimore “Federal Gazette & Baltimore Daily Advertiser”, 24 June, 1799.]

Extract from Captain Thomas Truxtun’s journal, U. S. Frigate *Constellation*,  
Friday, 10 May 1799

Uncertain Weather, heavy black Clouds, much Rain, a head Sea, and Lightning to the N. W. Trimmed Ship, and restored our Sailing.

[Long’d. Account 64°.20’ W.]  
[Latt’d. ob’d. 22°.45’ N°]

[HS of PA. NDA Photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*, 10 May 1799

Steady breezes and pleasant Sounded 100 fms No Bottom. at 6 P M. Sway'd up T. G. Masts. at 7. Pitching into a heavy head beat Sea. Sprung our fore Mast in the Wake of the partners on the gun Deck call'd all hands & took in the F. S. & F. T. S. got the fore runners to aft to support the Mast the crack being abaft Lower'd down the fore Yard and Struck the T G<sup>s</sup> Mast on Deck. Set the M. Stay Sail and M Sail at 3 Set fore and M. T. Stay Sails at 6 Launch'd the F. T. Mast. ab<sup>s</sup> 12 feet. Sway'd up the fore Yard and set the fore Sail got a Hawser from the Mast head to the Main Hatch to Support the Mast. at 9. sounded in 75 fms<sup>s</sup> Latter part employ'd bending Cables Carpenters fishing the fore Mast. & Woolding the Fishes &<sup>c</sup>

[Latitude In 42.12 N<sup>o</sup>]

[NDA.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 10 May 1799

Begins with fresh breezes & Hazy at 3 PM more moderate let the 2<sup>nd</sup> Reef out of the Topsails at 5 up TG Y<sup>ds</sup> & set the TG Sails at 7 in TG<sup>lts</sup> at 9 sound<sup>d</sup> in 35 fath<sup>s</sup> at 10 had 30 at 11 had 28 — at Midnight 34 fath<sup>s</sup>

Mid. part moderate breezes & hazy at 1 AM sound<sup>d</sup> in 27 faths at 2 had 29 at 3 had 31, at 4 had 30 fath<sup>s</sup> set TG Sails at 10 saw several Schooners standing to the East<sup>d</sup> took 2<sup>nd</sup> reef in the Topsails & in TG Sails

Moderate & very Hazy

[Long'de ob'd. 69.03 W.]  
[Latt'de ob'd. 42.29 N.]

[HS of Old Newbury, Mass., NDA photostat.]

[About 11 May 1799]

To Lieutenant Edward Preble, U. S. Navy, from P. Mourau, Captain of Frigate and Commander of Port Liberty

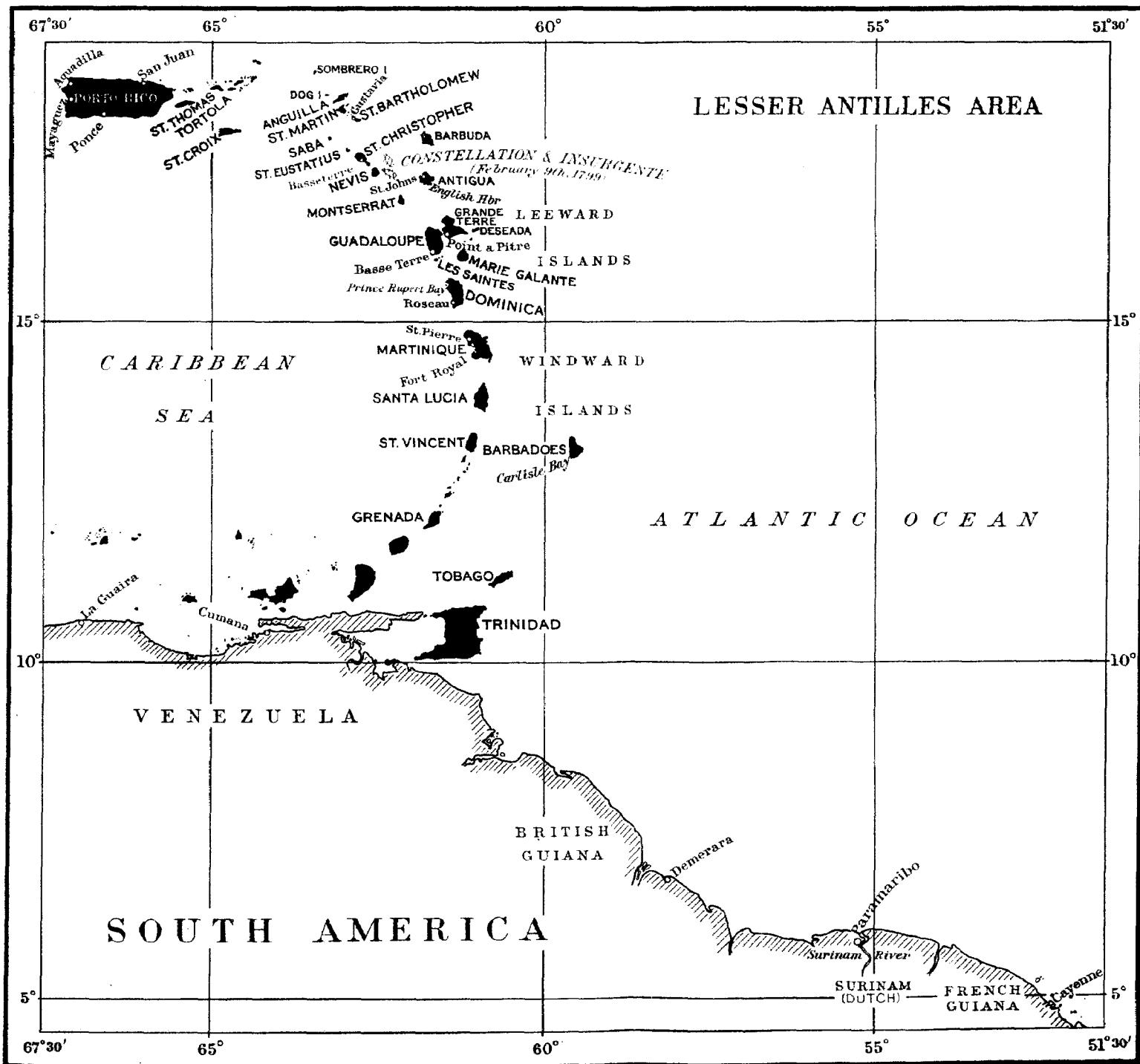
PORT LIBERTY 21<sup>st</sup> FLOREAL  
7<sup>th</sup> Year of the French Republic  
one and Indivisible —

Moureaux Capt<sup>n</sup> de Frigate and Naval Commander of the Port, to M<sup>r</sup> Preble — Commander of the UNS Sloop of War the *Pickering*.

SIR I had the honor to receive your Letter and it reminds me with pleasure of our ancient Friendship and also that of our friend Citizen Pailleet. We are infinitely flatter'd and pray you to receive our Sincere Thanks We regret the existing differences between the Great Nation of France and the United States of America, and we expect soon to see it Settled we flatter ourselves an end to those difficulties is approaching —

We observe with pleasure your wish that we should be Serviceable to Mons<sup>r</sup> your Brother, we were Ignorant of his ever being in this City, but we have learn'd from our enquiries that he has departed





MAP OF LESSER ANTILLES AREA.



for St Bartholomews — This prevents our rendering him Services which you might expect Sir from an Officer, and a friend — and by which you would distinguish the regard the French still have for Americans who are well treated here

I see daily with great pleasure the present you made me the time you were here — but it would be very disagreeable to be obliged to employ them against a Nation Naturally the Friends of France.

I Salute you Sir and assure you of my Infinite Esteem

(Sign'd) P MOURAU

[LC, EPP, Vol. 1, 1680–1799.

To Captain John Barry, U. S. Navy, from John Gay, U. S. Agent, Martinica

S<sup>t</sup> PEIRRE 11<sup>th</sup> May 1799

DEAR SIR! I had no knowledge of your departure untill Commodore Truxtun informed thereof However I had improved upon the hint you gave of M<sup>r</sup> Crawford being one of your Agents and on the 20<sup>th</sup> past having settled with the Owners of the *Maria* and received their Bills for salvage on Proceeds of Her Cargo I remitted to the House of Crawford & C<sup>o</sup> the said Bills 1<sup>st</sup> & 2<sup>nd</sup> endorsed to them for your account and held to your use — the 3<sup>d</sup> bill and Copy of Valuation you have enclosed. I note at foot your ballance struck with me which if correct I pray you will Acknowledge.

I received two letters from M<sup>r</sup> Desborough Agent to the Navy Claiming for Cap<sup>t</sup> Gosselin of the *Syren*, his Officers & Crew a due proportion agreeable to the Laws and Rules for the British Navy on the principal of sharing in Prizes Captured by Joint Efforts — this plea appears to me so verry Just that I had only to plead what you had told me “that the Admiral and you had agreed upon and settled that point that Neither of the Squadrons shou’d claim or look after shares from the other, on pretence of being in Sight when a Capture was made by the one or the other” — That in full Confidence of Your being clearly Correct in what you had stated I had paid you the full Salvage first on Vessel then on Cargo, the last only two days before the receipt of His first application (which bears date 22<sup>nd</sup> April) M<sup>r</sup> D’s second letter is the 7<sup>th</sup> present in which He goes further and says “Cap<sup>t</sup> Gosselin says that the Admiral had informed him, some conversation had passed on the subject between him and the Commodore at Table in a light manner, but that no decisive line had been drawn or determined upon as a Regulation upon the case in question — Here is a contradiction to your assertion upon which I acted in the payment to you. The Admiral is at present on a Cruise upon His return if the Court of Admiralty proceed upon my Security, I shall certainly be compelled to Refund the *Syren’s* proportion.

Cap<sup>t</sup> Gosselin also declares “that the only reason for his not sending a Prize Master in the *Maria* for the purpose of Establishing the *Syrens* Right to share in the Recapture she being in Sight at the time was, that he conceived Commodore Barry was sufficiently aware and could entertain no other Idea on the Subject than to admit the claim without a Question.” Honor is here much concerned — I shall wait upon the Admiral when he returns and if possible with

Cap<sup>t</sup> Gosselin and inform you the result of what passes. I am with Respect

Dear Sir! Your obedient Servant

JN<sup>o</sup> GAY

Am <sup>t</sup> of Valuation £16,339/18.1 Salvage 1/8 <sup>th</sup> is.....	£2042. 9. 9
less my Commission 5 per Cent.....	102. 2. 5

£1940. 7. 4

Remitted 4312 dollars at 9/.....	£1940. 8.
over.....	8

£1940. 7. 4

[Barry P. Barnes Col. NHSC, NYHS.]

[11 May 1799]

To Lieutenant John Rodgers, U. S. Navy, of *L'Insurgente* from Captain Thomas Truxtun, U. S. Navy

SIR, Should we unfortunately separate during the Passage Home, you will proceed opposite Crany Island near to Norfolk, and prepare to refit your Ship, and to man her compleat, as soon as you receive Orders to that Effect.

It will be necessary that you lose no Time in getting to the above Station, should we separate, especially as you want Spars, and Norfolk is by far the best Place to procure them, otherwise I should have ordered *L'Insurgente* to Baltimore, but the Good of the Service must be attended to, and on that Account I go myself to Annapolis Road, instead of New York where my Family is. I am

Your Obed<sup>t</sup> Servant

United States Ship *Constellation* at Sea

11<sup>th</sup> May 1799 —

Lieutenant JOHN RODGERS.

[HS of Pa. NDA photostat, Truxtun's LB 1798-9.]

To Rufus King, U. S. Minister to London, England, from Secretary of State

DEPARTMENT OF STATE,  
Philadelphia, May 11<sup>th</sup> 1799.

RUFUS KING Esq<sup>r</sup>  
N<sup>o</sup> 56.

DEAR SIR, To the perverse constructions (as I think myself warranted in calling them) of the 18<sup>th</sup> article of the British treaty respecting contraband, noted in my letter of the 18<sup>th</sup> inst. I have now to add, That lintseed oil and painters' colours have been pronounced contraband, by some of the British Vice-Admiralty Courts: for a vessel when built and equipped, may have some of her upper-works *painted*. This, tho' of less moment in itself that some others, is as sheer an abuse as can well be imagined. — The truth of the matter is, that when the naval officers, who in this sort of business are too eager,

either for their own honor or our tranquility, have once seized upon their prey, and carried it into port, there seems to be a wonderful sagacity in discovering something to be contraband; whereby the captors are screened from paying damages, and our fellow-citizens condemned in heavy costs. — The citizens of the United States dwelling in the Mississippi Territory as well as the inhabitants of Luisiana, receive their cloathing and other necessary supplies, in American vessels, by the way of New-Orleans: but the British cruisers say they shall not have “unwrought iron” to be wrought into husbandry utensils, nor nails to build houses, nor paints to shield these from the weather and the burning sun of that climate and for internal decoration, nor coarse linens for their negroes and servants and to make bags for their cotton. — It was not easy to have foreseen such abusive constructions of the general words “whatever may serve directly to the equipment of vessels”, but they may have their use in our negotiating future treaties, by preventing the admission of any article to be contraband *unless expressly mentioned*. — And yet what can avail the most careful enumeration, without fair and upright interpreters of a treaty or a law? Under the words “unwrought iron” we had just reason to conclude that every kind of *bar iron* would have been exempt from confiscation, as literally “excepted” by the treaty. Yet, as I have mentioned in a former letter, the British vice-admiralty courts, making a distinction, as frivolous as unwarrantable, between *flat bars* & *square bars*, have condemned the latter as contraband, because [they] more easily than the former [can be wrought] into ships bolts: But at another time, they may, if *square bars* are wanting, condemn the *flat bars*; for these are most easily wrought into *bands, hatch-bars* and *chain-plates*.

I have lately received a proclamation, apparently an original, of rear-admiral Pringle, commanding at the Cape of Good-Hope, forbidding all vessels, the British excepted, killing whales or seals on the coasts of that Colony, within five leagues of the land; threatening, in case of disobedience to his order, to seize and send them to the Cape to be proceeded against *according to law*. A copy is inclosed, with some depositions annexed. In the deposition of Zebdiel Coffin, Master of the American Whaling ship *Joanna*, you will see one instance of mischief arising out of this, as I conceive, unlawful order. It was doubtless levelled against American vessels alone, for I believe they are the only vessels, besides the British, accustomed to take whales on that coast. This I also believe was a region where our vessels had usually taken whales long before the British got possession of the Cape; and where we had no reason to expect any interruption.

By the next packet, I will transmit the original proclamation of Admiral Pringle — if it be an *authentic* original — of which I entertain some doubt. Inclosed is an exact copy taken by the copying press, of the name of the Admiral, and of Charles Clarke who countersigns the proclamation. Cha<sup>s</sup> Clarke appears, by the annexed depositions, to be himself the master of a whaling ship from London, and the person by whom the American whalers were interrupted.

With these documents you can state the case to Lord Grenville, and I trust have removed all obstructions to our future fisheries on the African coast. At any rate, it will be best now to come to some understanding on this subject.

According to the proclamation, one would suppose the British Admiral considered the vast territory from Cape Negro on the West, to the Bay Delagoa on the Southeast coast, as pertaining to the quondam Dutch Colony of the Cape of Good-Hope.

I have the honor to be, &c.

TIMOTHY PICKERING.

[SDA. Dip. Cor. Inst. to Min. Bk. 5, 1798-1800.]

To Robert Liston, British Minister and Envoy Extraordinary, to United States,  
from Secretary of State

DEPARTMENT OF STATE

Philad<sup>a</sup> May 11<sup>th</sup> 1799

ROBERT LISTON Esq<sup>r</sup>

*Minister Plenipotentiary &c*

SIR I inclose a letter handed to me to day by M<sup>r</sup> Francis Breuil, who is a citizen of the United States, from Captain William Lake, master of his brigantine *Neptune*, which has been taken by the British sloop of war the *Albicore*, Capt White, when coming home from St Domingo *in ballast* having carried French passengers thither with the President's permission, and being furnished, as a flag of truce, with your own passport. It is not necessary, for me to add any reflection to those of the master, which appear very natural. M<sup>r</sup> Wigglesworth being bound directly to Kingston, whither the *Neptune* has been carried, you may deem it expedient to avail yourself of the opportunity to write to the Governor or other authority in Jamaica concerning this extraordinary capture.

I have the honor to be &c &c

TIMOTHY PICKERING

P. S. To prevent mistake, it is proper for me to say, that the *President's permit* is lodged with the Collector of Philadelphia to authorize his clearing out the vessel with French passengers: your passport, I suppose was on board.

[SDA. Dom. L. Vol. 11, 1798-1799.]

To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

N Department May 11<sup>th</sup> 1799

STEPHEN HIGGINSON Esq<sup>r</sup>

*Boston*

SIR The Ship *Merrimack* Cap<sup>t</sup> [Moses] Brown may be expected to arrive at Boston as soon as this letter; I request that you will furnish this Vessel with as much provisions as she can conveniently carry, and any other necessaries she may require, as she will be wanted to proceed immediately on a particular Object. —

Cap<sup>t</sup> Barry just ret<sup>d</sup> says the *Merrimack* will not carry more than two months provisions: and that she is not so fine a Vessel as was expected —

I have the Honor<sup>e</sup> & &c

[NDA. GLB, Vol. 2, 1799.]

To Midshipman Horner Jennings, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department May 11 — 1799.

M<sup>r</sup> HORNER JENNINGS

Annapolis

SIR I have received your letter of the 3<sup>d</sup> Ins<sup>t</sup> — You will have an opp<sup>y</sup> of entering into active service on board one of the ships building by the Merchants at Balt<sup>o</sup> and as soon as you hear that either of them is launched, you will repair to that place, and I will give orders for the advance of the pay you are entitled to. —

I am Sir

Y<sup>r</sup> &c

[NDA. OSW, Vol. 2, 1799.]

To Secretary of the Navy from Gibbs & Channing, Navy Agents, Newport, R. I.

NEWPORT May 11<sup>th</sup> [?] 1799

SIR We received your favor of y<sup>e</sup> 22<sup>d</sup> April — and in reply assure you, that nothing is, or shall be wanting on our part to retard the sailing of the *General Greene* — Which depends on the compliment of men being obtained, and the dispatch on board in getting her ready, which we are of opinion ought to be in fifteen days —

The Clothing for the Marines have been supplied some time ago — The *Gen<sup>l</sup> Green* will carry water and provisions for six months, and if necessary can take some provisions for the Ship she is to relieve —

You may rely, that we have been & are extremely anxious to get this Ship away, and we can with great sincerity say, that no Vessels of our own have engrossed so much of our attention and exertions —

HON<sup>o</sup> BENJAMIN STODDERT ESQ<sup>o</sup>

Secretary, Navy Department

[Newport HS, Gibbs & Channing LB, 1799.]

To Major Commandant W. W. Burrows, U. S. Marine Corps, from First Lieutenant Robert Rankin, U. S. Marine Corps

ON BOARD THE U. S. SHIP *Montezuma*  
11<sup>th</sup> May [17]99 Off New Castle

W. W. BURROWS ESQ<sup>r</sup>

SIR, I beg leave to inform you that we arrived here this evening, but am sorry to say that out of my small Detachment we have lost four of our Marines by fevers in the West Indies — viz Mich<sup>l</sup> Hughes, Ja<sup>s</sup> Edwards, Shedrach Kinsey & John Stucky and that two of the Men now with me, Dennis Connelly, & Ja<sup>s</sup> M<sup>r</sup> Manimy, are unfit for duty, on board of a Ship, although they might do in Camp — the former is troubled with a rupture, & the latter has been sick almost the whole Cruise, owing to a Venereal complaint. — I shall transmitt you a list of Inspection, &c — in a few Days, and an acc<sup>t</sup> of the Ammunition that will be wanted for the next cruise which Cap<sup>t</sup> Murray expects will be only three or four months, so as to make up a Years service

for the Ship — I beg the favor of hearing from you on receipt of this; & hope to have the pleasure of personally paying my respects to you in a short time. I remain w<sup>th</sup> much respect

Your mo: ob<sup>t</sup> S<sup>t</sup>

ROBERT RANKIN  
[First Lieutenant of Marines]

I have sent by Cap<sup>t</sup> Price a turtle which I hope you will accept of.

[MCA. LR, 1799.]

[11 May 1799]

**Protest of Knowles Adams, Captain of the Ship *Mary Ann*, captured by four French privateers one of which was the *Democrate***

### Translation

In this City of Algeziras the fourteenth day of May one Thousand Seven hundred & Ninety-nine before me a Notary Public of the number of this said City, duly authorised to act in said Capacity, personally appeared the Witnesses & a person accompanied by M<sup>r</sup> Patrick Mullony as Vice Consul of America & in quality of interpreter understanding the English or Language of North America, as also Spanish which person mention'd his name to be Knowles Adams & was Master of the American Ship called the *Mary Anne*, who declared that said vessel being staunch & in good order sailed in fine weather from the Island of Terry [or Teney] with a cargo of from seven to eight hundred Barrels of flour destin'd for Cadis & Malaga or Barcelona the 2<sup>d</sup> day of the present Month of May: & that he brought also exclusive of said Cargo for his own Account & as an adventure fourteen Boxes of Havana Cigars, Six Barrels of Bees Wax, Six Barrels of leaf Tobacco, four hundred & fifty pieces of Nankeen, one Cask of Ginger, two Casks of Hams & other trifling Articles all which may be worth from about Two Thousand six hundred, to two Thousand seven hundred hard Dollars according to Invoice: that he continued his voyage without any particular occurrence worthy of attention until the eleventh of the said Month when about the distance of three leagues a little more or less to the Southward of Cape Trafegar there appeared four french Privateers who commenced firing at him, when an engagement ensued which he vigorously sustained for the space of an hour & half until he had one man killed & five wounded, this circumstance together with the number of people in the French Privateers & three other french Privateers in sight, tho' not within Gun shot obliged him to strike his Colours & said four Privateers having boarded him one of which he knows to be called the *Democrate* Cap<sup>t</sup> Blar Garniar, the French men came on board armed & being enraged treated the Crew of the *Mary Ann* with much rigor & severity, robbing the wearing apparel of said Master & crew & took possession of the Papers & command of the vessel & brought her to this Port where they anchor'd her the following day the 12<sup>th</sup> without permitting any person going on shore until this day nor even speak to any person, so that by this absolute proceeding they were not permitted to be spoken to by their Vice Consul above mention'd nor would he be suffer'd to go on board the vessel, that in consequence of this & being now brought on shore to give their declaration they immediatly presented themselves & make the present manifestation, which they



assert to be in due form & to be true & genuine & for its corroboration the three witnesses also presented themselves who by means of the said Interpreter mention'd to be named Augustin Griffith, Alexander Storey [or Staney] & George Tucker & were part of the crew of said Ship to whom the foregoing being read & translated by said Interpreter they unanimously declare by the same interpretation its being true & exact in all its parts, & every thing the Captain mentions actually happen'd which they knew as well from having heard the Cap<sup>t</sup> mention it as being present & suffer'd the same themselves & that the whole is true by virtue of an Oath which conformable to Law & by means of the Interpreter they where respectively administer'd being all of the age required therefor to say Twenty Six, Twenty & Twenty two years of age & said Master in consequence hereof protests in due form & according to law that the injurys, damages &<sup>ca</sup> that by the natural effects of bad weather he may have experienced during his voyage in the vessel & Cargo are not for his account or risk as he protests against the Sea, Winds & Waves & against whomsoever it may concern as by law he is entitled: that also & in the same solemn manner he Protests that his detention, capture engagement, robbery, loss, & injurys to the vessel & Cargo, Adventure & every thing that has happen'd or that may hereafter happen his said vessel & Cargo is not for his account or risk nor that of his owner, freighter, or any other in any way interested, that they are to have claim against said Privateers, their Commanders, & owners, & against the French Directory, Consulate or any Tribunal that may sanction these proceedings & also against the respective underwriters or whoever in Justice he has a right to make claim on, according to the Nature of the case & that he may do so & at all times whenever he finds it necessary this declaration of the partys is reduced to a Public Instrument & I request it will be given full faith & Credit to which I hereby confirm by the interposition of said Vice Consul & Interpreter who has also sworn in due form & according to law & I hereby give Testimony of his having cumplyed truly & faithfully the Office of Interpreter & all partys sign the present: John de Lerena, Sebastian de Aquilar & Rocha & John Garcia & Chica, residents of this City as Witnesses: Knowles Adams, Augustin Griffith, Alexander Staney, [or Storey] George Tucker, Patrick Mullony, Anthony Agredano, Notary Public —

NOTE.—In Algeziras said day, Month & Year I gave a copy to the Cap<sup>t</sup> on a Sheet of Stamp paper on the third stamp which I testify—

AGREDANO—

This is Copy of its original & note in the margin Register'd in my books of Public Documents in my possession & Office which I certify & refer thereto & at the request of said Cap<sup>t</sup> herein mention'd, I give the present on a sheet of stamp paper of the third stamp which I sign in the City of Algeziras y<sup>e</sup> 3 June of the Year already mention'd —

Sign'd — ANTONIO AGREDANO

Notary Public —

Copy —

Patrick Mullony Vice Consul for the United States of America in Algeziras — Do hereby Certify that the foregoing Protest signed by

Antonio Agredano is the Real Notary Publick of this Place to whom all Credit is given in & out of Courts —

Sign'd by my hand & Seal of Office in Algeziras 3<sup>d</sup> June 1799 & of the Independance of the U. S. the Twenty Third —

Sign'd — PATRICK MULLONY

I, Joseph Yznardy Pro Consul for the U. S. of America in the Provinces of Andalucia Galicia & c<sup>a</sup> & c<sup>a</sup> resident in Cadiz — Do hereby Certify that the foregoing is a true and faithful translation from the Spanish language of the Protest made by Knowles Adams Master of the American Ship *Mary Ann* & that the signatures annexed the Original of Antonio Agredano & Patrick Mullony the former Notary Public & latter Vice Consul for the U. S. of America both residing in Algeziras are respectively their true & lawful Signatures —

In Testimony whereof I hereunto Sign the Present & Affix the Consular Seal of my Office in Cadiz this 8 day of June 1799 & of the Independence of the U. S. the Twenty third —

In absence of M<sup>r</sup> J. Yznardy

ANTHONY TERRY  
*Vice Consul*

[NOTE.—See Memorial of Benjamin B. Mumford under date of 30 June 1799.]  
[SDA. Spol. Cl. SC, 1819, Vol. 55.]

[11 May 1799]

Extract of a letter from Captain Knowles Adams, of New Bedford, commanding the armed merchant Ship *Mary Ann* belonging to New York

CADIZ, *May 22, 1799.*

"I am sorry to be under the necessity of writing you upon so different a subject from my last. On the 2<sup>d</sup> inst. sailed from Guernsey, bound to Malaga and Barcelona, with nothing to render our passage unhappy, until the 11th, arrived off Cadiz, thinking to have found the English blockading this port, but to my great surprise, found no English ships here — immediately began to apprehend danger, which at 12 on meridian was but too well founded; we descried from the mast-head seven French privateers, the wind dying away fast at the same time, 5 of them with the help of their oars, soon came up with us; on which an action commenced, which continued without ceasing one hour and 47 minutes; having in the course of this time one of my men killed, and 7 wounded, which you must think had weakened my small number considerably, and it being dead calm, and overpowered by numbers, I thought resistance no longer useful or prudent, and struck my colours, with hopes of mercy, but to my sorrow found little — true, my life was spared me, for which I am very thankful, and for which I am (under God) indebted to a Frenchman, who was far more humane than the rest — several attempts were made to dispatch me, which certainly would have been done had not this Frenchman interfered — So savage were they that they beat our wounded in a most shocking manner; they knocked me down, & beat me, while others were attempting to stab me — not a man escaped their barbarity. They took from us every thing except what we stood

in, even our hats from our heads, — Our ship is a most shocking sight to behold, cut all to pieces; my poor countrymen are more or less sharing the same fate every day — A ship from Baltimore, bound to Leghorn, was brought into Algesiras the day after me, mounting 20 six pounders, and 25 men, the Captain dangerously wounded; he fought them an hour and an half.

“They would not allow us to go on shore for forty hours after getting into port, nor permit any one to speak us from the shore, nor even our Consul, nor allow us to bury our dead: keeping Mr. Mumford (my merchant) and myself in close confinement, no clothes to wear, nor any thing to lie on but the ballast in the hole.

“The Privateers are now much larger than when I was out in the *Commerce*; those that captured me, three out of the five, mounted six twelves and two eighteen’s, 90 men each — none less than 50 — made up of all nations, I am sorry to say many Americans.

“We were captured on the 11th, carried into port the 12th, the 14th passed our declaration; our papers sealed up and sent to Cadiz — On the 19th, Mr. Mumford and myself arrived safe at Cadiz, each in perfect health where we now are waiting our condemnation, which we expect will take place soon.

“My conduct through the whole of this business seems to have met the approbation of every American, together with that of our Consuls, who flatter me with its meeting the approbation of all whom it may concern. — I have given the French Consuls here, a true representation of their barbarity, together with a list of every thing they robbed me of, and have their promise that my wearing apparel shall be restored. I have not much hopes of recovering any of my property, for they are much enraged against me for contending with them so long. Many on their side were killed, as appears by their own account, and they always make their loss as favourable as possible. My return home is uncertain.

*Adieu.*

“KNOWLS ADAMS.”

[LC, Mass, “Independent Chronicle”, 29 July to 1 August 1799.]

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Extract from Captain Thomas Truxtun’s journal, U. S. Frigate, *Constellation*,  
Saturday, 11 May 1799

Moderate Breezes with squally, misty, and uncertain Weather accompanied with Rain. Employed at Sundries.

[Long’d. Account 65°.25’ W.]  
[Lat’t. ob’d. 24°.16’ N° ]

[HS of PA. NDA photostat.]

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Extract from journal of James Pity, U. S. Frigate *Constitution*, 11 May 1799

Moderate Breezes & hazy employ’d woolding the fore Mast  
at 3 PM Set the fore Top Sail close reef’d  
at 10 saw several tide rippes

At Midnight Moderate at 3 Vble Winds and a rough Sea. Saw a sail bear<sup>s</sup> W.N.W Up Main Top Gallant Yard and bent the Middle Stay Sail Employ'd Scrubbing & Cleaning between Decks  
[Latitude In 42.34 N<sup>o</sup>]

[NDA.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday 11 May 1799

First part fresh breezes & foggy  
At 3 PM sounded in 50 fathoms water  
Middle part fresh breezes & pleasant weather  
At 5 AM saw Cape Cod bearing South dist. 5 leagues  
At ½ past 11 saw Boston light house W by N 6 leagues  
At Mer<sup>dn</sup> fir'd signal Guns for a Pilot, several sail beating into the Bay — Ends pleasant.

[HS of Old Newbury, Mass., NDA photostat.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Saturday, 11 May 1799

Pleasant breezes and good weather, all hands usefully employed — Received on board a Cask of Molasses & 2 Firkins of Butter, got all clear for Getting under weigh 4 pm. hove ½ past 5 Weighed, and came to Sail, 10 PM. the N W<sup>t</sup> point of Martinico bore E N E<sup>t</sup> 2 Leagues distance & at Midnight S.E<sup>t</sup> 4½ Leagues distance 5 AM. The East part of Dominico bore N E B N<sup>o</sup> 4 Leagues Distance The west point of D<sup>o</sup> N W B W<sup>t</sup> 2½ Leagues ½ past 5 Saw an American Schooner laden with Lumber — @ 7 AM. saw the Town of Rosseau bearing North, sent the Jolly boat with a Midshipman, on board the before ment<sup>d</sup> Schooner with an advertisement to the Merchants & American Masters in Roseau to be put up in the Coffee House Announcing to them — That The U N S. Frigate *Geo. Washington*, and *Pickering* (Sloop of War) would pass on Thursday the 16<sup>th</sup> Inst. with a Convoy, and that those who wish'd might benefit by their protection — at 8 AM. the Boat returned & informed. The Schooner was from Kennebec 60 Days out — 2 Sail in sight hoisted signal N<sup>o</sup> 7 — Noon light breeze & pleasant Weather Saw a Large Ship ahead — Saints bore N B W<sup>t</sup> 8 Leag<sup>es</sup> dist<sup>o</sup> Broach<sup>d</sup> a Cask of Water in the main hold — Rec<sup>d</sup> on b<sup>d</sup> a Searjant of Marines and 10 Mariners from the *George Washington* (to go the Cruize)

[LC, EPP, 1799.]

To Commanders of U. S. Ships of War and Armed Vessels from Edward Stevens,  
U. S. Consul General, St. Domingo

CAP FRANCOIS 12<sup>th</sup> May 1799

GENTLEMEN The Government of S<sup>t</sup> Domingo, having taken the most effectual Measures to prevent the Depredations of French Privateers on the Commerce of America (as you will observe by the inclosed Arreté) and having evinced a sincere desire to protect American Vessels, and correct the various abuses to which the Neutral Nations have been hitherto subjected, it appears to me an

Act of Strict Justice, that the United States should pay an equal Degree of Respect and Attention to the Merchant Vessels of this Colony. I have written very fully to the Government of America on this subject, and have no doubt but the necessary Arrangements will be soon made.

I beg leave therefore to suggest without dictating to you, the propriety of suffering all Vessels, fitted out in this Colony, for the purposes of Commerce to pass unmolested. Such a conduct on the part of the Armed Vessels of the United States, will tend very much to preserve that Harmony which now happily subsists, between the two Countries, & to give permanency to a Commerce as beneficial to America as it is to the Colony of S<sup>t</sup> Domingo. — The Schooner *Boulineuse* Cap<sup>t</sup> Julien Gingen, which is furnished with this letter, is fitted out merely for the purposes of Trade, and has no Commission either as Privateer or Letter of Marque.

I therefore recommend it to you Gentlemen to permit her to pass without hindrance or Molestation. I am with perfect Truth, and Regard

Gentlemen

Your most obe: hum<sup>e</sup> Serv

(Sign'd) EDWARD STEVENS.

*The Commanders of the Ships of War and Armed Vessels, of the United States of America.* —

[SDA. Cape Haytien, CL, Vol. 1, 1797—1799.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Sunday, 12 May 1799

Light, and moderate Breezes alternately, and the Weather much more settled and pleasant, than we have experienced it for some Days past.

Burnt Devils as usual &c: &c: &c: Nothing remarkable.

Long'de. Account	66°.10' W.]
Latt'de. ob'd.	25°.34' N°]

[HS of PA. NDA photostat.]

Extract from log of U. S. Frigate *Constitution*, Captain Samuel Nicholson,  
U. S. Navy, Sunday, 12 May 1799

Moderate breezes and Cloudy At 1 Tackd to the Northward between Georges Bank and Cashes ledge

PM At 6 Saw a strange sail bearing N W by W

At 8 Fresh breezes and Cloudy Tackd to the Southward Supposed to be near Cashes ledge At 10 Tackd to the Northw<sup>d</sup>

At 12 D<sup>o</sup> Weather

At ½ past 1 the wind vore [veered] to W by S, Wore ship to the Southward and Sounded 80 fathoms Soft Mud & Stickey bottom. at half past 2 fresh breezes and Squally Up Mainsail and handed the Fore topsail. At 4 Moderate breezes and cloudy Made and Shortnd sail as nessasary

AM At 7 Saw a strange sail steering W by S

At 8 Tack'd to the Northward, at 9 light airs and variable Tack'd to the Southward. Sounded 140 fathoms Soft Mud

At 11 Spoke with an American Schooner from Beverly bound out on the fishing business

[Latitude Observed 42. 32 North]

[NHSC, NYHS.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 12 May 1799

Begins with pleasant weather & light flattering winds at 4 PM took a Pilot at 9 Squally — came too in Nantasket roads in 7 fath<sup>s</sup> water the Light house bearing N b E  $\frac{3}{4}$  of a Mile hard squalls attended with rain

Latter part Squalls of Snow & rain & very cold for the Season

[HS of Old Newbury, Mass., NDA photostat.]

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Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Sunday, 12 May 1799

Light breeze & pleasant weather made Signals to the Ship before mentioned (not Ans<sup>d</sup>) The Fort on the N<sup>o</sup> Point of Prince Ruperts Bay bore N<sup>o</sup> E<sup>t</sup> distan<sup>ce</sup> 3 Leagues and the South point bore E<sup>t</sup> NE<sup>t</sup> distance 5 Miles  $\frac{1}{2}$  past 1 Pm. hoisted a R & W Flag at the F. T. G Mast Head, the above Ship being close under the Fort having English Colours hoisted — Fresh breeze & Squally handed Top Gall<sup>t</sup> Sails & reef<sup>d</sup> top sails — from 2 to 4 turning into the Bay 4 pm. the English ship at anchor, spoke her she proved to be H.M. Ship *Unity* — Lowered the Jolly Boat down and sent the Purser on Shore —  $\frac{1}{2}$  past 4 the Jolly Boat ret<sup>d</sup> hoisted her in and made Sail — Squally, Wind Variable, East point of the Saints bearing N B W<sup>t</sup> 7 Leagues distance N<sup>o</sup> point of Dominique N E. distance 3 Leagues

Midnight moderate breeze & pleasant Weather Dominica bearing S. W B S<sup>o</sup> dist. 3 Leagues, made & shortened sail occasionally 4 A M. Moderate breeze & Cloudy

8 A M. the centre of the Is<sup>l</sup> Marigalant bore N W. dist<sup>ance</sup> 3 Leagues

Noon moderate breeze & pleasant weather, Marigulants W B N<sup>o</sup> The centre of Grand Terre N W B<sup>t</sup> east point of Descada N N E 5 Leagues distance

Broached a Cask of Water expended 70 G<sup>s</sup>

[LC, EPP, 1799.]

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To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Dep<sup>t</sup> 13 May 1799.

THE PRESIDENT OF THE UNITED STATES

SIR, The Frigate *United States* arrived on Friday — the *Montezuma*, Murray, the *Herald* Russell, & the Revenue Cutters *General Greene* & *Scammel*, have since come into port. The copy of Cap<sup>t</sup> Murray's letter which I have the honor to enclose, contains every thing of importance by these Vessels — Cap<sup>t</sup> Tingey has sent in a prize,

a small vessel not yet come up to the city, tho' she is I understand in the river. Every Exertion shall be made to get these Vessels to Sea without delay. Having just rec<sup>d</sup> acc<sup>t</sup> of their arrival, I have not time to be more particular.

I have the honor &c &c

[NDA. Nom. Appts. LB, 1798-1820.]

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To Captain John Barry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 13<sup>th</sup> May 1799*

COMMODORE BARRY

SIR I think it will be best for you to discharge as many of your men as can be spared from the necessary services on board, whose times expire in this month and next — the sooner they are discharged, and have an opportunity of spending their money, the sooner they will enter for another year. —

Every arrangement ought to be made as quickly as possible for getting the Ship in order for service — and for getting a new Crew. — As soon as I know what will be wanted, I will take effectual steps to prevent any delay on my part. —

I have the honor &c

[NDA. OSW, Vol. 2, 1799.]

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To Captain Alexander Murray, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*N Department May 13<sup>th</sup> 1799*

Cap<sup>t</sup> ALEXANDER MURRAY

*New Castle*

DEAR SIR I have this morning rec<sup>d</sup> your favors of the 30<sup>th</sup> Ult<sup>o</sup> & 11<sup>th</sup> Ins<sup>t</sup> — I called on the health Officer, who gave me little encouragement to expect that you could be permitted, to come to Phil<sup>a</sup> quickly. — There is to be a meeting of the board of health, this afternoon, when I will lay the contents of part of your last letter before them — but I suspect you will be obliged to content yourself about NewCastle, for some Days. I think it would be advisable to take the Ship to some high & healthy part of the Delaware, if there be any such place about New Castle — and land the Crew, at least part of the Crew, for recreation; after having been so long at Sea, they must stand in need of some such indulgence — and they ought to be supplied with fresh provisions, vegetables, & every thing that can contribute to their comfort. — I do not wish unless it be your wish, that you should go out again in this Ship — a better one can be found for you in the Course of a few Months — either the *Insurgent*, the Frigate at Norfolk, or some one of the Frigates — you are well entitled to such a Vessel — and it gives me pleasure to be able to assure you, that the President is as well satisfied of this as myself & would give you a Ship of the line if he could. —

M<sup>r</sup> Miller will go down in the Stage boat tomorrow — by him I will send you some mony, for your Crew, and refreshments. — It is unreasonable to send the *Montezuma* again to sea, without allowing the Officers & Men, sometime to be on Shore, & to see their friends. — But, they could neither come to this place, nor to go to Baltimore, without exciting great alarm; — I contemplate therefore, that after rec<sup>d</sup> provisions &c — & remaining 8 or 10 days to send her another cruise. — I should be very glad to hear from you on this subject, to receive returns of provisions & Stores wanted — to last to the end of the year for which the men are engaged — and also your opinion of the Merits of your L<sup>ts</sup> & Midshipmen — I know not yet who is to command the *Montezuma* if you give her up — I suppose you have not fallen in with Tingey and therefore send you the copy of a letter written by him; — also some Laws respecting the Navy & the health Law, which I have not had time to read.

I am with great esteem &c &c

[NDA. OSW, Vol. 2, 1799.]

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To Captain Nicholas Johnson, Agent for vessel building at Newburyport, Mass.,  
from Secretary of the Navy

[PHILADELPHIA]

*Navy Department May 13<sup>th</sup> 1799*

NICHOLAS JOHNSON Esq<sup>r</sup>

*Newbury Port*

SIR I am honored with the receipt of your letter of the 6<sup>th</sup> Ins<sup>t</sup> and shall send the Bolts you require. — The Sheathing Copper, & Nails I presume you cannot procure, & therefore they shall be furnished from hence also. —

I will shortly send you a list of the Military stores, and inform you which of them can be furnished here. — You may have the Vessel rigged as a Ship as you propose & she may be called the *Warren*. —

I am Sir &c &c

[NDA. GLB, Vol. 2, 1799.]

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To John S. West, Marshal for the District of North Carolina, from William Winder,  
Accountant of the Navy

[PHILADELPHIA]

*Navy Department*

*Accountants Office May 13<sup>th</sup> 1799.*

JOHN S. WEST Esquire

*Marshal for the district of North Carolina*

SIR The accounts of William Dudley for confining and mentaining of five french prisoners in Newburn Jail transmitted from the treasury department to this office in February last has been examined and admitted and a warrant N<sup>o</sup> 382 has been drawn by the Secretary of the Navy in your favour for the amount to wit One hundred and three dollars and ninety five cents which sum will be remitted to you by the treasurer of the United States and you will be held accountable



to the payment thereof to Dudley whose receipt you will therefore please to procure and forward to this office.

The French prisoners here are confined in the different Jails under the directions of the Marshal and receive daily one pound of coarse bread half a pound of meat and one pound of potatoes or other vegetables of equal nutriment to that quantity of potatoes: which the marshal contracts to have them furnished with on the best terms he can, and he has in cases where humanity absolutely requir'd it furnished them with cloathing. You will please to do the same with the prisoners in your district (until you shall receive further directions from the Secretary of the Navy) and forward your accounts therefore with such bills receipts vouches and explanations as will substantiate the charges against the French government in the event of a treaty stipulating a settlement of accounts for prisoners

I am Sir

Your Ob<sup>t</sup> Serv<sup>t</sup>

WILLIAM WINDER  
Acco<sup>ty</sup> of the Navy

[NDA. LB, N. Dept. Accts. Of., 1798-1800.]

To Secretary of State from Josiah Blakely, U. S. Consul, Santiago, Cuba

S<sup>t</sup> YAGO DE CUBA 13 May — 1799

(copy)

SIR The derangement of business caused by the fever last summer & fall, in N. York prevented my leaving there 'till April last. On the 28 of the same month I arrived here. When within two leagues of the Moro a french privateer was between us & the entrance of the harbour. I, with my papers, took to the boat, & rowed for the castle. The privateer took the vessel, & ordered the master to follow him to S<sup>t</sup> Domingo. But on being told who I was, & that I had gone, with the papers to the castle to demand protection, from which the vessel was not then more than half a league, the privateer left the vessel, & she was soon in port.

Next morn. I waited on the Gov<sup>t</sup> Lord Kindeland, — was received with great politeness & friendship. Told that "it was unusual for the King of Spain to give exequaturs to consuls in his colonies, yet he would write & see if he could obtain one for me". That "he was very glad the president of the U. S. had sent a consul to reside at this port, as an Agent for the americans was much wanted here". Tho, "he could not now acknowledge me as consul, he could & would consider me as Agent for my countrymen — Would with pleasure hear any & all, proposals, I might have to make for the encouragement & increase of Trade & good understanding between the two nations." — Invited me to dine with him next day. Offered me his home till I could provide myself with one; & begged that I would, at least dine with him every day — Instantly gave orders for me to land & sell the whole of my Cargo. — Has returned my visit & appears pleased that I am here.

This city is much larger than I expected to find it, — 3,000 houses. Americans will not now meet with those detentions they have

done. — Ten Americans here when I arrived, six loaded with valuable cargoes now wishing for a convoy. This is one of the best — safest harbours on the globe. This city is six miles from Moro castle. The river like a beautiful narrow lake. High land on each side & plenty of water. Entrance at the Moro easy & safe, A few yards within which a ship is safe in any wind.

The french privateers come into the port. — & hide in the bays the whole southside of this Island, — Not one of our Ships of War, I am but told, have ever yet visited this harbour. A circumstance which the Americans here, & who use this trade, much lament. A small ship of war on this side this Island would be a *pleasing* protection to this & the adjoining ports. Water here is good. — fresh beef & Vegetables plenty & cheap. Should the enemy privateers continue to carry our vessels into S<sup>t</sup> Domingo it will increase the want of protection to our trade at this port.

With Sentiments of the highest respect & consideration, your most<sup>d</sup> obd<sup>t</sup> Serv<sup>t</sup>

JOSIAH BLAKELY.

*Consul of the U. S. at S<sup>t</sup> Yago de Cuba*

[SDA. Santiago de Cuba. Vol. 1, 1799–1836.]

To Major Commandant W. W. Burrows, U. S. Marine Corps, from Second Lieutenant David Stickney, U. S. Marine Corps

U. S. SHIP *Merrimack* NANTASKET ROAD,  
May 13<sup>th</sup> 1799

WILLIAM W. BURROWS ESQR

SIR This will inform you of the arrival of the Ship, & likewise the detachment of Marines under my Command. I have had the misfortune to lose my fifer by death, it was occasioned by a fall from the gangway on the Gun deck which terminated in a fever, he died March 14<sup>th</sup> & likewise one private by sickness, his name is Eben<sup>r</sup> Towle, he died March 1<sup>st</sup> 19, I have a private on board by the name of Chester Allen wich was sent from Springfield by L<sup>t</sup> Lilley, he was inlisted by L<sup>t</sup> Colton, wich has been unfit for duty more than half of the time he has been on board, occasioned by sickness he has been afflicted by the rheumatism, and has been delirious at times, he appears like a person who is worn out he informs he is 55 years of age, he has the appearance of 60, he is unable to bear any kind of fatigue, I shall wait your order on the subject, what is to be done with the Marine clothing which those that have died have left, I have in my possession at present, A number of the Marines have lost their hats over board by accident, and I have procured others for them, will Government allow them, or must they pay for them themselves, the Hats that I receiv'd from the agent for them, were of a bad quality, after they had been wet a few times they cracked & broke very much, so badly that some are worn out, and I have replaced them by others, shall I send you the remainder of the money that I received of you on account with the purser for it. I send you an inspection return, if it is not made out agreeable to your wish, I will alter it to any form

that you may give me, if there is any thing more that is necessary for me to send you I wish you to inform me of it and I will send it.

I am Sir Y<sup>r</sup> Obed<sup>t</sup> Serv<sup>t</sup>

DAVID STICKNEY  
Lieut of Marines on board the *Merrimack*

[MCA. LR, 1799.]

[13 May 1799]

Protest of Lewis Bosworth, Master of the Sloop *Union*, captured by French armed Schooner *Alliance*

By this Publick Instrument of Protest Be it known and Manifest — That on the Twenty Second Day of June A D 1799 Before me Sam<sup>l</sup> Chace Esq<sup>r</sup> Publick Notary Duly admitted & sworn for the Town & County of Providence State of Rhode Island &<sup>c</sup> — Personally appeared & came Capt Lewis Bosworth late Master & owner of the Sloop *Union* — who is just arrivd here from S<sup>t</sup> Thomas and Being Engaged in Due Form of Law — Doth Depose and Declare That He saild out from Hence as Master & Owner of said Sloop *Union* on the Ninth day of April last past, with a cargo consisting of Beef Pork Codfish &<sup>c</sup> Bound for the Island of S<sup>t</sup> Thomas— That on the thirteenth day of May 1799 — He was captured in Latitude 20 & 25 North and in Longitude Sixty two West. By a French Armd Schooner, *Alliance* of Gaudaloup commanded by one Dupuy — who took from him His Vessel & Cargo together with all his Cloaths His Instruments and all his & the vessells Papers including Her Register nor could He ever after have any of them returned to him That He made a Protest on his arrival at the Island of St Bartholomews Before Job Wall Consul there

LEWIS BOSWORTH

And now at his Request & in his Behalf I Do Here Publickly & solemnly Protest against the said Capture by the said armd French schooner made upon him: whereby He has lost His Sloop & Cargo his Cloaths his Instruments and his Register with all other his Papers as aforesaid & his Watch — and against all Loss Cost Damage & Detriment that has hapnd thereon, or that may yet arise or accrue to Him or the underwriters or any others anyways Concernd in said Vessel & Cargo &<sup>c</sup> &<sup>c</sup>

[RIHS.]

[13 May 1799]

To Smith & Ridgway, from Peter Odlin, commanding Brig captured by French Privateer *La Victoire*

St. JOHNS PORTORICO May 26<sup>th</sup> 1799

Duplicate  
Mes<sup>rs</sup> SMITH & RIDGWAY

GENTLEMEN I am Sorry to inform you of my Misfortune in being taken by the french privateer called the *La Victoire* Capt<sup>d</sup> Lafitte Mounting 10 Guns & 70 Men on the 13 of May in Latt<sup>d</sup> 24. 16 Long

63-41 and Sent into this port they have already Stript the Brig and Sold the flour to the Governor at Six dollars per barrel and Sent the papers to Guadaloupe for Condemnation they took Every thing from me Except my Cloths they have not made a prisoner of me but the Governor does not allow us to go ashore I should have Come home by this opportunity but I am agoing to St. Thomas to see if I can raise funds to purchase the Brig in if she sells Low for your Account and shall draw on you and Give you information if I purchase so that you can insure her home if I cant raise funds to purchase the Brig at St. Thomas I shall Come immediately home from there as there is no use of my staying for the Copy of Condemnation as I can leave a power here to get it and have it Sent on as I have nothing to Support me here Enclosed you have my protest I think best for you to abandon her as there is no probability but she will be Condemned if you are insured which I hope is the case I have Sent all my people away and shall not buy the Brig if she goes higher than 1500\$ as she is Stript of almost Every thing & 5 of her principal Sails and it will Cost a large Sum to fitt her out and get her home and dont [consider] her an object to purchase at an higher Rate if I leave here I shall Leave a power with Some person to get the Copy of Condemnation and Send it on —

I Remain with Respect  
Yours

PETER ODLIN

Duplicate I sent the 1<sup>st</sup>  
via baltimore by my  
Mate who can give you Every information  
[SDA. Spol. Cl. SC, 1819, Vol. 28.]

Extract from Captain Thomas Truxtun's Journal, U. S. Frigate, *Constellation*,  
Monday, 13 May 1799

Light Breezes, and squally, uncertain Weather.  
Employed repairing the Rigging, and Sails, and putting the Ship  
in the best possible Order.

Long'de. Ob'd.	}	66°.54'W.
☉ West of ☽		
Latt'de. Ob'd.		

[HS of PA. NDA photostat.]

Extract from log of U. S. Frigate *Constitution*, Captain Samuel Nicholson,  
U. S. Navy, Monday, 13 May 1799

Moderate breezes and Cloudy, At 1 Fresh breezes and Squally,  
Made and shortn'd Sail as nessasary  
At 4 No alteration of weather  
At 8 handed the Main Top Gallant Sail and Middle Stay Sail —  
At half past 10 Saw Cape Cod light bearing S W by S 9 miles  
At 11 Tack'd to the Northward Race point the North extreem of  
Cape Cod S by W 5 or 6 miles  
At 2 Tack'd to the Westward and Set the Mainsail

At Daylight Saw the land bearing from S by E to S W by W made all plane Sail to Work to windward

At  $\frac{1}{2}$  past 8 Tack'd off from the land

Employ'd working to Windward.

At 12 Calm the North Extreem of Cape Cod E S E 6 leagues

The Monument Near Plymouth bay S S W 9 Miles

Boston lighthouse N W 5 leagues.

Sailing by Chart along the South Shore

[NHSC. NYHS.]

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Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Monday, 13 May 1799

Light breeze & pleasant weather Seamen variously employed in making & shortening Sail as occasion required 2 p m. The Flag Staff on point Chateaux bore N W B N<sup>o</sup> distance 2 Leagues Tack'd Ship to the South<sup>o</sup>  $\frac{1}{2}$  past 4 p m. T K<sup>o</sup> to the N<sup>o</sup> Is<sup>o</sup> of Descada bore North 5 Leagues distance, the Centre of Marigaulante WSW<sup>t</sup> 3 Leagues, Saw a Strange Sail from the Mast head bearing South made sail & gave Chase 6 PM. Made Signals which where Answ<sup>d</sup> by the Chase Tack<sup>d</sup> to the N<sup>o</sup> Descada bearing N B E<sup>t</sup> the centre of Maragulante W B N<sup>o</sup> Distance 2 Leagues —

Midnight Squally saw a Strange Sail bearing S B W<sup>t</sup> 5 AM. the Nothern Point of Descada bore N W<sup>t</sup> distance 8 Leagues  $\frac{1}{2}$  past 5 Called all hands made sail having again discovered the Strange Sail above mentioned

6 AM. The strange Sail on our Lee Bow appearantly the same we had seen last Night.

7 AM. Descada bore NW<sup>t</sup> 7 Leagues Distance

Noon fresh breeze & pleasant Weather, Seamen variously employed, Descada bore N W<sup>t</sup> B W<sup>t</sup> 4 Leagues Distance Broach<sup>d</sup> a Cask of Water Expended 70 Gall<sup>s</sup> remains 2700 G<sup>s</sup>

[LC, EPP, 1799.]

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To Edward Stevens, U. S. Consul General, St. Domingo from Brigadier General Thomas Maitland, representing British Government

(Copy)

N<sup>o</sup> 2.

H. M. SHIP *Camilla*

*Off Cape Francois 14<sup>th</sup> May 1799.*

SIR I have the Honor of informing you that I am arrived off this Port on my Way to the Mole, and that the principal Inducement that made me call in the Offing is the Expectation of having the Pleasure of conversing with you, on the Subject of certain Arrangements which have taken place between the British & American Governments, relative to S<sup>t</sup> Domingo since you left America. —

I am, however, prevented from landing at the Cape for particular Reasons, but should hope it cannot be of any material Consequence to you to come off here either with Col<sup>l</sup> Harcourt, or Col<sup>l</sup> Nightingale, who will have the Honor to deliver you this. I should have sent Col<sup>l</sup> Pickering's Dispatch to you on this Subject had I not wished ex-

ceedingly to have an Opportunity of conversing with you on their Contents at the Time you receive them. —

I have the Honor to be

Sir Your most obed<sup>t</sup> hum<sup>e</sup> Serv<sup>t</sup>

(Sign'd) T. MAITLAND

EDWARD STEVENS Esq<sup>r</sup>

&<sup>e</sup> &<sup>e</sup> &<sup>e</sup>

[SDA. C.Lt. Cape Haytien. Vol. 1, 1797, 1799.]

To John P. Mumford, New York, from Secretary of the Navy

[PHILADELPHIA.]

N Department May 14<sup>th</sup> 1799

JOHN P. MUMFORD Esq<sup>r</sup>

N. York

SIR I am honored with the receipt of your letter of the 11<sup>th</sup> Ins<sup>t</sup> — The Commandant of the Corps sent an Officer and some Marines to New York, and informs me that a part of them are employed in guarding the United States Frigate building under M<sup>r</sup> Watson's direction, I have desired him to fix a Guard also on the Merchant Frigate which he will accordingly do. —

M<sup>r</sup> Humphreys will finish the Profile & inboard Plan which you require as soon as possible & it shall be forwarded to you. —

I have the Honor to be &<sup>e</sup>

[NDA. GLB, Vol. 2, 1799.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Tuesday, 14 May 1799

Fresh Breezes, and cloudy Weather, with a great Head Sea. Employed airing Powder, overhawling Store Rooms, repairing Rigging, Sails &c:&c:&c:

[Long'de. Account 68°.10' W.]  
[Latt'de. ob'd. 27°.35' N°]

[HS of PA. NDA photostat.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Tuesday, 14 May 1799.

Light breeze & variable made & shortened Sail occasionally at 4 Pm. the N<sup>o</sup> point of Descada bore W<sup>t</sup> & the South point W B S<sup>o</sup> distance 5 Leagues, the Frigate to Windward

Courses under

5 P M. Tack<sup>d</sup> Ship to S E<sup>t</sup> the centre of Descada bore W B N<sup>o</sup> the Frigate before mentioned E B S<sup>o</sup> 5 Leag<sup>es</sup> distance 8 Moderate & pleasant Descada bearing W B N<sup>o</sup> distance 4 Leag<sup>es</sup> made & shortened sail occasionally

Midnight moderate breeze & cloudy, the extreme point of the Saints bearing S.S.W<sup>t</sup> 5 Leagues distance Saw a Strange Sail to Windward

4 Am. Pleasant weather, the strange Sail still in Sight, made & shortened sail & Tack<sup>d</sup> as circumstances req<sup>d</sup> discovered the Strange Sail to be a Large Ship which we took to be a Frigate

Noon the east point of the Saints bore S W B S<sup>o</sup> distance 5 Leagues. Broach<sup>d</sup> a Cask of Water D<sup>o</sup> a Bbl. Beef 32 P<sup>o</sup> Seamen Variously employed under the Boatswain

On a Cruize off Guadaloupe

[LC, EPP, 1799.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Department. 15 May 1799.

SIR In consequence of the permission contained in the letter with which you honored me, of the 27<sup>th</sup> Ult<sup>o</sup> — and expecting that the *Constitution* will arrive at Boston in a few Days, if she is not already there; I take the liberty to enclose a letter for Nicholson — If it meets with your approbation, it may be forwarded to him.

Barry speaks favorably of Nicholsons conduct in the West Indies — But as he speaks favorably of none of the other Captains who have been under his command; I cannot place much confidence in his opinion of Nicholson. —

It will expedite the dispatch of the *Constitution*, to have another Captain appointed to her immediately — She ought to be sent as quickly as possible to the West Indies, to relieve Truxtun, who I fear will hardly be able to reconcile his Crew, to remaining in the West Indies, for the arrival of the *Constitution* — the time for which the Crew enlisted, having already elapsed — at least, the time of a considerable part of the Crew.

The Captain who commands the *Constitution*, must be old enough in commission, to command all the Vessels in the West Indies — He ought therefore to be Talbot, Sever, Decatur, M<sup>e</sup>Neill or Murray. — I am persuaded that Talbot will do Justice to her — & will support the honor of the Flag — and unless I should in a few Days know it to be your pleasure, to put another Commander on board of her, I will order Talbot to proceed to Boston —

I do myself the honor to enclose copies of letters from Cap<sup>t</sup> Tingey — and the copy of a letter from General Smith — His intelligence I hope is not well founded. I should have thought more of it, if he had mentioned the name of the Person, from Cape Francois & the time of his departure. —

Philadelphia is becoming disagreeable in consequence of two or three warm Days; & I fear will soon become dangerous —

I have the honor to be

With the highest respect & esteem Sir Y<sup>r</sup> most Obed. Serv<sup>t</sup>

BEN STODDERT.

[NDA, photostat LB.]

[Enclosure]

To Captain Samuel Nicholson, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 15. May 1799 —

Cap<sup>t</sup> SAMUEL NICHOLSON  
Boston. —

SIR I judge from the information of Cap<sup>t</sup> Barry that you will be at Boston as soon as this letter. — As the Congress have authorized the building of Six Ships of the line — and as you have been a good deal absent from your family, it is intended that you Shall remain on Shore to Superintend the building of one of these Ships — and that a Captain, who has been some time on shore shall take the command of the *Constitution*. — Your Pay and rations, will be the same while employed in this service as if you commanded the Frigate — and you must hold yourself in readiness to enter into active service, whenever called upon. —

For the present you will please to continue your attention to the *Constitution* — discharge the Men whose times expire in May, and as many of them whose times are out in June, as can be spared from the services which the Ship may require — the sooner the Men are discharged and paid off, the sooner they will be ready to enter again into the service. —

I have the honor &amp;c

[NDA. OSW, Vol. 2, 1799.]

To Captain Silas Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department May 15 — 1799.

SILAS TALBOT Esq<sup>r</sup>  
N York

SIR I believe Capt<sup>n</sup> Barry will go out in the *United States* — Nicholson I believe will remain on shore. — It is contemplated to send the *Constitution* as soon as possible to the West Indies, where the Officer commanding her will have the command of all the vessels in that quarter, as long as she remains — The *United States* will be kept on the Coast, the *Constellation* will return for a new Crew &c<sup>t</sup>. —

I think an active officer in the *Constitution* will have an oppy of rendering great Service & perhaps of picking up a good many prizes — I wish therefore she may be under your Command, and I wish you would hold yourself in readiness to take charge of her — It is possible however that different arrangements may be made. — The *Constitution* will have a new Crew to get — It may be the middle of June before she can sail. —

I have the honor to be Sir —

[NDA. OSW, Vol. 2, 1799.]



To James & Ebenezer Watson, Navy Agents, New York, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 15 May 1799 —

Mess<sup>rs</sup> JAMES & E. WATSON

GENTLEMEN I request the favor of you to ship immediately 200 Bbbs Beef — and the same quantity of Pork for Philadelphia — Please to direct the Captain of the Vessel by which you send it to call at New Castle and deliver to the Ship *Montezuma*, as much as the Captain of that Ship, may require for her, and for two other Vessels at the Same place — with the residue, he will proceed to the Fort below this, and deliver to the Frigate *United States*, what the Commanding Officer may require. — And if there should any remain he will proceed to Philadelphia and deliver it to Captain Gill — Navy Store Keeper Chestnut street wharf. — When will the *Adams* be launched? Cap<sup>t</sup> Morris I fear will never get to sea. —

I am &<sup>c</sup> &<sup>c</sup>

[NDA. GLB, Vol. 2, 1799.]

To Captain Alexander Murray, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

N Department 15<sup>th</sup> May 1799

Cap<sup>t</sup> A. MURRAY

*New Castle*

DEAR SIR I have just rec<sup>d</sup> yours of yesterday. I wrote you the 13<sup>th</sup> & sent the letter, inclosing 1000 Dollars, by the NewCastle packet yesterday morning. The Schooner *Harmony*, Cap<sup>t</sup> Ellwood left Alex<sup>s</sup> the 10<sup>th</sup> Inst. with bread, bound for this place. If you can distinguish this Vessel as she passes NewCastle, please to have her stopped, & the bread may be distributed between the *Montezuma*, the *Herald*, & *Scammel*, if they want, as I suppose they do. — I will not however depend on this, but will immediately send bread from hence. — I am very glad that your men appear to have so well recovered; But great uneasiness would be excited, were any of them permitted to come to Phil<sup>a</sup> — The Ship may remain down the River, & the supplies wanted can be sent to her. She ought to take provisions &<sup>c</sup> only to the time, when the year for which the Crew are engaged, will expire. I shall not determine about a Comm<sup>t</sup> till I hear from you in answer to mine of the 13<sup>th</sup> — I wish the Ship to be ready as soon as possible, to proceed to sea, which will best insure a continuance of health — I believe she will be employed on the Coast, to the Southward. —

Some of the Vessels called Revenue Cutters, are I believe quite useless, & very expensive — The *Scammel* I fear com[e]s under this discription — pray give me your opinion whether it be worth the expence to retain this Vessel in the Navy Service — if not she will return to her employment of a Revenue Cutter. —

The *Herald* I fear is not a good Vessel — but neither the *Herald* nor the *Montezuma* can be altered; for the present it will be a good time to alter the latter when she is getting a new Crew; the moment I receive your Returns I will have the Articles sent. —

I am Sir &c

[NDA. OSW, Vol. 2, 1799.]

To Secretary of the Navy from Captain Alexander Murray, U. S. Navy

ON BOARD THE *Montazuma*,  
15<sup>th</sup> May [1799]

BENJAMIN STODDERT Esq<sup>r</sup>

SIR I have at last received your sundry packages, the contents are very pleasing to me, especially those parts, approbating my conduct, for to deserve the favorable countenance of your department & my Country in general with the sanction of the President has been my chief study & fully compensates for all the toil and anxiety I have undergone in my long Cruise.

Your observations with regard to the *Norfolk* are very just for at the time of my departure from America, I believe neither of us could have contemplated the length of my Cruise.

With regard to the Health of our Ship's Company you may quiet the minds of the Citizens on that head, I again repeat that we are now as wholesome a Ship as any in the Delaware; as for the health Committee they have been too premature in their restraints with regard to me, I value my Reputation and Family too much to run any risk by communicating so dreadful a calamity to the City; there has certainly been false insinuations respecting us, but I shall ask no favors from them, I can stay here and superintend the outfit of the Ship so as to have her in complete readiness for you in the course of ten days and herewith send you an estimate of what supplies she may want.

I believe I must crave your indulgence to tarry on Shore during this short interval to look into my private affairs, though at all times shall hold myself in readiness to resume any command you may judge expedient.

As to the merits of my Officers, I can say generally that they have given me perfect satisfaction, especially both first & second Lieutenants who are worthy of your patronage, and should you deem me worthy of a higher command I should be happy to have them removed with me in preference, until any thing more favorable might occur; my Midshipmen have not yet acquired much experience tho' I think M<sup>r</sup> Calder and M<sup>r</sup> Carroll will be both capable of and worthy of Promotion in another cruise, as to M<sup>r</sup> Bailey, I fear he never will be a Sailor, he has no activity. M<sup>r</sup> Thomas bids rather favorable & willing to learn, as to their Characters in all other respects they are favorable.

You observe that you have not yet fixed upon a successor to command the *Montazuma*, but if I may be allowed to give you my opinion on that head I would appeal to Commodore Barry, to give a preference to one of his Lieutenants if you have no other in View, and I think you cannot do any thing with her more relieving to the commerce of the U: S. than to keep her on the Coast during her present intended Cruise as there most certainly will be a number of French Privateers on this Station Shortly.

I have received the Thousand Dollars and shall govern myself accordingly in its distribution

Yours Most Respectfully

[NDA. A. Murray's LB, 1799-1805.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]  
Navy Department. — 15 May 1799.

JOHN ADAMS Esquire  
President of the United States

SIR I do myself the honor, to enclose a Letter from John C. Jones Esquire on behalf of the Committee at Boston, recommending William Parsons for Surgeons Mate to the *Boston* — Nehemiah Macombe for Sailing Master — Moses Allen for Purser — and Joseph Beall, Henry S Butler — Jaazaniah Tucker Clark, Abel Lincoln Jun<sup>r</sup> Joseph Cordis & Benjamin Conant for Midshipmen —; and also a Letter to John C. Jones Esquire, covering Commissions and warrants for these Gentlemen, which will require your signature should you think fit that the appointments should be made. —

I have the honor &<sup>e</sup>

[NDA. Nom. Appts. LB, 1798-1820.]

[Enclosure]

To John Coffin Jones, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]  
N Department 16<sup>th</sup> May 1799

JOHN C. JONES Esquire  
Boston

SIR I have the Honor to enclose a Commission for William Parsons, to be Surgeon's mate of the *Boston*, and Warrants for Nehemiah Macombe, Sailing Master —

Moses Allen — Purser	} Midshipmen
Joseph Beall—	
H <sup>r</sup> S. Butler	
Jaazaniah Tucker Clark	
Abel Lincoln junior	
Joseph Cordis	
Benjamin Conant ———	

The Captains Clerk being a Petty Officer, must be appointed by the Captain. —

Previously to delivering the Commissions & Warrants, you will require, these Gentlemen are to communicate their acceptance in writing — & to take the Oath of Allegiance enclosed for that purpose; This is indispensably necessary, because the obligation between them & the Public is not complete, before they accept — and the date of their letters of acceptance will be the date of the Commencement of their pay and Emoluments. —

I am Sir &<sup>e</sup> &<sup>e</sup>

[NDA. GLB, Vol. 2, 1799.]

To Captain John Barry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*N Department 15<sup>th</sup> May 1799*

Commodore BARRY

SIR I beg that you will examine the returns of [space] made by the different officers of your Ship, & strike out those articles not necessary, & sign the returns of what are necessary. —

No return ought ever to be made by an Officer, of Articles wanted for the Ship, without the approbation, & the Signature of the Commander. — The Public have no other check, but the attention & knowledge of the Captain, — and he should therefore be as particular & as attentive to things of this kind as if the articles were to be furnished from his own funds. —

Two Anchors I observe are required of 51 Cw<sup>t</sup> each — surely these cannot be necessary — If they are, from what casualty does it arise?

I have the Honor to be &c &c

[NDA. OSW, Vol. 2, 1799.]

To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

*N Department May 15<sup>th</sup> 1799*

STEPHEN HIGGINSON Esq<sup>r</sup>

*Boston*

SIR Two Anchors of 51 Cw<sup>t</sup> each, are wanted immediately for the Frigate *United States*. I beg the favor of you to send with as little delay as possible, two Anchors of this size — or if they weigh 100 more or less, it will answer — to this place — directing the Vessel in which they are shipped, to deliver them on board of the *United States* Frigate in the Delaware, near the Fort, if she should be there at the time of his Arrival. —

Perhaps these Anchors may be picked up in Boston, — if not, the works, with which M<sup>r</sup> Boyd is connected, perhaps can furnish them. — I should wish them if possible, to be here by the 5<sup>th</sup> at latest by the 10<sup>th</sup> June. —

I have the Honor to be &c<sup>s</sup> &c<sup>s</sup>

[NDA. GLB, Vol. 2, 1799.]

To Captain Robert Gill, Navy Storekeeper, from Garrett Cottringer, for Secretary of the Navy

[PHILADELPHIA]

*Navy Department May 15. 1799.—*

Cap<sup>t</sup> ROBERT GILL

SIR You will please to ship as soon as possible One hundred Tons of Kentledge to the address of Cap<sup>t</sup> Joseph Waters of Salem in Massachusetts, for the use of the Ship of War *Essex*, building by the Citizens, for Government at that place. —

I am Sir &c<sup>s</sup>

G[ARRETT] C[OTTRINGER.]

[NDA. GLB, Vol. 2, 1799.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Wednesday, 15 May, 1799.

Moderate Breezes, and a head Sea with lowry, heavy Weather. Employed repairing and tarring Rigging, mending Sails, and over-hawling Stores, and Furniture generally.

Long'de.ob'd.	}	69°. 00' W.
⊙ West'of D		
Latt'de.ob'd.		

[HS of PA. NDA photostat.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 15 May 1799

First part light breezes and pleasant weather, sent 15 Empty water Casks up to Boston

Middle Part moderate breezes & cloudy weather, at 4 AM weigh'd anchor & got under way at 6 came too in Presidents Rhoad in 5 fath<sup>r</sup> water Muddy Bottom at 10 moor'd Ship

Latter part D<sup>o</sup> wind & weather

[HS of Old Newbury, Mass., NDA photostat.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Wednesday, 15 May 1799

Light breezes & pleasant weather Seamen variously employed ½ past Meridian lowered T. G. Sails and hoisted Flagg forward and flagg aft a private signal to the Strange Ship the Signal not being answered, Capt<sup>n</sup> Preble supposed her to be a French Ship her force appeared to be about 40 Guns 1 PM. hauled down the Signals & Wore Ship to the South<sup>d</sup> The Ship wore also and stood towards Guadaloupe 3 Pm. in Royalls Stay Sails & flying Jibb, 4 Pm. the South point of Dominico bore SWBS<sup>o</sup> 4 Leagues distance

Midnight Light breeze inclining to a Calm Pearl Rock bearing ENE 5 Miles distance, made & short<sup>d</sup> sail as occasion req<sup>d</sup> 6 AM moderate breezes variable and pleasant weather Standing towards S<sup>t</sup> Pierres Rock, 7 the Shipping & Town in Sight all hands employed Turning into the bay, with several Sail of Vessels chiefly American, 11 Am. came to anchor with the best Bower in 20 fm<sup>r</sup> water over a bottom of Sand 5 Cables length from the Shore, the extremes of the land South and NWB N<sup>o</sup> The Flagg Staff on the South<sup>n</sup> Fort EBS<sup>o</sup> found riding the UN States Ship of War *Geo. Washington* P. Fletcher Esq<sup>t</sup> Comm<sup>r</sup> and about 60 sail of Merchantmen, many of which where Americans waiting for the Convoy — The Flagg of truce dispatch<sup>d</sup> on the 7<sup>th</sup> Inst. was returned & brot. 11 Americans (and 1 English Cap<sup>t</sup> of a Ship belonging to New Castle) M<sup>r</sup> Ingraham the Master came on board and resumed his Station, Capt<sup>n</sup> went on shore with the Commodore

At anchor in S<sup>t</sup> Pieres Bay Martinique

[LC, EPP, 1799.]

Extracts of letter from Turell Tufts, U. S. Consul, Paramaribo, to Secretary of State, dated 16 May 1799

That the armed Vessells belonging to Cayenne were a Corvette of 20 & odd Guns — probably unfit for Service — another Corvette some-time since from Guadaloupe or France of 20 Guns now on the Brazil Coast Cruising for Portuguese Ships & American Whalemén — and three Privateers of 10-or 12 Guns. I asked whether that Gov<sup>t</sup> expected, or depended on, any Supplies from Guadaloupe; he answered they could not — for that Isl<sup>d</sup> is in a manner blockaded by &° &° — and that it was his opinion that a single 20 Gun Ship — a Sloop of War — and a Fast sailing Schooner or Brig could protect any Am. Vessell coming to this Coast & probably catch their whole force. He said further — that every precaution was taken by that Gov<sup>t</sup> to prevent the State of affairs there — to be known here, and at the moment of the departure of the two privateer Schooners (which as yet here) from that place — Officers went on board & examined every private Letter & detained most of them; that these privateers came after Money & Flour to pay & subsist their Troops that they are much in want of both articles — that the negroes will not work & consequently they have no produce — & were necessitated to load one of the Schooners with Powder — & the other with Whale Ayl to be sold here — to procure those articles — that the N<sup>o</sup> of their Troops is abt 500 Whites N<sup>o</sup> of Blacks uncertain. I have it from other sources that two Amer: Vessells have been into Cayenne trading since the suspension act had force — One from N York owned by a Merch<sup>t</sup> by the name of *Dupay* — or some such name & the other from Phil<sup>a</sup> the master's name is *Prince* — both cleared out for this place. I depend on this information but I have No positive Proof.

\* \* \* \* \*

I have the Satisfaction to add that on this day May 15, the Gov<sup>t</sup> ordered to be proclaimed & posted — the proclamation of the Bata-vian Republic prohibiting Neutral Vessells — being brought in as prizes &° &° &° which will be carried into effect — This determination Strikes deeply at Cayenne Privateering. — Notwithstanding which — I see no reason why we Should thank them for it — as it was produced by necessity — and I apprehend by the advice of the French Government itself — Were it not more than probable that you have a long time since rec<sup>d</sup> this acc<sup>t</sup> from Europe — I sh<sup>d</sup> now transmit it. When Cap<sup>t</sup> M<sup>c</sup>Niel of the *Portsmouth* left this with the fleet he gave strong assurances that His Ship — or Some other would be sent here as soon as information could be given to the Commodore — to take an fleet under Convoy. Since his departure about 30 Vessells have entered — and many of them gone — in the expectation that no Vessell would be Sent — as Sufficient time has elapsed for Cap<sup>t</sup> M. to return.

There is still here 20 & odd Vessells & more daily expected. If a time was Sett all would wait for Convoy. If the service don't require all the armed Ships about the Island — I think the trade of this place is Shamefully neglected.

May 17<sup>th</sup> While I was writing Captain Downs arrived and has delivered me the Letters & packages.

To Major General Charles C. Pinckney, Charleston, S. C., from Secretary of State

[PHILADELPHIA]

Department of State May 16<sup>th</sup> 1799

Gen<sup>l</sup> CHARLES C. PINCKNEY Esq<sup>r</sup>

SIR Your letter of the 1<sup>st</sup> of March to the Secretary of War was transferred to me, and I intended to have sent an immediate answer when the general question was decided. Whether any more flags of truce; to carry French people to S<sup>t</sup> Domingo should be granted, while the measures of our government relative to that Island were in suspense? It has been determined, to be inexpedient. — Citizen Faujas, therefore, with his fellow citizens desiring to return to S<sup>t</sup> Domingo, must have patience a little longer. If the commercial intercourse should be renewed, those citizens can then return on the conditions which Gen<sup>l</sup> Toussaint shall prescribe, and which will doubtless, be made known in the U. States. They will think this delay of no consequence when they are informed, that the government could not possibly permit the cartels to bring *any merchandise whatever* from St Domingo; and permission to bring the amount of their passage money in the produce of the island was one of the conditions on which the merchants of Charleston offered to transport their persons thither.

The terms which General Toussaint may prescribe, will doubtless correspond with his character for liberality and humanity; and all quiet well disposed Frenchmen may expect permission to return to their habitations; while he may deem it necessary to exclude or even to banish intriguers, who shall be inclined to subvert that order of things which he shall think necessary to recover and maintain that commerce which is essential to the prosperity and well-being of the Island. The act of Congress concerning a renewal of commercial intercourse with S<sup>t</sup> Domingo goes on the idea that the actual government there, will contravene the iniquitous decrees of the Government & Legislators of *France*; by *putting down all privateering*, without which the depredations on our commerce (which caused the suspension of intercourse) will not cease.

I am very respectfully &c &c

TIMOTHY PICKERING.

[SDA. Dom. L. Vol. 11, 1798-1799.]

To Captain Alexander Murray, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 16 May 1799. —

Cap<sup>t</sup> ALEXANDER MURRAY

SIR It will I fear, be impossible to have the Sails made in any reasonable time — every thing else shall be sent, and the Sails shall be made, and the Ship, after cruising long enough on the coast, to give time for their being made, must call for them at NewCastle — or they can be sent to the Ship on the Coast, I suppose the Sails on board will answer for the present. I begin to be anxious that we should have something on the Coast — and therefore wish the *Montezuma* out again as quickly as possible — also the *Herald*. —

I am &c<sup>s</sup>

A Vessel with Beef and Pork from New York will call at New-Castle and deliver to the *Montezuma* and the *Herald*, the quantity wanted of each article. —

[NDA. OSW, Vol. 2, 1799.]

To John Ross & Benjamin Henfrey, Philadelphia, Pa., from Secretary of the Navy

[PHILADELPHIA]

N Department May 16<sup>th</sup> 1799

Jn<sup>o</sup> ROSS & BENJ<sup>s</sup> HENFREY Esq<sup>rs</sup>  
Phil<sup>a</sup>

GENTLEMEN. Willing to promote the manufacture of Copper for Naval purposes, in our own Country; and M<sup>r</sup> Henfrey being entirely confident that the quantity hereafter mentioned, can be supplied from the Gap Mines, & of suitable quality, I will agree to advance on behalf of the Public, Ten thousand Dollars, on the following conditions. — You shall deliver at Wilmington in November & December next, and of the production of the s<sup>d</sup> Gap Mine, or other mines within the United States, —

600 feet	1 $\frac{1}{8}$ Inch	Copper bolts	} to be rolled or swaged cold, so as to make them sufficiently stiff to drive well.
15000 "	1 $\frac{1}{4}$ "	" " "	
1500 "	1 $\frac{3}{8}$ "	" " "	
2000 "	1 $\frac{7}{8}$ "	" " "	
800 "	1 $\frac{5}{8}$ "	" " "	
21000 —	9 Inch	copper Spikes	} to be made agreeably to a pattern to be furnished, and
9000 —	10 "	" " "	

to be made sufficiently Stiff to drive well; and you shall deliver at Wilmington in the month of November in 1800, 900,000 bright headed sheathing nails 1 $\frac{1}{2}$  Inches long — to conform to a pattern to be furnished; & 11,000 Copper Sheets, 34 oz. to the foot, each Sheet to be 14 Inches wide & fore feet long, and of quality equal to the rolled English, Patent copper. —

For the whole of the Copper aforesaid, which it is understood, must be procured from the Gap mines aforesaid or some other mines within the United States, and no other place, you shall receive at the rate of half a Dollar a pound — to be paid for as the same shall be delivered, after a sufficient quantity shall have been delivered, to pay for the money now to be advanced. —

To guard the Public against disappointment, & to secure a compliance on your part, you must enter into bonds for the money now to be advanced, conditioned to pay 25 P<sup>ct</sup> damages on the first day of January next, in the event of your failing to deliver in the present year, the copper wanted in November, and December, & from the production of the Gap mine, with Interest, on the principal & damages, that is, on Twelve thousand five hundred Dollars, from the first day of January next, untill the same shall be paid. —

I am &c &c

[NDA. GLB, Vol. 2, 1799.]



[16 May 1799]

Declaration of Abraham Long, Pilot of the Ship *Ardent*

In the Town of Algeciras. This first day of June in the year of our Lord one Thousand seven Hundred and ninety nine: Appeared before me, Notary Public to his Catholic Majesty dully and lawfully appointed and in the presence of the underwritten Witnesses: *A Man* (who by means of M<sup>r</sup> Patrick Mulloney as Vice-Counsel of the United States of America and Interpreter in the above mentioned Town well versed in the Anglo-American Tongue, and I attest that he understands the Spanish Language) Said that his name was Abraham Long Pilot of the American Merchant-Man. The *Ardent*, whereof M<sup>r</sup> Alexander Smith is Captain, Samuel Smith, James Smith, Buchana Lewis Smith, and John Hollins, Citizens of America and Merchants at Baltimore proprietors: that the said Vessel on the Tenth of April last was in a good condition, well provided with all necessaries, laden with Sugars and bound for Leghorn: that on that self same day they saild from Baltimore and the fourteenth were got into the main Sea with a fresh wind blowing N. N. E. when in the Night of the said day the Bow-Sprit was forced out of his place by a high Sea, that the twenty first the wind blew very hard and was accompanied with a stiff Gale wh<sup>h</sup> lasted till the Six and twentieth and a Swell from the East made the Ship labour and leak very m<sup>h</sup> without any other particular event till the fifteenth of May when they were chased and overtaken in the afternoon of the same day by an English Privateer who after a conference and having informed them how far off they were from Land left them, the Sixteenth they discovered land about two in the Morning, and at Eight in the same morning made the gut or entered into the mouth of the straits of Gibraltar; and at the same time discovered five smal vessels near the coast of Barbary and by their colours we judged them to be French Privateers one of them fired a *gun-shot* at us which we returned under American colours an Engagement ensu'd which lasted till half after ten the same morning, that many of the Privateers' shots hit the ship cut away the tackle and some of the sails, likewise broke to pieces a Cartridge box which was on the quarter-Deck which taking fire blew up the Captain and two of the Crew who were near it, that the Captain besides had received three Musket shots in his left leg, These accidents obliged them to strike, they were then boarded by the French who entered the ship with their Cutlasses in their hands the deponent received a blow which laid him flat on the Deck and broke y<sup>e</sup> cutless in pieces two more of the Crew were also wounded, and then rushed with impetuosity into the Cabbin broke open all the Chests they met with carried off all their Contents, as also ropes, firelocks, Cutlasses and several other th<sup>gs</sup> [things] belonging to the Vessel which they afterwards took possession of, as well as of all her papers, bro<sup>t</sup> her into this port where they anchored at nine at night. The said Deponent further says that he is ignorant of the name of the said Privateers but has been informed that the principal of them is called *Adolfo*, comanded by Captain Cesar Crutas & the Deponent remarked that the greatest part of their crew were Spaniards, that from the time of arriv<sup>g</sup> in this port they have till yesterday been kept in a rigorous quarantine that as soon as it was taken off, and before

twenty four hours are elapsed and owing to there being but little hopes of the Captain's life makes this Manifesto which assures according to law to be certain and true and in its proof and Justification brought three Witnesses which by means of the afore said interpreter declare their names to be, Martin Hogan, Hamilton Smith, and John Rily, and that they are Sailors belonging to the afore mentioned-Merchant-man and being made acquainted by the Interpreter with the fore going contents, unanimously declared that the whole was certain & true in all its parts and that all had happened and passed as had been manifested by the Pilot and that it was evident to them having seen suffered and experienced as part of the crew of the said Ship in this present voyage declaring upon Oath this to be the truth, which oath they took according to Law, declaring their respective ages to be. The first Seventeen years old and the other two, twenty two years old each, and in consequence the said Abraham Long as Pilot of the Merchant-man in question & owing or in respect to the Situation in which the Captain is at present in his name and place and with all the Solemnity the Law requires, Protets that the Damages, Prejudices, Losses, Delays, Decreases, that the Ship and her Cargo have undergone by means of the bad Weather or storms are not to fall to his acc<sup>t</sup> nor risk, but imputed to the Sea, to the Wind to the Waves, or against whom or whomsoever it may lawfully concern. And with the same solemnity, doth Protest that the Prejudices Damages, Averages, Losses, Delays, Decreases, and all and every sort of Costs expences and bad consequences that have been suffered & all those that should ensue, follow or happen on account of the said detention and Capture do not fall to his account charge and risk nor to that of the Proprietors, Freighters or interested therein, but fall upon the french Privateers, their Captains and owners upon the Directory and whatever french Tribunal that authorises them for such a Capture and against that or those who permit their Crew to be Spaniards and who in these Ports suffer them to be manned for such capture — And also against those who permit them to shelter themselves in these Ports and thus facilitate them the means of making these prizes, & in fine against who or whomsoever it may concern And in order to make it evident, to ask and reclaim whenever he shall think fit He converts this appearance to a public instrument or Deed and demands it as a testimony Thus He declared and stipulated by means of his Vice Consul and Interpreter who swore according to Law (which I attest) to have well, and faithfully acquitted himself of his commission in this interpretation and it was signed by every one of them except by John Rilly who said he did not know how to Write and one of the Witnesses signed in his stead, The witnesses were, M<sup>r</sup> John Lerena M<sup>r</sup> Sevastian de Aguilar and Rocha, and M<sup>r</sup> John Garcia and Chica, inhabitants of this Town — Abraham Long — Martin Hogan — Hamilton Smith — Patrick Mulloney — Witness John de Lerena — Anthony Agredano: Notary public — This is an original copy taken out of the register which remains in my current protocol of public writs, and are in my power and Office which I attest and refer to: & at y<sup>e</sup> Petition of the aforesaid Deponent I give y<sup>e</sup> present protest on a sheet of paper of the third seal and another of common

paper in the middle — Signed in the Town of Algeciras in the day — month and year in which the Deed was executed —

ANTHONY AGREDAÑO

This is to certify to all whom it may concern that the Deed or Protest written in Spanish and Signed by M<sup>r</sup> Anthony Agredano Notary Public in Algeciras was sent to me by Mess<sup>rs</sup> Lacosta Merchants, to put into English and which I returned after having Translated it literally, faithfully and to the best of my Knowledge: in witness thereof I sign my name in Cadiz the 5<sup>th</sup> July 1799 — J. LePetit

I, Joseph Yznardy Pro Consul for the U. S. of America in the Provinces of Andalucia Galicia &c<sup>s</sup> &c<sup>s</sup> resident in Cadiz —

Do hereby Certify that the preceding protest is a true & faithful translation of its original written in the Spanish language & exhibited before me in this Consular office the legality of said Original was testify'd by Patrick Mullony my Vice Consul in Algeciras under his hand & seal of Office —

In Testimony whereof I hereunto set my hand & affix the Consular Seal of my office in Cadiz this 8 day of July 1799 & of the Independence of the U. S. of America the Twenty fourth —

I further Certify that J. LePetit who has signd this document is an Interpreter of this City duly authorized & sworn to Act in said Capacity —

JOSEF YZNARDY

[SDA. Spol. Cl. SC, 1819, Vol. 4.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Thursday, 16 May 1799

Moderate Breezes, and fair Weather. Employed scraping, and paying the Top Masts, Jib Booms, &c: painting the Masts, Sides &c: &c: &c:

At 10 AM a Man fell Overboard, hove the Ship up in the Wind, let run all the Halliards, let down the Jolly Boat, that was over the stern, and happily got him in again.

[Long'de. Account. 69°.47' W.]  
[Latt'de. Ob'd. 30°.36' N<sup>e</sup>]

[HS of Pa. NDA photostat.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 16 May 1799

[Moored in President's Road.] These 24 hours begin with moderate breezes & plesant weather — employ'd unbending the Sails, breaking out the Hold &c<sup>s</sup>

Middle part light airs from the South<sup>s</sup> & East<sup>s</sup>

Latter part D<sup>s</sup> weather, wind from the N<sup>s</sup> & East<sup>s</sup> Sent on shore 21 Empty Casks for water

[HS of Old Newbury, Mass., NDA photostat.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Thursday, 16 May 1799

Moderate breeze and pleasant weather Seamen variously employed — Repairing the Rigging and filling up our Water — 4 pm completed filling our Water — having on board as usual 3000 Gallons below deck

Pleasant weather several vessels laying off and on, waiting for the Convoy

Moderate breeze & pleasant weather, the Masters of the American Merchantmen on board the Commodore receiv<sup>d</sup> their instructions to proceed with the Convoy — 9 Am. double reef<sup>d</sup> the Top sails, & mainsail & got every thing in readiness for Sea rec<sup>d</sup> on board 4 Gang Water Casks with water, and a Quantity of Vegetables — At Maridian the Commodore hoisted a blue & W<sup>t</sup> Flagg at the Fore & fired a gunn as Signals for the Fleet to Weigh and sail out of the Port repeated the Signall — rec<sup>d</sup> from the *Geo. Washington* 12 Fm<sup>t</sup> 5 Inch rope, for stoppers for our main rigging

At anchor in S<sup>t</sup> Pieres Bay Martinique

[LC, EPP, 1799.]

To Secretary of the Navy from Secretary of State

[PHILADELPHIA]

Department of State May 17<sup>th</sup> 1799

THE SECRETARY OF THE NAVY

DEAR SIR I believe I may have already shown you a letter from B. H. Phillips; Consul of the U. States at Curacao of the 13<sup>th</sup> of March last. A duplicate now before me has a passage which I did not particularly notice in the original. He mentions the capture of the *Cleopatra*, a *private armed ship*, belonging to New-York, by French privateers. *Before the Cleopatra had been brought into port*, and while approaching it with the privateer which had taken her, they met, *within a mile of the land of Curacao*, the *Charming Betsey*, a private armed vessel from Baltimore, "which was fired upon by the (French privateer) *La Ravanche* & her prize the *Cleopatra*. A smart engagement ensued"— &c. Several were wounded on both sides, of the French several had died of their wounds. The *Charming Betsey* had just sailed from Curacao when she was attacked, within the Dutch Jurisdiction; and hence, I suppose, the Government of the Island would not suffer her to be considered as a prize. But the object of this communication is the confirmation, by a recent fact, of the propriety of the late instructions to *recapture* any armed vessels taken by the French, to whatever nation they might belong, on the ground that having arms, the prize-vessels would attack and take the vessels of the United States, and that they must therefore be viewed, within the meaning of the law, as "French armed vessels".

I am very respectfully &c &c

TIMOTHY PICKERING

[SDA. Dom. L. Vol. 11, 1798–1799.]

To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

N Department 17<sup>th</sup> May, 1799 —

CAP<sup>t</sup> T. TRUXTUN  
W. Indies

SIR Cap<sup>t</sup> Barry arrived several days ago, & without my letters by Cap<sup>t</sup> Tingey — I find that he only left behind the *Portsmouth*, & the *Eagle* of the Vessels under his command — and I have apprehensions, that you may not fall in with the *Portsmouth* McNeill, so that I can calculate with certainty only on your having the following Vessels under your Command. —

The *Insurgent*, The *Ganges*, Tingey, The *Baltimore*, The *Norfolk*, The *Richmond*, and The *Eagle* Cutter — Campble. I now send the *Merrimack*, Brown to join you — and shall as soon as the *Constitution* can be got off from Boston, where she has arrived, send her to relieve you. — But you may if you think our other force in the West Indies, will be sufficient to protect themselves & afford some security to our Commerce, return on the rec<sup>t</sup> of this, and also order in the *Insurgent*; In this case, you will divide the force between Cap<sup>t</sup> McNeill, who is the Senior Officer, if he has joined you, & Cap<sup>t</sup> Tingey, directing the former to pay attention to Cayenne & Surinam, & the latter to take his cruising grounds, so as best to keep in check the Privateers of Guadeloupe. — I understand Prince Ruperts Bay except being sickly, is a better place of rendezvous for this purpose, than S<sup>t</sup> Kitts but you are a better Judge. —

There is a large sum of money belonging to persons here, at Kingston Jamaica — and there may be some American Vessels homeward bound, at that place — you will be pleased, to send as soon as convenient, which I hope will be in a few days after rec<sup>t</sup> of this, either the *Baltimore*, or the *Merrimack*, or if you think better the *Portsmouth*, to that place, with orders to the Capt. to give notice that he will take charge of any specie, which may be ready to be sent to persons resident in this Country — and to take under convoy any American Vessels homeward bound. The Vessel so sent, must return to Phil<sup>a</sup> — but if the Fever should prevail in Phil<sup>a</sup> & not in New York, to the latter place, of which the Cap<sup>t</sup> will probably be informed on the Coast — if the Fever should prevail at both places, He must then go to Newport R. Island, & have the mony deposited in the Bank at Providence. — I return from this place, French Prisoners for all those sent in by Desfourneaux, from Gaudaloupe — Barry has released for exchange a good many, so have you I apprehend, that the balance is greatly against the French — It will I believe be best for you to bring & send in all the Prisoners you take, for whom you cannot receive americans in exchange — We may find it necessary to keep from manning other privateers all we capture — I suppose if we had possession of between 2000 & 3000, it would be difficult for them to fit out Privateers in the West Indies — The times of the Crew of the *Baltimore*, will I believe expire in July & August, — on this account & that Vessel not being a very fast Sailor, & therefore not so usefull as a Cruiser as some others, it may be best that she should be sent to Jamaica, — should you return before the *Constitution* arrives in the West Indies, you will of course leave as much provisions as can be spared from the Vessel returning with those that may remain. — If

Cap<sup>t</sup> Truxtun should have left the West Indies, Cap<sup>t</sup> M<sup>e</sup>Niell — or in his absence Cap<sup>t</sup> Tingey, will consider the Instructions herein, as addressed to him; and execute them accordingly. —

I have the Honor to be &c &c

[NDA. OSW, Vol. 2, 1799.]

To Captain Moses Brown, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

N Department May 17<sup>th</sup> 1799

Cap<sup>t</sup> MOSES BROWN

Ship *Merrimack* Boston

SIR You will immediately on rece<sup>t</sup> of this proceed with the *Merrimack* under your Command, to Basseterre in the Island of S<sup>t</sup> Kitts, where you will deliver the letter herewith to Cap<sup>t</sup> Truxtun — if he should have left the West Indies on his return to America before your arrival; the letter must in that case be delivered to Cap<sup>t</sup> M<sup>e</sup>Neill, or in his absence to Cap<sup>t</sup> Tingey, of the *Ganges*. — These three Gentlemen being all your Senior Officers, you will put yourself under the Command of whichever of them you may find Commanding on that Station. —

You will find enclosed orders of the 29 Dec. & 16 January & 12<sup>th</sup> of March last — to all of which you will conform — you have heretofore rec<sup>d</sup> your authority to capture all French armed Vessels, or armed Vessels Sailing under French authority. —

Wishing you great Success & honor, I remain with great respect,  
Sir &C &c

[NDA. OSW, Vol. 2, 1799.]

To Stephen Higginson Navy Agent, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

N Department 17 May — 1799

STEPHEN HIGGINSON Esq<sup>r</sup>

Boston

SIR M<sup>r</sup> W<sup>m</sup> Exley a Clerk in the Accountants office goes to Boston principally to settle Acc<sup>t</sup>s with Cap<sup>t</sup> Nicholson & M<sup>r</sup> Debloise, and takes with him 40,000 D<sup>s</sup> with directions to pay over to you whatever may be left, after paying off the Crew of the *Constitution*. — It was presumed that Debloise could not come here, without a risk of delaying the Ship, & it is necessary that the acc<sup>t</sup>s should be understood at the Accountants Office. —

But another consideration, had some weight with me in sending on this Gentleman. — I shall never be able to reconcile to the Public, nor is it right that I should, paying so high a Com<sup>n</sup> as 2 P<sup>r</sup> C<sup>t</sup> for the passage of the money through the hands of Navy Agents, for the pay<sup>t</sup> of the Crews of our Ships — on the other hand, I do not know that our pursers are men to be trusted with large sums of money at once, & at a distance from the persons with whom they are to account. — It is probable that the sums paid Annually at Boston, to the Officers & Men of the Ships which may rendezvous at that place, may Amount to 300,000 D<sup>s</sup> 2 p<sup>r</sup> C<sup>t</sup> on which would be 6000.

this added to Commissions for other services, perhaps to as large Amount, would be more than one person in a Government so economical as ours in the compensations for Services, ought to receive. — I think 2 p<sup>r</sup> C<sup>t</sup> commissions for all other services and ½ p<sup>r</sup> C<sup>t</sup> for all money paid to the Purser, or on acc<sup>t</sup> of the Purser, to Officers & Men at Boston, would be a just retribution to the Agent at a place where so much money be paid — I am willing that 2 p<sup>r</sup> C<sup>t</sup> should be paid for all money which has heretofore passed through your hands — but I hope you will be satisfied with what I now propose, as to the future, in this case, you will please receive from M<sup>r</sup> Exley the money he takes with him, otherwise he must pay the necessary sums to the Purser, & I must contrive some safe way of remitting to the Purser in future, without passing the money through your hands. —

It will however be attended with the least confusion, & I shall be best satisfied, if you receive & pay the money to the Pursers, as heretofore. —

I have the Honor to be &<sup>s</sup> &<sup>s</sup>

[NOTE.—See letter to Stephen Higginson from William Winder of 18 May 1799.]

[NDA. GLB, Vol. 2, 1799.]

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To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

N Department 17<sup>th</sup> May 1799

STEPHEN HIGGINSON Esq<sup>r</sup>  
Boston

SIR I enclose open for your perusal a letter for Cap<sup>t</sup> Nicholson — the letter of the 15<sup>th</sup> alluded to, was sent through the President, who agreed to the arrangement proposed as to Nicholson but he had doubts about his Successor — Talbot, however must be sent on in a few days, to take the command of her, if I do not hear from the President in contradiction. — Talbot is a man who will do justice, to the Ship & to the Crew; He will have for a season, the Command in the West Indies — the Crew will have a better chance than heretofore for prize money — & I hope a Crew may quickly be engaged. — It is however a little awkward that the Cap<sup>t</sup> cannot be instantly appointed to her. — the returns required in the letter to Nicholson, are directed by Law, and should be made without directions from me. —

I wrote you yesterday on the subjects of Commissions on the money for the pay of the Crew; — I hope you will be satisfied with the Commission proposed — I must make the same arrangements every where. — Having my hands full here with Barry, and three other Vessels in the Delaware, I have no doubt you will make the best arrangements for getting off the *Constitution* as quickly as possible. I hope she may sail by 10<sup>th</sup> June. — Truxtuns Crew, have now been a year in Service — & it will be dangerous to our Smaller Vessels in the West Indies, & injurious to our Commerce, if he leaves the Islands before the *Constitution* arrives there —

I have the Honor to be

[NDA. GLB, Vol. 2, 1799.]

To Major Commandant W. W. Burrows, U. S. Marine Corps, from First Lieutenant Philip Edwards, U. S. Marine Corps

BALTIMORE, May 17<sup>th</sup> 1799

SIR, Yours of the 14<sup>th</sup> inst. was received this day I have dispatched fourteen men under the charge of Sergeant Meredith, who I hope will arrive at your Barracks by Monday at farthest — Lieut. Sheridine I have not heard of since he left Baltimore, until M<sup>r</sup> Neates arrival here — by him I was informed that M<sup>r</sup> Sheridine was in Philadelphia, I suppose by your orders —

I am out of Coats; vests; Stocks & Clasps; blankets; Knapsacks & Hats — pray send me some by Meredith, who I wish to return as Speedily as possible — John Smith gave me the Slip two nights ago. Rogers I have heard nothing certain of — Mr. Sheridine has a very likely young man with him, but I fear he will never get one or two dozen recruits, unless you spur him up. — two or three of my recruits are foreigners but they are in my opinion good Men. One of them (Duhyg) enlisted with me last Winter by the time Meredith returns I hope to have fourteen more recruits to send you

Yours with much respect & Esteem

PHILIP EDWARDS

WILLIAM W. BURROWS, Esq<sup>r</sup>

*Major Commandant of the Marine Corps Philadelphia*

[MCA. LR, 1799.]

To Zebulon Hollingsworth, Attorney of the United States, Baltimore, Md., from Secretary of State

DEPARTMENT OF STATE

*Philad<sup>a</sup> May 17<sup>th</sup> 1799*

ZEBULON HOLLINGSWORTH Esq<sup>r</sup>

*Attorney of the U. States, Baltimore.*

SIR In the mail from Baltimore, I have this day received, and now inclose, an original letter dated the 14<sup>th</sup> of March from the British Admiral Lord S<sup>t</sup> Vincent, to me — an original letter to him from Captain Robert Middleton of the British frigate *Flora*, dated at sea the 26<sup>th</sup> of January — and, inclosed in the last, an original letter dated on board the French privateer *l'Intrepide*, at sea, the 4<sup>th</sup> of January, to the citizen Paul Nairac, merchant at Bordeaux, from Charles Willcocks, a citizen of the United States, by which it appears that he had been actively employed on board that privateer, in capturing British & American vessels.

These letters appear to have been brought to Baltimore by the armed ship *Elizabeth*, Cap<sup>t</sup> Lusher, together with the said Willcocks, and a M<sup>r</sup> Lenormand. I do not know to what part of the United States Willcocks belongs: probably he will himself inform, in answer to the question. He may also acknowledge himself the writer of the letter signed with his name. At all events I trust that Judge Chase, or other judicial officer before whom Willcocks may be brought, will, on the evidence of the original letters, if other circumstances should be wanting, cause him to be committed, for further examination; and that time may be allowed to obtain further evidence. For the nature of the information given in those original letters will command the



actual belief of every man; as to the identity of Willcocks and his crime. — But it is probable, that either at Gibraltar, or on the passage thence to Baltimore, Willcocks has related to Captain Lusher and others all the facts stated in Lord S<sup>t</sup> Vincent's letter & Captain Middleton's, and given an account of his privateering against British and American vessels. — Possibly he may not know that his letter has been sent hither; and the sudden unexpected presentation of it to him, without giving time for an evasive answer, may produce an acknowledgement that he wrote it. It is important that such a traitor & pirate as Willcocks should be punished; and if the evidence within your reach shall appear insufficient for his trial and conviction, I hope he may be secured, while I am taking measures to procure it. If no witnesses are found on board Captain Lusher, I would send to Gibraltar for them. — I beg your instant attention to this matter, and that you will favour me with the earliest information of the result. I inclose you the copy of another letter from Lord S<sup>t</sup> Vincent, dated the 3<sup>d</sup> of March, relative to a M<sup>r</sup> Lenormand, who was entrusted with cyphered dispatches from Rozier, late French Consul at New York, and who continues to reside there, which with other letters Lenormand concealed in the vessel in which he was captured. I am at a loss to know what you will do with him: but I presume he may be secured until you hear from me again by next Monday's mail. In the mean time you may perhaps be informed by him what were M<sup>r</sup> Rozier's directions to him concerning his dispatches.

I have the honor to be &c &c

TIMOTHY PICKERING

[SDA. Dom. L. Vol. 11, 1798-1799.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Friday, 17 May 1799

Fresh Breezes, and hazy Weather, with a high Sea. Spoke a Schooner from Turk's Island, bound to New London, out ten Day's, Lading Salt.

[Long'de. Account 72° .22' W.]  
[Latt'de. ob'd. 33° .15' N°.]

[HS of PA. NDA photostat.]

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Extract from log book of J. Ingraham, U. S. B. C. Brig *Pickering*,  
Friday, 17 May 1799

Moderate breeze and pleasant Weather, being all ready for Sea at 3 p.m. the Capt<sup>n</sup> came on board and gave orders to Weigh — Weighed & came to Sail, lay off and on waiting for the Convoy, stowed Anchors — 4 P M. all the convoy under sail Consisting of 34 Sail — 5 made sail and brot. up the rear of the Fleet — 6 Pm. Pearl Rock bore N E 4 Leagues distance — 8 Pm. the point of Martinico bore E B N° 5 Leagues

10 Pm. saw the flash and heard the report of 4 Guns, made Sail & spoke the Commodore who informed us the 4 Guns fired, where from an English Schooner ahead, desired us to continue under all

sail & speak her, 11 Spoke the Schooner & enquired why they fired the 4 Guns before mentioned they answered, it was at a Schooner then in sight on the Weather Bow  $\frac{1}{2}$  past 11 fired a shot & brot too the Strange Schooner she proved to be an English Schooner from S<sup>t</sup> Vincents bound to Dominico, Wore Ship & stood into the Fleet, took our Station

Midnight light breeze & cloudy, the Comm<sup>e</sup> on our Weather Bow a mile and the Fleet between us — 6 Am. The centre of Dominico bore NE<sup>t</sup> 5 Leagues distance, Squally accomp<sup>d</sup> with Rain — Stood into Rosseau, saw several sail at anchor, Lay off and on with the Fleet to give the American Vessels who wished to profit by our protection an opp<sup>t</sup> of joining us saw several sail under the land, under Danish & Sweedish colours, 9 Am. Capt<sup>n</sup> went on board the *Geo. Washington*, rec<sup>d</sup> on board 24 fm<sup>s</sup> 4 $\frac{1}{2}$  Inch rope for spare Topsail ties — 4 Sail of Vessels Joined us from Roseau, Maridian Light breeze & pleasant Weather, Rosseau bore E B S<sup>e</sup> 3 Leagues dist<sup>o</sup> Broached a Cask of Water expended 60 G<sup>s</sup> remains 2940 Gallons

[LC, EPP, 1799.]

To President John Adams from Secretary of State

DEPARTMENT OF STATE,  
Philad<sup>a</sup> May 18<sup>th</sup> 1799

The PRESIDENT OF THE UNITED STATES,

SIR I have this morning been honored with your letter of the 13<sup>th</sup> and will introduce in the 10<sup>th</sup> article the idea you have been pleased to suggest, in the instructions to M<sup>r</sup> King, to negotiate a commercial treaty with Russia. A copy of these instructions shall be transmitted to M<sup>r</sup> Adams at Berlin, with the fresh instructions you direct. — Yesterday I received from our Consul at Gibraltar the copy of a letter dated at Algiers the 28<sup>th</sup> of February to him, mentioning the arrival of the armed vessels intended for that Regency, and of the U. States brig *Sophia*. The store-ship *Hero*, laden for Algiers, sprung a leak, and bore away to the West Indies; she arrived at Jamaica. It is very unfortunate, as she was laden with masts & timber to a large amount for Algiers — she was a ship of five or six hundred tons. The inclosed letter addressed to me I opened of course, & also broke the seal of the letter it covered before I observed it was directed to you. To the surprize and chagrin of many, M<sup>r</sup> Lewis's motion for a new trial, in the case of John Fries, has prevailed.

I am most respectfully &c &c

TIMOTHY PICKERING

[SDA. Dom. L. Vol. 11, 1798-1799.]

To William E. Hulings, United States Vice Consul at New Orleans, La., from  
Secretary of State

PHILADELPHIA, May 18<sup>th</sup> 1799.

WILLIAM E HULINGS Esq<sup>t</sup>

SIR, The growing importance of the commerce of the United States with the settlements on the mississippi, by the way of New-Orleans, and the interests connected with commerce which it is incumbent on

us to maintain and secure, have induced the President to appoint Evan Jones Esq<sup>r</sup> to the office of Consul. His character as well in the United States of which he is a native, as in Louisiana where he has lived many years, his knowledge and experience, presented him as a fit person to manage and superintend the objects above mentioned. You will nevertheless continue to exercise the usual functions of a vice-Consul, but in subordination to M<sup>r</sup> Jones as Consul of the United States at New-Orleans and its dependencies.

I am, Sir, with great respect,  
your most ob<sup>t</sup> Serv<sup>t</sup>

TIMOTHY PICKERING

[SDA. Dip. Cor. Inst. to Min. Bk. 5, 1798-1800.]

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To William E. Hulings, U. S. Vice Consul at New Orleans, La.,  
from Secretary of State

DEPARTMENT OF STATE,  
Philadelphia, May 18<sup>th</sup> 1799.

WILLIAM E. HULINGS Esq<sup>r</sup>

SIR, I have this day received your letter of the 22<sup>nd</sup> ult.

The case of the Sloop *Hopestill*, Capt. Andrew Bent, of New-York, arrived at New-Orleans for the purpose of trade, ought not to have produced any difficulty on the part of the Intendant. The object of the *sea-letter* required by our treaty with Spain, is to enable the armed vessels of Spain, now that she is at war, to distinguish American from other vessels, that the former, on the exhibition of the sea-letter, may be suffered to pass. If destitute of a sea-letter, an American vessel may be captured and carried into a spanish port for examination: but then the American vessel has a right, not only in reason, but by the very words of the treaty, to adduce other proof of the property. The words are "legal satisfaction of their property by testimony entirely equivalent." This testimony may be the register, the clearance, and any other documents under the signatures and seals of the Custom-House officers of the United States; and if required, the oral testimony of the master, mate and crew of the vessel may be given. But unless the official documents are justly suspected as being counterfeits, they ought to be admitted as the *equivalent testimony*, without the aid of witnesses. Now the authenticity of the Register and clearance of the Sloop *Hopestill* may be readily ascertained by a comparison with the official papers from the same Custom-House in the United States from which the *Hopestill* was cleared.

The meaning of the treaty is so plain on this point, I cannot but express some surprise, that the Intendant should appeal to the seventeenth article for the source and support of his doubt and objection. The question will probably be decided before this letter reaches you: but if a confiscation should ensue, the master of the vessel will doubtless appeal from so ill-founded a judgment.

I am, Sir, &c.

TIMOTHY PICKERING.

[SDA. Dip. Cor. Inst. to Min. Bk. 5, 1798-1800.]

To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 18. May 1799.

Cap<sup>t</sup> THOMAS TRUXTUN

SIR In addition to the Instructions to be given to the Captain, who goes to Jamaica, please to direct him to remain at most not longer than one week at Kingston — but not to wait so long, if to be avoided. He is to take under convoy such Vessels, as may be ready, but not to wait for any — nor to go out of his course, on his return from Jamaica, to Philadelphia — provided he has any considerable sum of money on board, which I take for granted will be the case. He will deliver the letter enclosed to Mess<sup>rs</sup> Atkinson Murr Bogle & C<sup>o</sup> immediately on his arrival — they will probably ship a good deal of money by him. —

I have the honor &c

[NDA. OSW, Vol. 2, 1799.]

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To Captain Samuel Nicholson, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 18<sup>th</sup> May 1799 —

Cap<sup>t</sup> SAM<sup>l</sup> NICHOLSON

SIR There ought not to be the least delay in discharging and paying off those men of the *Constitution* whose times expire in May and June — nor in making every necessary preparation to get the Ship again to Sea. — M<sup>r</sup> Higginson will at once furnish all the Stores, depending on him — The Lieutenants, at least those best qualified, must be immediately employed in recruiting a new Crew for the *Constitution*, agreeably to the Instructions, enclosed. — they will receive the necessary money from M<sup>r</sup> Higginson, or the Purser. — pray set this necessary business in motion, — there will be no marines wanting, as these will be furnished from the Corps of Marines. — You should direct the Master, Purser, Carpenter, Gunner, Sail Maker, Boatswain, in Short every Officer having charge of Stores, to render an account of Stores received by each, what has been consumed, what remains on hand, and what may now be wanted — These returns should be countersigned by you & should be forwarded to this office — I wrote you by Cap<sup>t</sup> Tingey bound to the West Indies to have all these returns prepared, to be forwarded on your arrival at Boston, but you left the Islands before Tingey arrived. — I wrote you the 15 instant, which Letter I presume you have received, — that your Services would be wanted to superintend the building of one of the Ships of the Line — and that you would not go in the *Constitution* the next cruise — Still until another Captain takes charge of that Ship, you must be attentive to her, and to get her to Sea, as if you were to go in her. —

I have the honor &c

[NDA. OSW, Vol. 2, 1799.]

To Captain Samuel Nicholson, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

N Department 18<sup>th</sup> May 1799 —

Cap<sup>t</sup> SAMUEL NICHOLSON

SIR You will, without delay, instruct such of your Officers as may appear best calculated for the purpose to open rendezvouses for recruiting a Crew for the *Constitution*. —

You are allowed besides Officers of Marines, and 44 Privates, which will be supplied you by the Major of the Marine Corps, and your Commissioned & petty Officers, the latter of which you will appoint not exceeding 300 men and boys, exclusive of marines. — Of this number you will recruit not exceeding 120 able Seamen, & 180 ordinary men & boys. — It is our best policy to create Seamen, therefore you will take as large a proportion of boys as can be found useful on board— If you increase the number of ordinary Seamen & boys, you will consequently lessen the number of able Seamen; and I think it will be found for the good of the service, if you do so. You will allow able-seamen 17 dollars p/m<sup>o</sup>; ordinary seamen & boys from 5 to 14 dollars, according to merit — all to be entered to serve one year; — to commence from the Ships *first weighing* anchor on a Cruise; you will be careful not to enlist any, but sound and healthy Persons; and that no indirect or forcible means be used to induce them to enter into the service; No Negroes or Mulattoes are to be admitted, and as far as you can judge, you will exclude all of a Suspicious Character. — Avoid any Advance of money if possible, until the men are got on board; but should you find it impracticable to procure them on these terms, you may gratify them. — In this case you will take care to obtain sufficient security, to resort to in the event of desertion; and you will allow two months advance only. —

You will have a regular account kept of the name and Station of each recruit — together with a description of his person and his usual place of residence, so that he may be identified at any future period. — Every man entered must take an Oath agreeably to the form, you will receive herewith. — Enclosed is the form of a Shipping paper, wherein the name Station and pay of each person on board must be entered. It will be necessary, to avoid confusion, that this business be executed with the utmost exactness. —

The Form of a bond to be signed by the Sureties for the Seamen & you will also receive; and particular care must be taken, that the sureties, are persons of good and responsible Characters, before they are accepted. —

M<sup>r</sup> Higginson or M<sup>r</sup> Debloise to supply the monies for recruiting, to the recruiting Officers; who must settle their accounts with you. — They will be allowed, besides their pay and rations, two dollars for each recruit, in full for every expense of attesting, ribbon, punch, &c. in Short every expence but that of provisioning the men, enlisted at a distant port — and in such cases, the unavoidable expence for there conveyance to the Ship; but they must Observe the utmost economy; for extravagant charges for those Expenditures will not be allowed, and no charge will be allowed, without a proper voucher to support it. —

I am &c &c

To Stephen Higginson, Navy Agent, Boston, Mass., from William Winder  
Accountant of the Navy

[PHILADELPHIA]  
Navy Department Accountants Office  
May 18<sup>th</sup> 1799

STEPHEN HIGGINSON Esq<sup>r</sup>  
Boston

Sir The Secretary of the Navy has made arrangements for paying of the crew of the *Constitution* frigate, which he expects either has or will shortly arrive at Boston; and M<sup>r</sup> Gilliss the bearer of this is sent forward previously to adjust and explain certain matters relative to the accounts of that ship with the purser of that ship: and as all charges against the crew should now be brought into account you will be so obliging as to furnish M<sup>r</sup> Gilliss or M<sup>r</sup> Deblois with an account of all monies advanced by you to or for that ships crew and particularly the sums advanced to their respective attornies in order that it may be discounted in their settlements

I am Sir &c.

WILLIAM WINDER  
Acco<sup>ts</sup> of the Navy

P. S. The Secretary of the Navy in his letter to you has mentioned M<sup>r</sup> Exley as the bearer but it was afterwards thought advisable to send M<sup>r</sup> Gilliss the cheif clerk in this office instead of M<sup>r</sup> Exley.

[NDA. LB, N. Dept. Accts. Of., 1798-1800.]

To Stephen Higginson Navy Agent, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]  
N Department 18<sup>th</sup> May 1799

STEPHEN HIGGINSON Esq<sup>r</sup>  
Boston

SIR I have at this moment, just before the closing of the Mail, the mortification to receive a letter from Cap<sup>t</sup> Brown, enclosing the Certificate of the Surgeon, of the ill health of the first Lieu<sup>t</sup> of the *Merrimack*, and the resignation of the Second Lieu<sup>t</sup> M<sup>r</sup> Chase, in a letter from himself — M<sup>r</sup> Chase must not be allowed to resign when his services are so immediately wanted — if it can be avoided — L<sup>t</sup> Hamilton was sent on board the *Constitution* in the W. Indies — I pray you to attend instantly to the business of the *Merrimack* — If Chase will not go in her, 2 L<sup>ts</sup> must be provided — Let L<sup>t</sup> Hamilton if he chuses be one of them & one of the two youngest L<sup>ts</sup> in the *Constitution* another — but if one of the Midshipmen in the *Constitution* is quite fit to be L<sup>t</sup> you may let him go to act as second L<sup>t</sup> of the *Merrimack*; — & I will send a Commission for him to the W. Indies, dated from the time he goes on board the *Merrimack*. — I have not time to write Cap<sup>t</sup> Brown in answer to his, nor is it necessary —

I have the Honor to be &<sup>r</sup> &<sup>r</sup>

[NDA. GLB, Vol. 2,-1799.]

To Lieutenant Samuel Chase, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 18<sup>th</sup> May 1799 —

Lieut. CHASE of the *Merrimack*.

*Boston.*

SIR I have received your letter of the 11<sup>th</sup> instant — offering your resignation — the *Merrimack* is ordered on instant service, and there is not time to provide another Officer to take your place — nor will it be honorable in you to insist upon resigning at such a time, — I therefore rely, that you will be satisfied to proceed on the present cruise. —

I am &c

[NDA. OSW, Vol. 2, 1799.]

To William Rawle from Secretary of the Navy

[PHILADELPHIA]

Navy Department 18. May 1799.

W<sup>m</sup> RAWLE Esquire

SIR In answer to your favor of yesterday I have no information respecting the *Mary* of Norwich beyond the contents of the Papers sent to you. —

M<sup>r</sup> Hill the owner acknowledges himself to be a citizen of the United States — He says he has been absent 14 or 15 Months in the West Indies — M<sup>r</sup> Evans the Prize Master, who waits on you with this, can prove M<sup>r</sup> Hill's acknowledgement of Citizenship. —

I have the honor to be &c

[NDA. GLB, Vol. 2, 1799.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Saturday, 18 May 1799

Fresh Gales, and hazy Weather all these Twenty four Hours. Sounded every two Hours, while passing the Latitudes of Cape Look out, and Cape Hatteras, got no Ground. Spoke the Schooner *Alexander*, a Flag of Truce from Cape Francois out 5 Days, bound to Philadelphia, as also a Ship from Charleston bound to Barbadoes, out two Days.

When abreast of Cape Hatteras early this Morning, we experienced some hard Squalls, and very heavy Claps of Thunder. At Noon Cape Henry bore W.N. W. 52 Leagues Distance. Sounded, no Ground. Died Thomas Murray, Marine, and committed his Body to the Deep.

[Long'de. Account. 72°.56' W.]  
[Latt'de. ob'd. 36°.00' N°]

[HS of PA. NDA photostat.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Saturday, 18 May 1799

Light airs inclining to a calm Seamen Variously employed under the Boatswain. 2 pm. sent a Midshipman on b<sup>d</sup> the Commodore,

with a message from our Capt<sup>n</sup> 4 pm. the Midshipman returned, hoisted the Jolly boat up, the port of Rosseau bore N E B E<sup>t</sup> 3 Leagues — At do. counted the Fleet, they amounted to 38 Sail exclusive of the Commodore & our Selves ½ past 4 pm. saw a Strange sail in the S.E<sup>t</sup> Quarter made Sail and gave chase — 5 Called all hands to Quarters & cleared Ship for Action ½ past 5 spoke the Chase (an English Ship of 20 Guns) from S<sup>t</sup> Pierres bound to S<sup>t</sup> Bartholomews — Capt<sup>n</sup> Preble advised him to keep company with the Fleet which he seemed to be very willing to Accept — 6 pm. wore Ship and made sail after the Fleet — Saw a strange Sail in the NW<sup>t</sup> Q<sup>r</sup> ½ past 6 Roseau bore East distance 5 Leagues — 9 pm. spoke the Comm<sup>e</sup> & informed him concerning the Chase

Midnight, fresh Gale & pleasant weather, made & shortened Sail occasionally ½ past 3 Am. saw a large Ship standing to the Eastward by the wind, which we knew could be none of the Convoy — Shew 3 lights perpendicular which was not answered, We however presumed she was an English Frigate & that she had spoke the Commodore, previous to our seeing her — Brig<sup>e</sup> also was discovered on the same tack but, as she hove about under our lee & stood after the Convoy, we concluded she was one of the Fleet, which proved to be the case — from ½ pas 3 'till 5 we where all hands to Quarters, 'till it was Acer- tained who the before mentioned ship and Brig<sup>e</sup> was, which being done we made sail & spoke the Commodore — At 8 Am. Monserat bore N<sup>o</sup> 7 Leagues distance — at 10 Am. sent our Jolly boat with a Mid- shipman on board a Schooner, belonging to Portland, and bound home, with the Signals of the Convoy — At Meridian the N<sup>o</sup> Point of Guadaloupe bore E B N<sup>o</sup> On the East<sup>n</sup> p<sup>t</sup> Monserat N B E<sup>t</sup> 5 Leagues distance, Fleet all in sight Expended 55 G<sup>s</sup> water remains 2885 Gallons

[LC, EPP, 1799.]

To Secretary of the Navy from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *Constellation* May 19<sup>th</sup> 1799  
Cape Henry bearing N.W.B.W. 22 Leagues Distance

DEAR SIR, I dispatched the *Virginia* Captain Bright on the 5<sup>th</sup> Inst: from S<sup>t</sup> Christophers with a Convoy, Captain M<sup>c</sup>Neil of the *Portsmouth* took under his Charge at Martinica bound for the U: S: But left at S<sup>t</sup> Kitts to follow with the English Homeward Fleet as far as Tortola, while (as I have since ascertained) he proceeded to Leeward, to collect such Vessels as might be ready at other Islands.

The Masters of the American Vessels appearing dissatisfied, and uneasy at being left behind, sent me a Petition for Convoy as far as S<sup>t</sup> Thomas's and altho' it was extremely inconvenient, having made my Arrangements for the Employment of all the Vessels on the Station, I thought it best to gratify them and accordingly gave Orders to Captain Bright to perform that Service, his Force being fully sufficient for the Purpose, there being a well armed American Ship among the Number ready to sail, and I was possessed of good Information, that the Passage down to S<sup>t</sup> Thomas's was perfectly clear of french Cruizers, and in Addition to the British Ships of War that sailed with the Fleet, they had a Number of Frigates, and other



Vessels of Observation out, reconnoitring the Coasts, and Channels between all the Islands to Leeward —

My Orders to Captain Bright were, that as soon as he met the *Portsmouth*, to proceed without Loss of Time with my Dispatches to you, in Order that I should receive your Instructions, as to future Operations, as early as possible after my Arrival in the Bay of Chesapeake.

On the 7<sup>th</sup> the Accounts of the Squadron being all settled at Saint Christophers', I weighed and proceeded leisurely towards our own Coast, taking with me *L'Insurgente* and leaving all the other Vessels of War under my Direction to cruize in certain Situations, as you have already been informed by Copies of my Orders to the Commanders transmitted by the *Virginia*. It may however be well to inform the Merchants, and Underwriters, that these Vessels will remain cruizing within the Torrid Zone untill the 10<sup>th</sup> of June, and then they are to proceed Home in two Divisions with the Trade, that may be collected, and ready to accompany them from S<sup>t</sup> Kitts.

This Arrangement, Sir, will render some Protection to all our Return West Indiamen, that choose to partake of it, untill you have Time to adopt other suitable Measures for the Summer Season, especially as the [*George*] *Washington* and *Pickering*, which were not of my Squadron, was to leave the Island ab<sup>t</sup> the 20<sup>th</sup> Instant, with such Vessels, as was then ready.

It is not necessary for me to inform you, how astonishingly our Commerce to the West Indies, have encreased within a few Years, tho' I was surpris'd at it myself, and how much it will be exposed to the Enemy's Cruizers, if we have not some Swarms of fast sailing Vessels of Force sent out, well equipt, and manned.

I have left at S<sup>t</sup> Christophers in Charge of M<sup>r</sup> Clarkson, the following Spars belonging to the *Constellation* to Viz<sup>t</sup>

- One Main Yard
- One Cross Jack D<sup>o</sup>
- One Mizzen Top Mast
- One Derrick

These Spars I have ordered to be kept under Cover, well pay'd with Tar &c: and to be delivered to any of our Ships of War in real Want of them, or any Part thereof, and to transmit to you such Captain's Receipt, as may be accommodated therewith. I also embrace the Oppertunity of recommending strongly your sending out, and keeping as a Deposit in Case of Disaster to any of our Vessels of War a Number of Spars such as Yards, Topmasts, Top Gallant Masts, Jib Booms, Studding Sail Booms &c: of different Sizes, and even Sheer Masts, which may be made to answer for lower Masts in Case of Emergency, all of which can be lodged at Saint Kitts, without any Expencc of Carriage, by each public Vessel going out, carrying what they can take on Board with Convenience. The Difficulty of procuring Spars of any Size is very great indeed in that Quarter, and a single lower Yard would cost the U. S. perhaps as much in any of the Islands, as a common Cargo would stand in, if lodged in the Manner recommended, besides the Uncertainty of getting supplied. Having furnished you by the *Virginia* with Copies of my Letters to the Commanders of the publick Vessels under my Orders for their Government during the Remainder of their Cruize, I now enclose you Copy of my Instructions to the Agent.

The Accounts of the Squadron, while on Service abroad, with the Drafts drawn for Advances made the Crews, and for fresh Provisions, and other Supplies &c: &c: &c: with the necessary Vouchers, I have directed the Purser M<sup>r</sup> Isaac Garretson to transmit you immediately, together with a Statement of what Money will be wanted to pay off the Crew of this Ship, their Times being mostly expired.

The Expence attending such a Number of Prisoners, as I have made, and carried into S<sup>t</sup> Kitts, was unavoidable. By positive Orders from England, Prisoners are to be landed only at Martinica, and Barbadoes, and the British Admiral commanding on that Station has in no Instance attempted to land any in other Islands; It was consequently considered a great Indulgence to me to land in S<sup>t</sup> Kitts a Part of *L'Insurgente's* Crew &c: and to confine on Board a Prison Ship in that Road the Remainder; tho' it was impracticable in the then crippled State, in which I arrived with the two Frigates to have proceeded Windward to Martinica. Under these Circumstances, there was no Alternative, but to do as I have done; for to have suffered such a Number of Men to have remained on Board confined below in a warm Climate, Humanity, and the Preservation of Health in my Ship forbid, and to have suffered them at Liberty unconfined, regular Systematic Service, and Prudence would not permit.

I enclose you the Inventory of *L'Insurgente's* Stores &c: and the Sales of the *Constellation's* Prizes exhibited to me by the Agent at S<sup>t</sup> Kitts, as also the Salvage received on the British Ship *Brothers* of London, recaptured by me as before advised.

Lieutenant Rodgers I have ordered to proceed opposite Crany Island near to Norfolk with *L'Insurgente*, and to prepare for refitting his Ship, and completing his Compliment of Men, so soon as he receives Orders to that Effect, and on the same Account, I shall go into Hampton Roads, or up to Annapolis, according to Circumstances, or the Advices you may have lodged at Norfolk for me.

The greatest Part of the Crew having been engaged at and near to Baltimore, the bringing them near to their Homes at the Expiration of their Times will have it's Advantages on that Account, I have determined to return to the Chesapeake, instead of Philadelphia, or New York as I first intended on Account of being a little with my Family, without being a Distance from the Ship.

The Cannon I have recommended for this Ship together with the Sails, Rigging, Cables &c: &c: &c: are much wanted, and to put the Ship in the best State, are indispensable; I therefore hope they are in Readiness, and that the Period for entering Seamen for our Navy will be augmented. During my Passage from the West Indies, Nothing remarkable occurred; Copy of my Journal will however be transmitted to you as usual.

I have been informed, that some Evil minded Wretches in the United States have industriously endeavoured to impress the People with a Belief, that *L'Insurgente* had always respected our Flag, and had made no Capture of our Vessels, and consequently my taking of her was extremely wrong. How such false, infamous, and barefaced Declarations could ever be made before a deserving Public, is to me astonishing.

Altho' it was not for me to enquire on seeing a French Frigate, whether she had, or had not been successful in her Pursuits after our

Vessels of Trade (or even to suffer a Thought of the Sort to pass over my Mind) it being sufficient for me first to consider the Letter and Spirit of my Instructions from the President of the U. S. founded on the Laws of Congress, and secondly that their Ships of War, and Privateers indiscriminately captured all our Vessels of any Value, that they fell in with, even a Chinaman was taken, and carried to France last Autumn by two Frigates bound Home from S<sup>t</sup> Domingo. But in Addition to these Circumstances too powerful in themselves to need any Comment; it was *L'Insurgente*, that captured the U: S: Vessel of War *Retaliation*, and her Log Book and Journals will show, that many of our Merchantmen was also carried into Gaudaloupe &c: by that Ship; and what was the Conduct of her Commander on seeing the *Constellation*, Why, Sir, his first attempt was to deceive by a false Show of Colours, and when the Attempt would not succeed, open Hostilities were declared by the French Flag being hoisted, accompanied with a Cannon fired to Windward; this being an incontrovertible Fact; is there then an American yet to be found on the Territory on the United States, whose Heart would not have bled for his Country's Honor, had I (after such a Declaration of open Defiance by a declared Enemy, according to the Customs of Nations at Sea) hesitated one Moment in making the Attack I did, and that too without any Sort of Ceremony. If there is such still in the Bosom of our Country, I am sorry for it, and am of Opinion, that the sooner it is rid of him, or them, the happier it will be for the Land.

If *L'Insurgente's* Errant off S<sup>t</sup> Kitt's was not to meet the *Constellation* (it being then her well known Rendezvous) and to attack, or bully her, there is little Doubt, but the American Convoy that was to have sailed on the 10<sup>th</sup> of February, the Day after she was taken was the Object of that Ship; for the French have daily Information of every Thing that is going on through the Neutrals, who are continually passing, and repassing to, and from the Islands, under every Flag that fly's in the West Indies.

The Expedition on which I have been sent, being now ended, and the Times of our Crew having expired, as I have before mentioned, I must now beg Leave to conclude with observing, that in all my Acts, and in all my Actions, I have endeavoured studiously to keep steadily in View, what I conceived to be the Intentions of the Government as nearly as Circumstances would permit, and to govern those, who I have had the Honor, and Glory to command, with that Mildness which is the Characteristic of our invaluable Constitution, and Laws; and I wish to hope that there are none, who have been under my Authority, possessing a Spark of Candor, and having the least Reflection, who will not do me the Justice to say, that their Happiness, and Comfort (keeping always in View the Duty of the Ship, and good Subordination) has at all Times been commensurate with the arduous Task I have had to perform in organizing the Ship, amidst the great Variety of Incidents, and Scenes new to a People engaged in the Commencement of Naval Service.

I have the Honor to be, Sir, with great Respect & Esteem

Your most Obed<sup>t</sup> humble Servant —

P: S: A Complaint having been made to me by a Master of a Vessel, respecting the ill Treatment of another Merchant Captain, by the Captain of an English Man of War, I have transmitted an

Account to M<sup>r</sup> Pickering, Secretary of State, as the Business will no Doubt come before him.

HON<sup>ble</sup> BENJ<sup>n</sup> STODDERT  
Secretary of the Navy.

[HS of Pa. NDA photostat, Truxtun's LB, 1798-9.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Sunday, 19 May 1799

Hard Gales the first and middle Parts of these Twenty four Hours. Close reefed main, and fore top Sails. Double reefed the fore Sail. In main Sail. Down Top Gallant Yards; Launched top Gallant Masts, and got the Jib of Jib Booms in, housed the Lee Guns, and made the Ship Snug.

At 6 AM more moderate, up top Gallant Masts, and out Reefs. Spoke a Brig from Philadelphia bound to Savannah. Several other Vessels in Sight, among the Number a whaling Sloop under her Jib; at Noon sounded, and got Ground, the Depth 23 Fathoms over a Bottom of fine black, and white Sand. Cape Henry at same Time bore N. W. B. W. 22 Leagues Distance.

[Long'de. Account. 74°.51' W.]  
[Latt'de. ob'd. 36°.25' N']

[HS of PA. NDA Photostat.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Sunday, 19 May 1799

Pleasant weather being calm, the Fleet was dispers'd heading different ways Had a survey on a Quantity of Cheese by the Master, one Masters Mate & a Midshipman, result of the survey 96 lbs condemned as unfit for use, and thrown into the Sea — 5 pm. the Commodore Shew a Dutch Flagg at the Mizen Peak, signal for the Fleet to close & the sternmost Ships to make Sail — 6 pm. a fresh breeze sprung up, handed T. G. Sails ½ past 6 the Commodore hoisted a White Flagg at the main (a signal for the Fleet to come under his Stern) ½ past 6 hauled towards Monserat & the Fleet continued their Course for S<sup>t</sup> Christophers — 8 pm. Monserat bore N<sup>o</sup> 4 Leagues distance — The Fleet all out of Sight, stood in there, hoisted a light as is customary when any Ship Anchors in the night in this Road 11 pm. anchored in Montserat roads, with the best bower, in 10 fm<sup>s</sup> Water over a bottom of Sand, 3 Cables length from the shore, the Flagg Staff on the Fort bearing E B N<sup>o</sup> ½ N<sup>o</sup> and the extremes of the land N W<sup>t</sup> and S. E<sup>t</sup>

Midnight, pleasant weather, found riding in Montserat Roads — 9 Sail 4 Americans, and 5 Englishmen, Set a harbour Watch 6 A. M. Capt<sup>n</sup> Preble went on Shore

Maridian, Capt<sup>n</sup> Preble came on board and gave orders to get ready to Weigh — got all clear, sent a Midshipman on board 3 American Vessels who where to Sail under our Convoy to S<sup>t</sup> Christophers Broach<sup>d</sup> a Cask of Water — expended 56 Gallons remains 2829 Gallons Hove short Waiting for the Midshipman to return who carried the Signalls

[LC, EPP, 1799.]

To Captain John Barry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
N Department May 20<sup>th</sup> 1799

Cap<sup>t</sup> JOHN BARRY  
Circular:

SIR It is indispensable that every Officer on board your Ship to whom Stores are entrusted, should keep a regular acc<sup>t</sup> of the quantity he receives, when and how issued, or expended, and previous to applying for new Supplies, he must furnish Copies of these statements to be lodged in this Office, together with Lists of the quantity of each Article remaining unexpended. — You will be pleased therefore to direct the Purser, Gunner, Sail Maker, Carpenter, Boatswain and other Officers having the care of Stores, to make these returns accordingly. —

I have the Honor to be

[NDA. OSW, Vol. 2, 1799.]

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To Captain John Barry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
N Department May 20<sup>th</sup> 1799.

Cap<sup>t</sup> J. BARRY

SIR Recruiting instructions — the same as Nicholsons; see page 40, with this difference. —

Not to exceed 175 able Seamen; the Whole not to exceed 300; Monies to be furnished M<sup>t</sup> Wadsworth, who will advance to the Recruiting Officers. —

[Page 40 contains letter to Captain Nicholson dated May 18, 1799.]

[NDA. OSW, Vol. 2, 1799.]

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To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
N Department 20<sup>th</sup> May 1799

Cap<sup>t</sup> THO<sup>s</sup> TRUXTUN

SIR In enumerating the Vessels under your Command I omitted to mention the *George Washington*, Fletcher — She may either remain, or be sent to Jamaica, instead of one of the other Vessels — Being a Stronger Vessel, & a dull Sailer, perhaps she might be more proper to send — Act as you judge best. —

I have the Honor to be

[NDA. OSW, Vol. 2, 1799.]

To Captain Stephen Decatur (senior), U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department May 20<sup>th</sup> 1799

Cap<sup>t</sup> DECATUR

SIR The Law is so positive, that I believe there will be no possibility of getting you clear of the Lazaretto, sooner than 10 days — and if you have not a Ventilator 15 — you must have patience. —

Lying so long, in so hot a place, with so many men on board, is enough to produce diseases, where there was none — keeping your men employed, perhaps is the best way to avoid this evil. — You can I presume obtain fresh meat & vegetables for the Crew — If you want mony, you must draw on me — or I will send you some down, if you will let me know what you want — or any thing else. — Altho I hope your next cruise will be in a Frigate, I shall be very anxious to get the *Delaware* to sea, as soon as possible; I do not at present know who will be the comm<sup>d</sup> please to have returns made of every thing necessary, for a Cruise of 6 Months — that the Articles may be preparing. The Gunner — Carpenter — Boatswain, indeed all the Officers having the care of Stores, should make returns of the quantity rec<sup>d</sup> — consumed — & on hand — & what is wanting. —

You have had a hard Service, & have performed it well, & have given effectual protection to our Commerce. — I wrote you by Merchant vessels, that the *General Greene*, Cap<sup>t</sup> Perry, would relieve you in this month, but I suppose you did not receive my letters. — The *General Greene* I believe Sailed on the 15<sup>th</sup> Ins<sup>t</sup> — I hope however he will arrive at the Havana in time to prevent much mischief. —

I send you two Laws which passed the last Session of Congress, the rest are not printed. —

I have the Honor

[NDA. OSW, Vol. 2, 1799.]

To Lieutenant Charles C. Russell, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20<sup>th</sup> May 1799

Cap<sup>t</sup> CHARLES C. RUSSEL  
of the *Herald*, New Castle

SIR I have directed to be sent you without delay, the articles you want — I hope you will receive them in a day or two — The moment you get them on board, you will please to proceed immediately to S<sup>t</sup> Mary's River, being our Southern boundary, cruising as you go, and letting it be known to the People of the Southern States that you are on the Coast — from S<sup>t</sup> Marys you will return to Boston, cruising for French Privateers, and endeavour to arrive at Boston, not before the 10<sup>th</sup> of July, and as soon after, as may be. —

It is not very probable that you will meet with any Vessel, of the Enemy in this Cruise — but it is possible — and the Coast being at present unguarded, a Small Privateer might do much mischief — this makes it necessary, that you should make this short cruise before you return to Boston, to refit — and get a new Crew. — You could not come to Philadelphia without exciting some uneasiness — but

indeed there is not time — the service you are going on, being essential, to quiet the apprehensions of the Southern people.

Write me on your leaving New Castle, which I hope will be by Thursday at latest. —

Wishing you success and honor I remain &c

[NDA. OSW, Vol. 2, 1799.]

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To Captain John Adams, U. S. Revenue Cutter *Scammel*, from Secretary of the Navy

[PHILADELPHIA]

N Department 20<sup>th</sup> May 1799

Cap<sup>t</sup> JN<sup>o</sup> ADAMS

SIR You will please proceed to Phila<sup>a</sup> with the *Scammel*, that she may undergo such repairs as shall be found requisite. — you must let Cap<sup>t</sup> Russell have his men — at least such as can be spared. — If you keep enough to navigate the Vessel to this place, it will be sufficient. —

I am Sir &c

[NDA. OSW, Vol. 2, 1799.]

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To Lieutenant John Rodgers, U. S. Navy, commander of *l'Insurgente*, from Captain Thomas Truxtun, U. S. Navy

UNITED STATES' SHIP *Constellation*

20<sup>th</sup> May 1799.

SIR, It was my Intention to have ordered you with *L'Insurgente* to Baltimore, when I left the West Indies, but your Want of a Mast &c: induces me to direct *L'Insurgente* to be anchored opposite the Upper Part of Crany Island in a good Birth, it being a better Place than Hampton Road for her. I have every Disposition to accommodate every deserving Man in the Service, and to indulge their going as near their Homes as possible to refit, But the Good of the Service obliges me to make a Sacrifice myself by coming here instead of going to New York, on Account of manning speedily, together with most of the Men now on Board belonging to this Bay.

You will go in with the French National Flag hoisted under that of the United States, and gratify our Countrymen with that Sight for three Days, and then hoist the American Ensign as usual. I am with great Respect

Your Obed<sup>t</sup> humble Servant

Lieut: JOHN RODGERS.

[HS of Pa. NDA photostat, Truxtun's LB, 1798-9.]

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[20 May 1799]

To the enlisted men on board the *Constellation*, from Captain Thomas Truxtun, U. S. Navy

The Time of many of the Men composing the Crew of this Ship being about to expire in a few Days, I have thought proper to give such this public Notice that it is my Intention to hold good Faith

with them, and that in Consequence thereof, I have sent Dispatches away this Morning to the Secretary of the Navy in Philadelphia, lest those I forwarded from S<sup>t</sup> Christophers by the *Virginia* Cutter, Captain Bright, should not have reached him, and in Order that Money should be sent down either to Annapolis, or Norfolk to pay those off, who have faithfully done their Duty to the Public, provided in the mean Time, they are guilty of no Impropriety, which I am sorry to say, has been the Case with some, who, by the Law, would be cashired, was I to take Measures for to effect it. But I pass over to the Winds to blow from the *Constellation*, and from my Mind, every Thing like Revenge, and remind my People, that when they are discharged from this Ship, they may travel far, before they meet another, where the same Care, and Justice will be done them in every Situation, that there has been here; but be their Destination where it may, I wish them Success, and recommend to them every where Obedience to their Officers, and Regularity in their Conduct, as the sure Means of obtaining good Treatment; and should there be any on Board who have not had their full Allowance of every Thing, agreeable to the Act of Congress, on a proper Application to me, I shall direct them to be paid in Money.

United States' Ship *Constellation*, Hampton Roads 20<sup>th</sup> May 1799.

[HS of Pa. NDA photostat, Truxtun's LB, 1798-9.]

To Secretary of the Navy from Captain Thomas Tingey, U. S. Navy

[U. S. S.] *Ganges* BASSE TERRE ROAD S<sup>t</sup> CHRISTOPHERS

May 20<sup>th</sup> 1799

SIR I had the honor to address You the 21<sup>st</sup> and 23<sup>d</sup> ultimo per M<sup>r</sup> Sam<sup>l</sup> Evans in the Sloop *Mary* of Norwich sent home for trial, having been (in my opinion) some time employ'd in illicit trade — Duplicate: by M<sup>r</sup> John Love in the recaptur'd Ship *Eliza* of Chareleston both of which I hope are long since with You.

Since that period no opportunity has presented to address You, nor indeed has ought very material occur'd. A series of adverse winds (which it is true were to be expected) prevented my arrival at this place till the afternoon of the 14<sup>th</sup> when to my great surprize I learn'd that Captain Barry and Capt<sup>n</sup> Truxtun had some time since sail'd for the Continent — The Trussel-trees at our Main topmast head, having given way, and some other materials in our rigging wanting repair: we instantly sett to work to refit the whole of these matters, as also to proceed to Old Road to replenish our water, all which is effected and this morning return'd to this place.

On the afternoon of the 17<sup>th</sup> The Brigs *Eagle* and *Richmond* came in with two recaptured vessels; and the same evening arriv'd the Brig *Norfolk*, together with the Brig *Florida* Store-vessel. On the morning of the 18<sup>th</sup> Captain Barron with the *Baltimore* return'd from having convoy'd a large fleet to near the latitude of Bermudas — Yesterday Capt<sup>n</sup> Fletcher in the *George Washington*, came down from Martinico with a convoy of Merchant vessels, and this morning the Brig *Pickering* Lieut<sup>t</sup> Preble came with those vessels which were at Montserrat.





CAPTAIN THOMAS TINGEY, U. S. NAVY



Finding myself very unexpectedly the Senior Officer on the Station, I remain'd this day to make arrangements, for the distribution of the Stores by the *Florida*, proportionate to the wants of each vessel, and expect on the morrow to depart with such of them as will be then ready; with orders for the others to follow with all possible speed — and intend to form ourselves in such disposition round Guadaloupe as will I hope prevent any of those depredators on our commerce effecting their designs, or getting their prizes into the ports of that Island. — As we had no orders by which to form a regular plan of operations, that would to a certainty coincide with your wishes, it was determin'd by Captain Barron, Capt<sup>n</sup> Bainbridge & myself, to open one of your packets (by the latter) to Capt<sup>n</sup> Truxtun's address; hoping therein to find some general order, to whoever might perchance have the command (in case of Capt<sup>n</sup> Truxtun's absence) for our guidance; but finding nought but *particulars* for Capt<sup>n</sup> Truxtun, 'twas immediately reclos'd, and seal'd in presence of those gentlemen — and is forwarded by this opportunity to You with all the other dispatches and letters left in my possession — We took out however the printed acts of Congress for the further suspension of the Commercial Intercourse &c which I shall distribute among those Captains who have not been furnish'd with them & supply them also with a copy of your instructions on that head.

Agreeably to the orders left by Capt<sup>n</sup> Truxtun on his departure, Capt<sup>n</sup> Barron with the *Baltimore*, as also the Brigs *Norfolk*, *Richmond* and *Eagle*, are jointly to assemble all the trading vessels from Martinico &c &c and to depart from this on the 10<sup>th</sup> of June for the Continent — I shall not presume (unless something extraordinary takes place, or that I should hear from You in the interim, which I earnestly hope) to countermand those orders; except in that of keeping Capt<sup>n</sup> Bainbridge with me, as he is so recently from home, and if our business is very effectual & very brisk, perhaps one of the other Brigs; keeping generally between this, and the late rendezvous of Capt<sup>n</sup> Barry.

I shall assure myself of hearing from you timely 'ere the commencement of the hurricane months, when I presume very few of our public vessels will be kept in these seas — But in case of disappointment in that particular, I shall keep the *Ganges* & *Norfolk* cruising here till the 20<sup>th</sup> or 25<sup>th</sup> July, ere we direct our course homeward; and of which timely notice will be given to the trade in the different Islands from Martinique to S<sup>t</sup> Thomas.

I flatter myself of being *right* in respect to the Sloop I sent home for adjudication — but lest any doubts have arisen; I have now heard, sufficient in my mind to condemn her — Knowing or suspecting the double dealings we have to counteract, I (for the first time since I came out with the *Ganges*) had recourse to deception, and brought her too with English colours flying — it had the effect and caus'd them to shew the American Flag — The master of the Sloop having repeatedly told some of my Officers (tho' I knew not of it till within these few days) that, had we shewn an American Flag, they would have appear'd under Danish colours & papers to protect them.

The Crew of the *Ganges* have nearly recover'd the high state of health which we formerly experienc'd — but I am not so happy as to be enabled to say that my own health is quite perfect at present,

being some little time past afflicted with a severe pain in the small of my back & intestines.

I have the honor to transmit you herewith a Copy of my Quarter Bill for the *Ganges*, regulated (after the experience of the 1<sup>st</sup> Cruize) on the 1<sup>st</sup> of April when clear of the Cheseapeak & fully man'd.

A Copy of our muster roll is also transmitted in which is enumerated, the people you sent me with M<sup>r</sup> Kenyon — One man enter'd — formerly of the Sloop *Mary* of Norwich — Two ditto of the Privateer which captur'd the *Eliza* — a Dane & a Spaniard, and two recruited here from an American Brig: who had quarrell'd with their Captain.

I have supplied from the Cordage sent for Capt<sup>s</sup> Truxtun — sundry particulars thereof that were wanted by the *Baltimore*, *Norfolk*, *Richmond* & *Eagle*. They have also orders for such supplies from the Brig with stores, as they inform'd me they needed — The residue of that cargo I have order'd to be deliver'd to David M. Clarkson Esq<sup>r</sup> to be supplied to the Ships of the United States.

You will please excuse my not being more correct & explicit in this correspondence for I really am not well

I have the honor &c &c

THO<sup>s</sup> TINGEY

Hon<sup>ble</sup> BENJ STODDERT

[NDA. TingeY LB, 1798–1800.]

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To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 20 May 1799.*

THE SECRETARY OF THE TREASURY

SIR The *Eagle* Cutter, Campbell is a very proper Vessel to be retained in the Navy Service, and you may, if you please, consider her as belonging to that Establishment — also the *Pickering*, and the *Scammel*. The Cutters *Diligence*, and *Genl. Greene* are too Small to be useful in the Navy — and may be considered as not belonging to the Navy — As Soon as I find out the Character of the three other Vessels, built for Revenue Cutters, I will inform you whether either of them will be retained in the Navy.

I Am &c

[NDA. Req. on US T, 1798–1803.]

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[20 May 1799]

To William Knight, Master's Mate, U. S. Navy, from Captain Thomas Tingey, U. S. Navy, ordering him to act as Lieutenant on board the U. S. R. C. Brig *Eagle*

SIR You are hereby requested and directed to repair on board the United States Arm'd Brig *Eagle* Capt<sup>n</sup> — — — — Campbell — and on board said brigg to act and do the Duty of Lieutenant; untill such time as the pleasure of the President of the United States, shall be made known to You by the Secretary of the Navy.

Confiding in your diligent attention to the duties of said station, I trust you will perform them fully to your own credit as an Officer —

to the satisfaction of your commander (whom you will be attentive strictly to obey — and to honor of our Flag.

Given under my hand on board the United States Ship *Ganges*, at Basse Terre Road, St Christophers this 20<sup>th</sup> day of May 1799

T. T. [THOMAS TINGEY]

To M<sup>r</sup> WILL<sup>m</sup> KNIGHT

hereby appointed Lieut<sup>t</sup> of the U. S. Brig *Eagle*

[NDA. Tingey LB, 1798-1800.]

To Jeremiah Yellott, Navy Agent, Baltimore, Md., from Captain Alexander Murray, U. S. Navy

NEW CASTLE. 20<sup>th</sup> May 1799

JEREM<sup>s</sup> YELLATT, Esq<sup>r</sup>

D<sup>r</sup> SIR I duly received your esteemed favor by M<sup>r</sup> Bunbury, & feel grateful for your kind remembrance of me & more especially for the preference you seem to favor me with in expressing your wish for me to take the command of your favourite Ship, which I have not the least doubt of being as perfect a vessel as her size can admit off, well knowing the experience and judgment you have in the Nautical line, in my late command I have most certainly done all in my power to merit the good opinion of my countrymen in General, and altho our efforts have not been Crowned with our wishes for success, yet I flatter myself that no misconduct can be imputed to us.

I have received a very flattering & satisfactory letter from the Secretary of the Navy expressing his entire satisfaction of my conduct sanctioned by the President's approbation, he has so far appreciated my merit as to offer me the Command of one of the Frigates, but as I cannot be permitted to see him on account of the malicious report of the yellow fever being on board the *Montazuma*, I am not informed what further arraingments he means as to the Identical vessel but as I mean to be governed entirely by his advice and orders, I shall wait the result of his choice and accept of whatever appointment he may think me worthy of & hope to continue to merit his kind Patronage, I shall be happy to hear of M<sup>r</sup> Bunburys appointment to any of your Schooners, he is a very Clever industrious & active man and will do credit to the Service I have no doubt. with compliments to your good Lady

I am

Your most Obed<sup>t</sup>

[NDA. A. Murray's LB, 1799-1805.]

To Captain Robert Gill, Navy Storekeeper, from Secretary of the Navy

[PHILADELPHIA]

Navy Department May 20. 1799

Cap<sup>t</sup> ROBERT GILL

SIR You will please to furnish Mr Dowers with such Sail Cloth as he may apply to you for, for the purpose of making sails for the Frigate *United States* & Ship *Montezuma* —

Y<sup>rs</sup> &<sup>t</sup>

[NDA. GLB, Vol. 2,§1799.]

To Regis Le Blanc, Envoy of General Desfourneaux and Special Agent of Executive Directory at Guadeloupe, from Secretary of the Navy

[PHILADELPHIA]

Navy Depart<sup>mt</sup> May 20 — 1799

M<sup>r</sup> REGIS LEBLANC

SIR The Committee who have the superintendence of the Prison<sup>'</sup> where the French Prisoners are confined, have applied to me to remove them, as it is inconvenient, to keep them longer, and as the Cartel *James* may not arrive for some time, or perhaps not arrive at all, I have this day agreed with M<sup>r</sup> Fitzsimons for a Vessel to carry them to Guadeloupe, which I mention for your government —

She will be ready to sail in a few days. —

I have the honor to be &<sup>c</sup>

[NDA. GLB, Vol. 2, 1799.]

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To Captain Parker, of the Sloop *Eliza*, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20<sup>th</sup> May 1799 —

Cap<sup>t</sup> PARKER  
of the Sloop *Eliza* }

SIR I request the favor of you to deliver to the Commanders of any Armed Vessels in the Service of the United States, that you may fall in with on your passage to S<sup>t</sup> Kitts or at S<sup>t</sup> Kitts the enclosed Letters — delivering one and only one to each Commander. —

But if unfortunately you should be taken by the French you will be pleased to throw these Letters overboard immediately upon striking your Colours. —

Be pleased also to deliver the Letter to M<sup>r</sup> Clarkson. —

I am Sir &<sup>c</sup>

[NDA. GLB, Vol. 2, 1799.]

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To Thomas Burrows, Prize Master of Schooner *Porpoise (Le Marsouin)*, Baltimore, Md., from Secretary of the Navy]

[PHILADELPHIA]

Navy Dep<sup>t</sup> May 20. 1799

M<sup>r</sup> THOMAS BURROWS  
Prize Master of  
Schooner *Porpoise* Balto.

SIR I have received your letter of the 16 Ins<sup>t</sup> — M<sup>r</sup> Yellott has already been requested to pay Joseph Clark the amo<sup>t</sup> of Captn Decaturs order —

You may permit the other persons you mention to come on here, sending me a list of their names, and on your application to M<sup>r</sup> Yellott, he will supply you with fifty Dollars which will enable you to give each of them a sum to defray their expences which can be deducted out of their wages —

I am &c.

[NDA. GLB, Vol. 2, 1799.]

To Major Commandant W. W. Burrows, U. S. Marine Corps, from First Lieutenant Anthony Gale, U. S. Marine Corps

[U. S. S. *Ganges*] S<sup>t</sup> KITTS BASSATERE

May 20. 1799

SIR I am sorry to inform you that Rob<sup>t</sup> Rosaman died the 31<sup>st</sup> March while at Sea, of a fever. Cap<sup>t</sup> Tingey and I agreed, to sell all his clothing, at the mast, as is customary in such cases at Sea, but Sir I have made up my number again by the taking of Brown in Bassatere (one of the Deserterters from S<sup>t</sup> Thomas), on the 15 instant, Brown tells me Weldon has gon on board of an English privateer, as Cap<sup>t</sup> of Marines I only wish I could come across him and I would take his epaulet off his shoulder. before we sail'd from Hampton Roads some of the men agreed to buy a piece of cloth to make them uniform, which I persuaded the Purser to buy, and charge to the men that took it as pay, we expect to sail for Philad<sup>a</sup> about the middle of July next, when I arrive I expect Sir you can be able to give me a Drummer & Fifer as they are very much wanted on board this ship. The Brig *Norfolk* arived her about two day ago. I had the pleasure of seeing L<sup>t</sup> Geddes.

I have the Honor to be

Sir

Y<sup>r</sup> most ob<sup>t</sup> Serv<sup>t</sup>

ANTHONY GALE

*Lieut of Marines*

W. W. BURROWS

*Maj<sup>t</sup> Commandant of the Marine Corps*

[MCA. LR, 1799.]

[20 May 1799]

Account of launching of United States Ship *Boston* from the Continental Shipyard, at the North End of Boston, Mass.

*The Launch.*

Yesterday the frigate *Boston*, pierced for 32 guns was launched from the Continental Ship Yard, at the North End. Every thing was in excellent preparation, and at half-past eleven, the spur shores and after block being removed, she glided regularly and safely to the element, in which we hope she will be conspicuously honorable to our Country. Her appearance on the water was beautiful and majestic, and commanded the admiration of the best judges. The exhilarating scene, was honored with the presence of the PRESIDENT of the United States, Lieut. Governor GILL, the most respectable Citizens, and a general collection of People perhaps as numerous as ever attended on a like occasion. Capt. GARDNER's Company of Artillery, were paraded by that active and spirited Officer, marched to the wharf of JEFFREY and RUSSELL, and announced the moment of the Launch by suitable discharges from their field pieces. Salutes were also fired from several armed vessels in the harbour; and the American Flag was exultingly hoisted on every mast. The Frigate *Boston*, has been built by the merchants of the town, to be loaned to Government; and very extraordinary dispatch has been made in completing her.

Mr. HART was the Master Builder. The frigate immediately after she was afloat was warped to *Hancock's Wharf* — and will unquestionably, very soon be ready for active service.

We venture to assert, that this is the first Copperbottomed ship built in America, whole bolts and spikes (drawn from Malleable Copper) have been manufactured in the United States. We think the publick are under obligation to PAUL REVERE, Esq. for his indefatigable attention to this Branch of Naval Architecture, especially at a time when the British Government has prohibited the exportation of that valuable Article.

[LC, "Massachusetts Mercury", May 21, 1799.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Monday, 20 May 1799**

Moderate Breezes, and clear Weather all these Twenty four Hours. At 6 PM being in Sight of the false Cape, got a Pilot on Board, and at 8 AM hired a Boat, and sent Lieutenant Clinch with my Dispatches for the Secretary of the Navy, to Norfolk, under Cover to M<sup>r</sup> Pennock, Naval Agent at that Place, and at Noon anchored in Hampton Roads with the Larboard Anchor in 9 Fathoms of Water Sowel's Point bearing S. E. B. S. and Hampton Town N. B. W. veered out half a Cable, set up the Stays, and cleared the Decks.

[HS of PA. NDA photostat.]

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**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy  
commanding, Monday, 20 May 1799**

Begins with pleas<sup>t</sup> weather. moderate breezes & very cold for the Season

Middle part D<sup>o</sup> — — D<sup>o</sup>

Latter part D<sup>o</sup> the *Constitution* anchor'd in King Road.

[HS of Old Newbury, Mass. NDA photostat.]

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**Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Monday, 20 May 1799**

Fresh breeze & pleasant weather  $\frac{1}{2}$  past Maridian Weighd & drifted out of the Roads, weighting for the Convoy to get under Weigh — 1 pm. they where under weigh made Sail, for S<sup>t</sup> Christophers, the following are the Names of the vessels and Capt<sup>ns</sup> &° that sailed with us {Viz. Brig<sup>e</sup> *Polly* of Portsmouth N H. Capt<sup>n</sup> Moore, 80 Hhds. Rum, bound for Portsmouth Schooner *Diligent* of Portsmouth N H. Capt<sup>n</sup> Speney — 34 Hhds. Rum bound to Portsmouth {Sloop *Nonparrell*, Capt<sup>n</sup> Rjork, belonging to North Yarmouth bound to New York, Lading 103 Hhds. Rum & 10 Hhds. Molasses {Left at Anchor the American Brig<sup>e</sup> [space] Capt<sup>n</sup> Blunt, to sail with the first Convoy — 2 pm. drew the shot from the Guns & sealed them, the Convoy close under our Stern — Rodanda bore N E. B N<sup>o</sup> 2 Leagues distance — 5 pm. hoisted a Dutch Ensign, at the Main, a Signall for the Sternmost of the Convoy to make Sail, 6 PM. saw



the Shipping in Nevis Road bearing N B W<sup>t</sup> 3 Miles distance — Hailed the Convoy and informed them we should lay off and on 'till day light, at 8 P M. the high land of Nevis bore S.E. our distance off Shore about a League — Wore Ship as did the Convoy by Signall from us, we also wore at 10 pm. and at Midnight, making the signal to the Convoy each time — 5 am. bore away for Bassatarre Roads, S<sup>t</sup> Christophers 6 AM. anchored in the Roads in 8 fm<sup>a</sup> water, sandy bottom The point of Nevis bearing S. S. E<sup>t</sup> the South<sup>n</sup> point of the Bay S E. B S<sup>n</sup> The Free [or Tree] over the Town just open with the hill to the West <sup>rs</sup> of it & bearing NNW. from our Stations our distance 2 Miles from the Town, found Riding here 49 Sail of Merchantmen & several Men of War a List of Which is hereunto annexed — Shortly after being at anchor — Anchored Near us the Sloop of War *Ganges* — Tingey Esq<sup>r</sup> Commander, belonging to the U N States, & sail'd hence the *Lapwing* a Frigate of 32 Guns, belonging to his B<sup>t</sup> M<sup>t</sup> Seamen Variously employed under the Boatswain.

List of American Ships of War found Riding at Anchor in Bassatarre S<sup>t</sup> Ch<sup>t</sup>

Ships Names	— Guns	— Commanders	— Noon moderate breeze
S. <i>Baltimore</i>		Barron Esq <sup>r</sup>	& pleasant Weather,
B. <i>Norfolk</i>	18	Bainbridge	Carpt <sup>s</sup> on b <sup>t</sup> the
<i>Richmond</i>	14		<i>Ganges</i>
<i>Eagle</i>	14	Campbell	expended 56 G <sup>s</sup> Water
			remains 2773 G <sup>s</sup>

At anchor in Bassatarra Roads S<sup>t</sup> Ch<sup>a</sup>

[LC, EPP, 1799.]

To President John Adams from Secretary of State

DEPARTMENT OF STATE  
*Philad<sup>a</sup> May 21<sup>st</sup> 1799*

THE PRESIDENT OF THE UNITED STATES.

SIR Yesterday I received letters from Algiers, dated the 22<sup>d</sup> of February. In one of that date written by Captain Eaton (Consul for Tunis) and signed by him and Captain O'Brien, is the following interesting passage. "This morning Consul General O'Brien informed me that he had just now concluded a settlement of all accounts between the Dey and the United States, which he desired me to sketch in the following cypher." The passage in cypher is this. "The whole of our stipulation for naval and military stores I have entirely done away, and paid our stipulated annual tribute with this regency up to two years and one half from the date of the treaty." (The date was September 5. 1795.) Captain E — adds "He (O'Brien) has been assiduously employed in the business since the arrival of the vessels: particulars will be reserved for a more certain conveyance." — All the three armed vessels were delivered to the Dey's officers, on the 18<sup>th</sup> of February: and Captain Eaton & Cathcart were to proceed soon to Tunis, in the U. S. armed brig<sup>s</sup> *Sophia*.

I am with great respect &c &c

TIMOTHY PICKERING

[SDA. Dom. L. Vol. 11, 1798-1799.]

To Secretary of the Navy from President John Adams

QUINCY May 21<sup>st</sup> 1799

SIR I last night received yours of the 15<sup>th</sup> & have read your letter to Capt. Nicholson inclosed in it which as I acquiesce in it I have sealed and shall send to him to day. — All things considered I think Talbot must be the Captain to succeed in the command of the *Constitution*.

Mr. Crawleys letter mentioned in that of Gen. Smiths was not inclosed to me. The commerce with Gaudeloupe will be opened by proclamation when privateering shall be surpressed there, as well as with St. Domingo; but there has been no proposition from Desfourneaux, that I know of, to put an end to privateering

I have the honor to be Sir your most obedient

SECRETARY OF THE NAVY.

[NDA. Photostat.]

[21 May 1799]

Extract of a letter from Mess<sup>rs</sup> Ryberg & C<sup>o</sup> dated at Copenhagen, Denmark

“Several of the American Vessels have been boarded by French Privateers on the Coast of Norway, & permitted to proceed, without molestation — Only Capt Joseph Mossby in the Ship *Enterprize* of Salem was unfortunately killed by a Privateer firing about 20 Musket shot before she boarded his Vessel.

The *Enterprize* is since safe arrived here.”

[SDA. London, Vol. 8, CL, 1799–1803.]

To Doctor Bouvier, New York, from Secretary of State

DEPARTMENT OF STATE

Philad<sup>a</sup> May 21<sup>st</sup> 1799

Doctor BOUVIER

New York,

SIR I have just received your letter of yesterday. You flatter yourself that you can persuade General Desfourneaux to put an end to all privateering against American vessels. Of this there does not appear to me a shadow of probability. He knows by the letter I some time since sent him that commercial intercourse can be renewed with Guadaloupe only on that condition: but he has yet given no answer: He will answer, or rather he would have answered before this time, if he felt any disposition to cease his licensed piracies. But he is so far from manifesting such a disposition, that by his arret of the 14<sup>th</sup> of March, he has directed the capture of *all* American vessels without exception. He no more regards the real interest of Guadaloupe, than his masters the Directory do that of France: both prefer the *plunder* to the *commerce* of *neutral nations*. — Under these circumstances, I do not think it proper to accept of your overtures, for a flag of truce, and permission to export and import merchandizes, under the idea of thereby defraying the expenses of your voyage.

I am, Sir, &c

TIMOTHY PICKERING

[SDA. Dom. L. Vol. 11, 1798–1799.]

To Major Commandant W. W. Burrows, U. S. Marine Corps, from Captain Daniel Carmich, U. S. Marine Corps

HAMPTON RHODES, *May 21, 1799*

SIR, We have been lying here, wind bound ever since the 13th inst. Its most probable we shall wait tomorrow or the as the appearance of the weather is very favorable for us this evening I wish it with all my heart as there is a report here of there being some French Frigates in the West Indies not that I think the report is true but that the people may not sensure us for being in port at such a time, I am well convinced no French Frigate will trust herself on this coast or the West Indies. I am sorry to hear of the resignation of Capt Truxton but I see in to Day's paper he will still act as his own Trumpeter. I am sorry to inform of two desertion I have had on the 21st Inst which will surprize you when Inform you they were two Sergeants. Erastus Prunson & Silas Cushman the Capt gave them liberty to go on shore and sent them to me to get my permission which I granted supposing them the last men in the Corps that would desert. They carried off with them near 100 dollars, which they borrowed & stole. Sergt. Burcard had 35 Dollars stolen out of his Chest by them. I went on shore & took a guide with me to pursue them but was unsuccessful after going about 24 miles, we took two sailors who had deserted the day before & they were punished with one dozen lashes at W. Gangway. Could I have had my will of them I should have given them 5 dozen. I presume you will forward an Advertisement to Connecticut & N. Carolina. Also as I have heard they were acquainted there. You have their description in the size role but very imperfect as, I recollect perfectly that Prunson has two of his front Teeth out, you will observe that they make no remarks in the size role I have sent Advertisement in one of two directions it will be a very extraordinary thing if they get off of this place as it is a pininsula and the planters all on the look out for them. I suspect they are concealed untill the ship sails.

I forgot to inform you that I had consented to Sergt. Burcard's being made master of Arms. He does the duty of Sergeant also & receives 18 Dollars per month as master of arms. His pay as Sergt you may grant him if you think proper as he cannot receive it on board. He knows himself very well he is much liked by everybody. I find it impossible to keep my men clean they must be granted a sailor suit of clothes, besides their uniform if it is expected for them to be kept decent I have given them all clothes and still they are not decent one month after they receive them. Mann came on board very sick but recovering very fast. We are unmooring ship & will be under [way] immediately.

I am sir, &c., &c.

DAN CARMICK, *Capt. Ma.*

Major W. W. Burrows

[This letter evidently copied from the original which cannot now be located.]  
[MCA. LR, 1799.]

To David Humphreys, U. S. Minister to Madrid, Spain, from William S. Plummer & Nathaniel Spooner, etc., commanders of American armed vessels

MAJORQUE 21<sup>st</sup> May 1799

To his Excell<sup>cy</sup> DAVID HUMPHREYS Esq<sup>r</sup>

Madrid

SIR We the Subscribers Commanders of Armed letters of Marque & commissioned by the President of the United States, being owned by Eben Parsons Esq<sup>r</sup> of Boston, are very Sorry to be necessitated to State the following Circumstances viz<sup>t</sup> W<sup>m</sup> S. Plummer Commander of the Brig *Greyhound* mounting Eight Carriage Guns, and 20 men, Also the Brig *Byfield*, Simeon Kinsmann, commander mounting 8 Guns & 18 men, and the Schooner *Governor Carver* of 4 Guns and 11 men — Nathaniel Spooner commander — all belonging to the afore mentioned Parsons Esq<sup>r</sup> — Departed f<sup>m</sup> the Port of Boston the 30<sup>th</sup> Jan<sup>ry</sup> — all loaded with dried Cod Fish, and directed to keep company, and destined for the Port of Alicant, or else where in the Mediterreanean for a Market at w<sup>ch</sup> Port we all arrived Safe together the 21<sup>st</sup> March last; the Markett at Alicante being considerably Supplied, we did not find it Convenient to Dispose of all our Cargoes, at that Port, Accordingly with the advice of M<sup>r</sup> Montgomery our Consul there; we left the Brig *Byfield* Cap<sup>t</sup> Kinsman above mentioned at Alicant, after taking two Guns and 3 men on board the *Greyhound* and 2 Guns and 3 men on board the *Governor Carver*, in order to make our Property the more Safe, we then with the advice of M<sup>r</sup> Montgomery, proceeded for Palermo, in Sicily intending if possible to sell our Cargoes & return with wheat for Alicant, where the afore mentioned Brig *Byfield* was to wait our return; On our arrival At Palermo, it being impossible to Sell our Cargoes, and the french being in Possession of Naples & Leghorn we thought best to Clear for Barcelona; After being out 15 days f<sup>m</sup> Palermo, and the winds being contrary, we fell in with the Island of Majorque & met two Ships, w<sup>ch</sup> made towards us, f<sup>m</sup> one of them we received Several Shot, but being near to the Land, we stood close in, and received a Shot f<sup>m</sup> the Spanish Fort — About 3 leagues to the Southw<sup>d</sup> f<sup>m</sup> this Port, with the American Flag flying on board both our Vessells, on receiving the Shot, we immediately brought our Vessells too, — and went with our Boat to Shore, with our papers After Satisfying them, that we were Americans, we were allowed to proceed on board our Vessells, during w<sup>ch</sup> time one of the Ships afore mentioned, continued firing at us, and when we arrived on board, we were hailed, and ordered on board with our papers — (the ship was a British 74) and examined, and permitted to proceed to this, at w<sup>ch</sup> place we arrived the day following, as we entered this the British Ship stood in, nearly within Canon Shot of the Spanish Fort, we hoisted our Colours, and after receiving a Shot f<sup>m</sup> the Spanish Fort, we anchored here April 29<sup>th</sup> Soon after anchoring was visited, by the Pratick Boat, who questioned us f<sup>m</sup> whence we came &<sup>ca</sup>, and then left us, without giving us any instructions whatever, after being at anchor Several hours, we took our boat and bills of health, w<sup>ch</sup> we received at Palermo, and went into the Mole, and delivered them, we supposed, to the proper officer, we then returned on board our vessells, and being considerably wide out at anchor, we took our boat, and 2 men, and rowed into a Small cove, (where we saw Sev-

eral Vessells at anchor) in order to enquire, whether we cou'd come nearer in to lay more safe with our Vessells, after passing several of them, not finding any, that cou'd speak English, as we were returning to our Vessells we were Stopped, by a Spanish boat, with a Number of Men, who said we were English, and took us in tow and carryed us along Side a Spanish Gun Boat, where we remained all night, and on the Morning of the 30<sup>th</sup>, we was put on Shore in a Lazarett where we remained as prisoners, with 12 of our Men for 15 days and on the 13<sup>th</sup> May we were allowed to go with the Cap<sup>t</sup> of the Port, on board, who examined our Papers, and took them, and us to the General, or Commander in Chief, who took our papers, and without any Examination, immediately ordered us into the Tower, called the tower of the Angel, where we remained till the 20<sup>th</sup> of May as Prisoners, being locked up every night in a room, of about 10 feet Square, during w<sup>ch</sup> time of our Confinem<sup>t</sup> we was Examined Separate; by, and on the date above were permitted to go on board our Vessells after Signing a Paper, w<sup>ch</sup> they said was, that we cou'd not depart f<sup>m</sup> this Port, till an order was received f<sup>m</sup> Madrid, they then came on board our Vessells with us, and took our Sails, and would have unhung our Rudders if possible, but the Vessells being heavy loaded cou'd not; At present we are allowed the liberty of the town, and this 21<sup>st</sup> Ins<sup>t</sup> have enter'd our Protests, a Copy of w<sup>ch</sup> we inclose to you, and expect a duplicate of the Original will also accompany this with some Papers, w<sup>ch</sup> goes to the Court of Madrid, the Contents of w<sup>ch</sup> we know nothing of — we have to beg your Attention Particularly to our affairs, as our Situation is Peculiarly unhappy, having no person here, who can come forward in Official Capacity to assist us, & our Cargoe being of a perishable nature, and long on board, must beg you will communicate a Copy of this to Eben Parsons Esq<sup>t</sup> by the first Conveyance —

We are with respect Your Ob<sup>t</sup> hum<sup>l</sup> Serv<sup>t</sup>

(Signed) W<sup>m</sup> S. PLUMMER  
NATHAN<sup>l</sup> SPOONER.

P. S. The final business is, we think we are considered as English Spys —

N. B. The papers they have taken f<sup>m</sup> us are as follows —

Registers  
Sea letters

Meditterreanean pass, Invoices of the Cargoes, Certified by the owners and the Notary Publick, certified by M<sup>r</sup> Stoughton Spanish Consul at Boston —

[The following note added by William Willis, U. S. Consul, Barcelona]

“Copy taken in the Consulate of the United States of Barcelona”

[SDA. Barcelona, Vol. 1, 1797–1809.]

To John Coffin Jones, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 21. May 1799 —

JOHN C. JONES Esquire

SIR I have sent on to the President, from whom you will receive them, Commissions for the Gentlemen mentioned in your favor of the 15 Instant. —

The Committee may have Beef & Pork from the Public Stores in Boston — and I will send small Arms from hence — or rather, the Marines ordered on board of the *Boston*, from the Marine Corps, from whence the Marines must be taken, will be supplied with Arms. —

What can be the reason that the Officers of the Navy, from Massachusetts, so soon get tired of the service? Chapman, with fair prospects of standing high in the Navy, resigned — Lt Chase a good Officer of the *Merrimack*, wishes also to leave the service. — Every time a Vessel arrives at Boston resignations follow — I wish the best men would enter the service and remain. — Our Fleet will be commanded entirely from Pennsylvania & New York if the Massachusetts Officers continue their practice of resignation. —

I have the honor &c

[NDA. GLB, Vol. 2, 1799.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*.  
Tuesday, 21 May 1799

Fresh Breeze & pleasant weather Seamen variously employed sail'd hance an English Merchant Ship who turn'd to Windward in Company with the *Lapwing* Frigate

Midnight Squally with frequent Showers of rain

8 AM. The Commodore ([George] *Washington* Capt<sup>n</sup> Fletcher) hoisted a Blue & White Flagg at the fore top G M Head & fired a Gun — Loosed fore Top Sail a Signal for the Fleet to Weigh & sail out of the road @ ½ past 8 several of the Fleet where under Weigh — & the rest purchasing their Anchors — at 9 Am. weighed & came to sail — 10 brot. too a Small Schooner from S<sup>t</sup> Barth<sup>w</sup> bound to Bassatarre S. C. examined her papers & let her proceed — Brimstone hill bore N<sup>o</sup> distance 1½ Mile — Counted the Convoy there appeared to be 44 in Number, exclusive of the *Geo. Washington* — Took our departure from the Fleet, for S<sup>t</sup> Bartholomews, leaving them to proceed to S<sup>t</sup> Thomas under Convoy of the *Geo Washington* 11 A M. we where abreast of the Church in old Roads, saw Riding at Anchor, a Ship 3 Schooners & 2 Sloops

Noon Strong breeze & Cloudy, The S W<sup>t</sup> point of S<sup>t</sup> Ustatia, bore NW<sup>t</sup> ½ N<sup>o</sup> distance 3 Leagues Broached a Bbl. of Beef 9<sup>t</sup>. 190<sup>lb</sup> Expended 60 Gallons Water Remains 2713 Gallons

At anchor in Bassatarra roads S<sup>t</sup> Christophers

[LC, EPP, 1799.]

To Secretary of the Navy from Captain Alexander Murray, U. S. Navy

[U. S. S. *Montezuma*] NEW CASTLE May 22<sup>d</sup> 1799

BENJAMIN STODDERT Esq<sup>r</sup>

SIR I now inclose you the dimensions of our spars for the Government of the Sailmaker to make the sails by, likewise dimensions of our Galley, which we have found far too small especially the Coppers, one of which is split & nearly useless, we have been obliged to make use of a spare Cabouse that formerly belonged to the Ship and now placed on the upper Deck which is much in the way & would serve very well for one of the small Vessels, I likewise enclose a list of Slops wanted & the Armourers list all of which you will be kind enough to put into the hands of the department for naval Supplies.

We are going on with what repairs and overhauling is necessary, so that no time shall be lost on our part.

Our Crew are still in perfect health & no fears of Contagion left.

As I have never yet said any thing to you with regard to our prize, the sales of whose Cargo that was disposed of in Jamaica I have on board amounting only to eleven hundred and ten dollars out of which the disbursements of the ship was paid, I have hopes that the Brig will turn out of more value, & indeed would be an excellent Vessel for the Public as she sails remarkably fast & well prepared to carry fourteen Six pounders with good quarters, if such a Vessel should be wanted her timbers are perfectly sound & she is well coppered.

I wrote to you previous to our sailing from Baltimore requesting that M<sup>r</sup> Richardson our present Purser might be placed on the list of Midshipmen, he is still in hopes that you have not been unmindful of him, I can only say that it is my wish, knowing him to be a very worthy, spirited & active Man, & I have little doubt but he would soon make his way good, he has likewise had a well improved education, & his connections very respectable

Yours,

[Enclosure not found.]

[NDA. A. Murray's LB, 1799-1805.]

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To Captain Samuel Nicholson, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 22<sup>d</sup> May 1799. —

Cap<sup>t</sup> SAMUEL NICHOLSON *Boston*.

SIR I am honored with yours of the 16<sup>th</sup> — Having before written you, I have nothing to add at present — but to urge that you direct all possible dispatch in getting the old Crew paid off — a new Crew enlisted, and the Ship prepared for Sea. —

M<sup>r</sup> Higginson mentions, that you propose many alterations in the Ship — but none must be made, except to introduce air into the Ward room, should that be found necessary. The Ship is stiff enough — and sails as well as possible — alterations may injure, and cannot make her better. —

I have the honor &c

[NDA. OSW, Vol. 2, 1799]

To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

*N Department May 22<sup>d</sup> 1799*

STEPHEN HIGGINSON Esq<sup>r</sup>

SIR — I am honored with your of the 15<sup>th</sup> Ins<sup>t</sup> & 16<sup>th</sup> The arrangements you are making for the two Ships are the best. — I will immediately order on for the *Constitution*, Ballast from this Place. — As to alterations in the *Constitution*, they are not to be thought of. It is extraordinary that Nicholson should say nothing to me on the Subject in his letter of the 16<sup>th</sup> Ins<sup>t</sup> just rec<sup>d</sup> — Cap<sup>t</sup> Barry tells me the Ship cannot be made better that she requires nothing but a Scuttle through the Deck to admit a Windsail to communicate air to the Wardroom — The Captains are not to be allowed to tamper with their Ships according to their whim — nor is there time, if alterations would really be useful, to make them now. —

Truxton will have difficulty to persuade his men to remain till the *Constitution* can relieve him, go as soon as she may, but if there is any unnecessary delay of her, the West Indies, will be left without a Frigate. —

I am Sir &<sup>r</sup> &<sup>r</sup>

[NDA. GLB, Vol. 2, 1799.]

To James & Ebenezer Watson, Navy Agents, New York, from Secretary of the Navy

[PHILADELPHIA]

*N Department 22<sup>d</sup> May — 1799 —*

J & EB<sup>r</sup> WATSON *N. York*

GENTLEMEN I find that I can get Anchors made on as good terms as those proposed by M<sup>r</sup> Townsend, but not on better and as he is first person we were in treaty with I think it right to give him a preference. — If therefore you have not made a Contract with him in consequence of my letter of 30<sup>th</sup> April, you will please now to do it, for one half the N<sup>o</sup> of anchors which may be wanted within 4 years by the Public on the terms contained in his last proposition. —

This you will do without, stipulating to make any advance if you can, but if he insists on this point, you may agree to advance him any sum not exceeding 3,000 Dollars. — You will please send on a Copy of the Contract when completed or advise me if any thing has occurred to prevent it. — I have directed a remittance of \$10,000 to be made to you —

I am &<sup>r</sup> &<sup>r</sup>

[NDA. GLB, Vol. 2, 1799.]



To Captain Robert Gill, Navy Storekeeper, from Garrett Cottringer for Secretary of the Navy

[PHILADELPHIA]

N Department May 22<sup>d</sup> 1799

Cap<sup>t</sup> R. GILL

SIR You will please to Ship with the utmost dispatch Fifty Tons of Kentledge, to Boston, addressed to Stephen Higginson Esq<sup>r</sup> of that place for the Frigate *Constitution*. —

I am Sir &<sup>e</sup> &<sup>e</sup>

G[ARRETT] C[OTTRINGER] for  
B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 2, 1799]

Extract from log book of J. Ingraham, U. S. E. C. Brig *Pickering*,  
Wednesday, 22 May 1799

Fresh breeze & hazey — 1 pm. saw the Is<sup>d</sup> of S<sup>t</sup> Bartholomews bearing N<sup>o</sup> distance 5 Leagues 2 pm. hoisted an American Jack, at the F T. G. M. head ½ past 2 Shifted the American Jack & hoisted a Sweedish one in its place, fired a Gunn 3 D<sup>o</sup> Tack<sup>d</sup> and fired another at ½ past 3 a Boat was seen Coming towards us bro't too a Pilot & came on board, at 4 pm. Anchored in the Harbour of S<sup>t</sup> Bartholomews in 3 fm<sup>s</sup> water, the Flag Staff on the Fort bearing E<sup>t</sup> by S<sup>o</sup> the points of the Harbour S. S. E<sup>t</sup> & NW<sup>t</sup> B N<sup>o</sup> our distance from the Town 3 Cables length — found riding at anchor 17 Sail of American Vessels, 3 Eng<sup>l</sup> & several others, say 30 in Number — many of the American Capt<sup>s</sup> came on board to receive their Instructions & Signalls — 11 pm. saw 2 Sail in the Offing, sent our Jolly boat on Board an American Vessel to enquire the regulations of the Port, being informed No Vessel was permitted to go out in the night, we remained at Anchor as Capt<sup>n</sup> Preble did not wish to infringe on the laws of the Port — at Midnight moderate breeze & Cloudy, accompanied with rain at times, Came into the harbour a Schoon<sup>r</sup> from Guadaloupe 4 Am. Called all hands got all ready for Sea ½ past 4 Loosed Fore Top Sails & fired a Gun 5 hoisted a White & Blue Flagg at the fore a signall for the Fleet to weigh and stand out of the Port, at the same time weigh'd our Anchor & stood out of the Port, 4 Sail being in sight, a Ship, Brig<sup>e</sup> Sloop, & Schooner, stood towards the Ship, & Brig. which we soon discovered to be American Men of War — Wore & stood towards the Schooner who made all sail from us — Gave Chase, crowded all sail as did the Chase, @ 6 fired a shot at her & continued firing 'till 8 Am. 2 Shot we had reason to suppose struck her the Convoy being all out, Capt<sup>n</sup> Preble Judg'd it prudent to give up the Chase, more especially as we were within Gun Shott of the Fort on S<sup>t</sup> Martins wore Ship & gave the Schooner broadside, as we came round — double reef<sup>d</sup> top sails & main Sail — 9 AM. the Flagg on the Fort of S<sup>t</sup> Martins bore N N E. 3 Leagues distance Hoisted a Dutch Flagg at the Main a Signall for the Sternmost Ships to make more Sail the Convoy consisting of 17 Sail — Noon the West point S<sup>t</sup> Martins bore N. E B E. Expended 60 G<sup>s</sup> Water — Remains 2653 Gallons

[LC, EPP, 1799.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

N Department May 23<sup>d</sup> 1799

PRESIDENT OF THE U STATES

SIR The following Vessels still remain in the West Indies principally employed about Guadaloupe, but with orders to pay the necessary attention to the Trade to Surinam & other places. — The *Constellation* — Truxtun

The *Insurgente*The *George Washington* — FletcherThe *Baltimore* — BarronThe *Ganges* — TingeyThe *Portsmouth* — M<sup>r</sup>NeillThe Brig *Norfolk* — Bainbridge*Richmond* — Speake*Pickering* — Preeble*Virginia* cutter — Bright. —

The *Merrimack*, Cap<sup>t</sup> Brown, I hope will have left Boston before the 25<sup>th</sup> Ins<sup>t</sup> to join Truxtun. — On the arrival of this Vessel at S<sup>t</sup> Kitts, one of the Ships will be Sent to Jamaica, to convoy some American Vessels from thence — but principally to bring money to the United States — a measure which M<sup>r</sup> Wolcott represents as essential, to relieve the great distress for want of Specie, in this & in other Commercial places. —

The *General Greene*, Cap<sup>t</sup> Perry from Rhode Island — I hope sailed for the Havanna, if not on the 15<sup>th</sup> Ins<sup>t</sup> as ordered, at least in two or three days after that day. — Two other Vessels have rec<sup>d</sup> orders to proceed from Charleston to the Havanna, to Join Perry; — these are the *General Pinckney* of 14 Guns, & the Cutter *So. Carolina*, of 10 Guns. — We have now in different ports in the United States — The Frigates *United States*, and *Constitution* — The Ship *Delaware*, *Montezuma*, *Herald*, & the Brigs, *Scammel*, & *Gov<sup>r</sup> Jay* — The *Herald* will Sail this week, to cruise off the Coast, until the 10<sup>th</sup> of July, when the time of the Crew will be out — The *Montezuma* will be out in five or Six days, also to cruise on the Coast, & the *United States*, I hope will be at Sea by the 12<sup>th</sup> of June to be employed on the Coast — The *Delaware* will probably remain a month in port, & then may be sent where her Services will be most necessary, — the *Scammel* must undergo some alteration before she can be sent to sea, & as to the *Governor Jay*, I am endeavouring to get information to enable me to determine, whether she is worth the expence of being continued on the Navy Establishment. — I am inclined to believe she is not. — The *Constitution* being at Boston, I cannot judge when she will be ready to proceed to sea. — I hope however in time to arrive at S<sup>t</sup> Kitts in the Month of June, to relieve Truxtun, who indeed, ought to be relieved before if possible — most of his men have been in service more than 12 months — & I wish he may not be obliged to return, before the arrival of the *Constitution*, in the West Indies. —

The *Adams* at New York — & the *Connecticut*, New London, the *John Adams* Charleston, & the two Ships at Baltimore will be launched in the course of a month. —

This is but a hasty & imperfect view of our Vessels & their employment — but I have been, & still am so much engaged in consequence

of the arrival of so many Vessels at once, that I must crave your indulgence. —

This letter was not sent — G[arrett] C[ottringer]

[See letter to President John Adams from Secretary of the Navy, dated 25 May 1799.]

[NDA. Nom. Appts. LB, 1798-1820.]

To Secretary of State from Brigadier General Thomas Maitland, representing  
British Government

ON BOARD H. M. S. *Camilla*  
off *Gonaives* May 23<sup>rd</sup> 1799.

SIR I have the honor to inform you of my arrival at the Cape on the 14<sup>th</sup> Instant from which place I proceeded here, in order to conclude finally with General Toussaint the arrangements settled when I was in America.

These are now so far completed that I think the sooner in justice to all Parties the two Ports are opened the better, but I apprehend with D<sup>r</sup> Stevens that this cannot be done before the 20<sup>th</sup> of July, so as to give all your States the power of sending out their Vessels and of arriving at that period. —

The 20<sup>th</sup> of July is therefore the Day we have fixed on, for the opening of the Ports of the Cape and Port au Prince

It will be needless for me to trouble you farther, as I presume M<sup>r</sup> Stevens will undoubtedly send you the fullest information, relative to the whole of this Subject, but I cannot withhold at the same time stating the very strong sense I have of the perfect candour & fairness, with which that Gentleman has conducted himself to me, ever since my arrival

I have the honor to be

Sir

Your most Obed<sup>t</sup> Servant

T MAITLAND

Colonel PICKERING  
&c &c &c

P S. On reconsidering the Subject both M<sup>r</sup> Stevens & I are of opinion that the first of August, is as soon as they ought to be opened, in case of any accident there will then be time to inform you of it before the Proclamation is issued. T M

[SDA. CL, Cape Haytien. Vol. 1, 1797-1799.]

To Brigadier General Thomas Maitland, representing British Government, from  
Edward Stevens, U. S. Consul General, St. Domingo

(Copy)

GONAIVES May 23<sup>rd</sup> 1799. —

SIR During my Residence at the Cape, last Year, I was informed by a black Chief in the Confidence of Gen<sup>l</sup> Hedouville, that the Agency of Saint Domingo had received positive Orders from the Executive Directory to invade both the Southern States of America & the Island of Jamaica. Gen<sup>l</sup> Toussaint was consulted on the best

Mode of making the Attack, but having enter'd into a Convention with you to refrain from all military Expeditions against Jamaica he strenuously opposed this Invasion. Finding that Toussaint was inflexible, Hedouville turned his Attention towards Rigaud, whom he nominated to carry this Business into Execution. His sudden and unexpected Departure, however, put an immediate Stop to the Preparations which had been commenced. Toussaint was firm in his Opposition, and Rigaud was afraid of disobeying him. But the repeated Orders of the Directory have lately made Rigaud more bold. A Duplicate of the Plan for the Invasion of Jamaica was sent to this Colony in the Month of Jan<sup>r</sup>, by the french Frigate *La Vestale*. A Triplicate was also rec<sup>d</sup> in Feb<sup>r</sup> by a small Schooner that sail'd last Year from the Cape with Barney & Gen<sup>l</sup> Nautrin. Thus it appears that the Attack of Jamaica is a favourite Measure of the Directory, and Rigaud (to acquire their Confidence) has, at length, disclaimed the Authority of Toussaint, and is, at this Instant, busily employed in levying Troops for the Purpose. He is, at present, at the Head of 10,000 Men, and has sent down a white Emissary to excite the Negroes in Jamaica to revolt, and be ready to join him at his Arrival. Toussaint is determined to prevent this Expedition, in Conformity to his Treaty with you. He has forbidden Rigaud to continue his Preparations, and is resolv'd to march against him and reduce him to Obedience. I have taken the Liberty of communicating these Facts to you, Sir, because they are important. As you are going to Jamaica I beg Leave to submit to your Consideration whether it would not be proper to lay them before Lord Balcarras & Admiral, Sir Hyde Parker. It may possibly suggest to the former the Advantage of making such internal Regulations as the present Exigency may require, for the Safety of the Colony under his Command; and to the Latter the Propriety of more closely investing the Southern Part of S<sup>t</sup> Domingo. Such Measures would essentially cooperate with Toussaint in preventing the Blow which Rigaud meditates; and which might, otherwise, prove fatal to the Island of Jamaica. I have the Honor to be with great Respect and Esteem —

Sir

Your most obed<sup>t</sup> hum<sup>e</sup> Serv<sup>t</sup>

E. STEVENS

The Hon<sup>e</sup> Brigadier General MAITLAND

On Board his Majesty's Ship *Camilla*

[SDA. Cape Haytien. CL, Vol. 1, 1797-1799.]

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To Edward Stevens, U. S. Consul General at St. Domingo, from Brigadier General Thomas Maitland, representing British Government

(Copy)

N<sup>o</sup> 3

ON BOARD THE *Camilla*

May 23<sup>d</sup> 1799.

SIR As the general Arrangement intended to be made between us and General Toussaint is now so far arranged as to render the Result in some Degree certain I do not think it necessary, knowing the Anxiety of the American Government, to wait for the Arrangement of the more minute Points on my Return from Jamaica being completed; before I send to America, provided we are perfectly agreed on the

Points that do remain to be settled and there appears to you as to me no Doubt of his perfectly coming into them. — By enumerating them here, I shall make you so far Master of the Subject that before I return you may have impress'd them on his Mind, and as it is necessary we should act perfectly in Concert it may be well that you just assure me in writing that such is your perfect Understanding on the Subject.

There are some loose Terms in the Articles already signed which will be changed on my Return and the present Copies given back; and it will be proper to insert the American as well as the British Possessions in Article 1<sup>st</sup>. —

You will perceive in Article 2<sup>nd</sup> that the Suppression of Privateers is not specifically stated, 'tho' that of all Prizes being given up is, and this I did not insist on because I understood the compleat Suppression to have already taken Place; as, however, this is an absolute sine qua non of both Governments in the Preamble to the separate Articles relative to the coasting Trade. I think we ought to state it in the fullest Manner. —

The Restrictions with Regard to this latter, will be as Severe as can be laid out, & it is to be understood clearly, that any Deviation will render them subject to capture. —

No Caboteur can be permitted to carry Provisions, but the Boats he calls *Bateaux D'Etat* may, (enumerating the Articles) without Guns. —

The Vexations of the Administration must be compleatly done away and the Duties revised; and the Vessels of the two Nations to be exactly on the same Footing in every Point.

There is another Point on which I cannot help feeling extremely anxious which is, his Objection to Col! Grant. I can understand it a momentary Feeling but as a permanent Objection I cannot admit of it. —

Before the Ports are, therefore, open'd I think it necessary he should take his Station, for an Agent on our Part there must be of extreme respectable Character, and as his Majesty has named him specifically; I trust that in the Way I have stated it to you in Conversation he will have no Hesitation in receiving him. —

These Points being understood I shall request you will forward my Dispatches as per accompanying Letter. —

I have the Honor to be

Sir

Your most obed<sup>t</sup> hum<sup>l</sup>e Serv<sup>t</sup>

(Sign'd) T. MAITLAND.

P. S. I think on the whole we had better settle the Day of opening to be the 1<sup>st</sup> of August as in the Event of any untoward Accident, we shall have Time to acquaint the American Government before the Proclamation is issued. —

(Sign'd) T. MAITLAND

EDW<sup>d</sup> STEVENS Esq<sup>r</sup>  
&<sup>r</sup> &<sup>r</sup> &<sup>r</sup>

To Dr. Edward Stevens, U. S. Consul General at St. Domingo, from Brigadier General Thomas Maitland, representing British Government

(Copy)

N<sup>o</sup> 4.

ON BOARD H. M. S. *Camilla*

MAY 23<sup>rd</sup> 1799.

SIR Having promised the American Government to lose no Time in sending back to America the Accounts of the Success or Failure of my Mission, and as it is impossible for me to procure a Vessel belonging to his Britannick Majesty at this Place to carry the necessary Dispatches, and as it is of the utmost Importance that no Time should be lost in making them aware of the probable Success of my Mission; I request it as a favor that you will take Charge of the accompanying short Letters and hire a small Vessel at the Cape, with a View to send them by the quickest Mode to Philadelphia; & I have the Honor to send you enclosed an Order for the Payment of the Amount, trusting it will not exceed the Sum given by you when you sent your own Dispatches Viz<sup>t</sup> Two Thousand Dollars. —

I trust to your explaining in the fullest Manner to Colonel Pickering the Business of the Pass-Ports for Passengers being signed by him and our Ambassador: and as I am extremely anxious to consult with the Admiral on the Subject of the Form of the coasting Pass-Ports, both to British or American Vessels & the Boats of the Country before we finally arrange those Points; I mean to sail for Jamaica with that view this Evening, and trust that by my Return we shall be able to put them under such Restraint as will effectually stop all Supply being furnished to Rigaud's Part of the Island, or any fraudulent or disadvantageous Use being made of the Disposition of England and America to supply the Parts of the Island under the Control of General Toussaint with commercial Supplies. —

During my Absence I propose leaving M<sup>r</sup> Cathcart here on my Part & I hope that he and you may be able finally to settle an Arrangement to prevent the Possibility of any vexatious Proceedings on the Part of the Custom-House. —

It will be doing me too a singular Favor if you will endeavor to procure me previous to my Return a Copy of the Order of the Directory for the Attack of Jamaica and every necessary Information relative to Rigaud and the Agent. —

I have the Honor to be

Sir

Your most obed<sup>t</sup> hum<sup>l</sup><sup>e</sup> Serv<sup>t</sup>

(Sign'd) T. MAITLAND.

EDWARD STEVENS Esq<sup>r</sup>

&<sup>r</sup> &<sup>r</sup> &<sup>r</sup>

[SDA. CL, Cape Haytien. Vol. 1, 1797-1799.]

To Secretary of the Navy from Captain Alexander Murray, U. S. Navy

[U. S. S. *Montezuma*,] NEW CASTLE May 23<sup>rd</sup> 1799

BENJ<sup>s</sup> STODDERT Esq<sup>r</sup>

SIR I presume you have put the prize into the hands of the Admiralty Court by this time as you will readily perceive the necessity of

sending M<sup>r</sup> Carroll with his Crew on board as soon as possible, I think One hundred & thirty Men will be sufficient for this Cruize, & they will be wanted to make up the Number as I intend to discharge some of the infirm & worthless part of what we have on board, two or three at least that have never done us much service.

I believe I forgot to mention a new set of American colours in my indents they are much wanted & request you will have them sent with the other supplies.

One favor I have to ask of you; M<sup>r</sup> Miller is now here with M<sup>rs</sup> Murray, he tells me he has a consignment of a Quantity of rum from Jamaica & if you have not laid in the supply for the different ships I wish you would be so kind as to give him the preference, for by a reduction in the strength of that rum it will come cheaper to the Public than any other kind & much more wholesome, should you have it in your power to oblige me in this instance I will thank you to order application to him a part of it is on board our Prize on freight.

Another favor I have to ask of you which is your acceptance of a very fine Turtle but I must mention to you the circumstances attending it, I had designed one for the President & one for you, but unfortunately one of them got injured & I was obliged to make use of him on the passage, not knowing but that the President was in Philadelphia I sent the remaining one to him, but in his absence, it would give me pleasure to hear of your acceptance of it, and it is now at M<sup>r</sup> Miller's at your service.

With great Respect &c

[NDA. A. Murray's LB, 1799-1805.]

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To Captain Stephen Decatur (senior), U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 23<sup>d</sup> May 1799. —*

Cap<sup>t</sup> STEPHEN DECATUR  
*Fort Mifflin.*

D<sup>r</sup> SIR I have your favor of yesterday with the enclosures. — I will make an application to the board of health this day, to suffer the Ballast to remain which they ought to grant. I can see no reason why you cannot proceed to Philadelphia after having remained 10 days at Quarantine.

I engaged a man to supply you daily fresh meat and bread — make him take with himself also, any vegetables you want. M<sup>r</sup> Cottringer is not here this morning, and I forget the mans name.\* — but when M<sup>r</sup> Cottringer comes, I will send to the man to take down this evening when he goes with beef, vegetables also, if to be had. —

I am D<sup>r</sup> Sir &c

\*Gunkle

[NDA. OSW, Vol. 2, 1799.]

To Lieutenant Charles C. Russell, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

N Department May 23<sup>d</sup> 1799 —

Cap<sup>t</sup> C. RUSSELL *Herald*

SIR I am honored with yours of yesterday. — The Officers you mention shall be attended to — nothing is more gratifying to me, than to hear of men of merit in the Service & nothing would afford me more pleasure than to render them Service. —

All the Articles sent & to be sent from hence, will have reached you, before the rec<sup>t</sup> of this letter — any thing further that you may want, get from M<sup>r</sup> Riddle, & give him an order on me. — you should have fed your Crew, with fresh provisions while in port; — this should always be done. — This will be delivered by M<sup>r</sup> Rutledge, who will take his passage in you to Charleston — You can call off the barr where indeed I want you to call, that it may be known you are on the Coast. —

I had like to have forgot that the chains for the Boarding netting have not yet been sent. — they will go so as to reach you tomorrow. —

I have the honor &<sup>c</sup> &<sup>c</sup>

[NDA. OSW, Vol. 2, 1799.]

To General Jonathan Dayton, Elizabeth Town, N. J., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 23<sup>d</sup> May 1799.

Gen<sup>l</sup> JONATH. DAYTON

*Elizabeth Town N. J.*

I did not receive 'till this day your favor of the 18<sup>th</sup> — I send the Warrant desired — But, as there are too many Midshipmen about the country out of employ, I must request that you will discourage further applications for the present — for it is mortifying to me, that any persons belonging to the Department of the Navy, should be receiving the Public money without giving value for it. — and on this ground, I have absolutely refused for ten days past, to recommend any person to the President as Midshipman. —

I have the honor &<sup>g</sup>

[NDA. GLB, Vol. 2, 1799.]

To Michael Gunckle, Fort Mifflin, Pa., from Secretary of the Navy

[PHILADELPHIA]

N Department May 23<sup>d</sup> 1799

M<sup>r</sup> MICHAEL GUNCKLE

SIR There is a Vessel at the Fort called the *Scammel* commanded by Cap<sup>t</sup> Adams, which will want daily supplies of fresh provisions — Please to ascertain from Cap<sup>t</sup> Adams what he will require, and furnish him with the same, rendering your accounts Signed by him to the Accountant of this Department, where they will be discharged. —

I am Sir &<sup>g</sup> &<sup>g</sup>

[NDA. GLB, Vol. 2, 1799.]



To Major Commandant W. W. Burrows, U. S. Marine Corps, from Secretary of the Navy

[PHILADELPHIA]

*N Department 23 May — 1799*

Major W. W. BURROWS

SIR In answer to yours of this day, I think it but just that the Marines of the Frigate *United States*, who have served more than twelve months, should be allowed more than one Suit of Cloths. — The Value of the allowance of Cloathing for one year should be justly estimated — & the men should be p<sup>d</sup> in money, in proportion to the time they have served over 12 Months. — for example if they have served 16 Months, they Should be paid, one twelfth the Value of a years allowance of Clothing, and so as to longer time. —

I am Sir &c &c

[NDA. GLB, Vol. 2, 1799.]

To Regis LeBlanc, Envoy of General Desfourneaux and Special Agent of Executive Directory at Guadeloupe, from Secretary of the Navy

[PHILADELPHIA]

*N Department May 23<sup>d</sup> 1799*

M<sup>r</sup> REGIS LEBLANC

SIR I have received your letter of yesterday's date, There can be no objection to your obtaining a passage for yourself and family on board the Vessel which has been chartered for the purpose of conveying the French prisoners to Guadaloupe, if she has accommodations that you approve of — I am told that she can carry 100 persons conveniently, and there will be about that number to go from hence. — The Committee who have the regulation of the prison became uneasy, least as the Weather was becoming hot & the number of persons confined together was large, a malignant fever might be engendered, and the lives of the French, as well as the other prisoners be in danger; they therefore urged that they should be speedily removed — Had this not been the case, I was disposed to wait for the arrival of the Vessel so long expected from Wilmington. — You will recollect that it was your earnest request that the Prisoners should be ordered from Lancaster, and I accordingly gave orders to that effect — you afterwards requested that these might be countermanded which was done, but they had left Lancaster before this last order was received. — With respect to the other person you mention, I cannot undertake to advise you as they do not properly come under my notice — I should suppose however that you might furnish them with a passage in the Vessel you expect from Wilmington. —

I am Sir &c &c

[NDA. GLB, Vol. 2, 1799]

To William Marbury, Navy Agent, Washington, D. C. and Georgetown, from  
Secretary of the Navy

[PHILADELPHIA]

Navy Department 23. May 1799

W<sup>m</sup> MARBURY Esq<sup>r</sup> *Annapolis.*

SIR The ground in the City of Washington, laid out for the Marine Hospital, being public property, it has been determined to build one of the Ships to mount 74 Guns, at that place. — Well knowing your ability and Integrity qualify you for a more important service, I have the honor to request that you will undertake the Agency for this Ship — as well as for all other matters belonging to the Navy Department in that quarter. —

Your duty will be to contract for all materials wanted for this Ship, and for the Navy Department generally, in the district of Columbia — You will be allowed as your compensation 2 p<sup>r</sup> C<sup>t</sup> Commission upon all money expended by you — Your first object must be to contract for the timber for the Ship to be built, to enable you to do which, I enclose you an account of all the timber wanted, except for the Frame, which is proposed to be live Oak, and to obtain which, measures are already in operation. — But as there may be disappointment in the live oak, it will be proper for you to contract for the frame also, of White Oak, if Mulberry, Locust and Walnut cannot be had in sufficient quantity. — However, as to the frame, you can take no step, until a sett of moulds by which the frame is to be cut, shall be sent you, which will be in a very short time. — You cannot be too desided in your measures, for obtaining as quickly as possible, the plank particularly, but indeed every part of the timber, that it may have as much time as possible to season — The locust Treenails should be an object of very early attention, and if you can contract for a double quantity, do so, as they will be wanted for a Ship at Norfolk where they can't be supplied. — I have it in contemplation, to double with you, the whole bill for the timber, but I will write you on this subject hereafter — and also as to other arrangements which must be made — for altho you make the contracts for the Timber, it is not expected that you are to be at the trouble of receiving it — another person will be appointed for that purpose. — You will receive herein some observations relative to the Timber from M<sup>r</sup> Humphreys, which will require your attention. —

It is a general opinion in this Country, that timber should be cut only in the Winter — many persons however of much experience, and among the rest, Cap<sup>t</sup> Conway of Alexandria — think that it ought to be cut with the sap up — Such is the practice of the British Nation; whose experience is greater than ours — Be the fact as it may, we cannot wait for Winter, to cut our timber for the Six Ships of 74 Guns. —

It must be obtained as soon as possible — the bark should be taken off as soon as the Trees are down, and we must season it as well as we can — Perhaps it may be necessary to put it into the water for some months. —

The Philadelphia prices are annexed to each piece of Timber, which will be some guide to you — these prices are given for timber delivered at Landings on the River Delaware, and the timber is rafted to Philadelphia at Public expense — but I imagine you can save the

expense of rafting, by contracting at or under the prices to be delivered at the place where the timber is to be used.

I have directed a remittance to be made to you of 5000 Dollars — You may if you find it necessary make some advances to men with whom you contract, where they are safe and you can rely upon their performance — but great discretion should be used in this — however, I need not make this observation to you. — You must give me timely notice when you will want more money and I will take care to keep you supplied. —

I have the honor &? &?

[NDA. GLB, Vol. 2, 1799.]

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To Doctor James Hall near Fort Mifflin, Pa., from Secretary of the Navy

[PHILADELPHIA]

N Department May 23<sup>d</sup> 1799

Doc<sup>t</sup> JAMES HALL

Near Fort Mifflin

SIR Cap<sup>t</sup> Bright, of the *Virginia* Cutter, has dispatches for me from Cap<sup>t</sup> Truxtun — I have reason to believe they are of importance, & send down an express for the purpose of Receiving them; will you be so good as to direct in what manner they are to be obtained? I shall also be obliged if you will inform me the state of the health of the Crew & when the *Delaware* may proceed up to the City

I am D<sup>t</sup> Sir &? &?

[NDA. GLB, Vol. 2, 1799.]

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Extract from log book of J. Ingraham, U. S. E. C. Brig *Pickering*,  
Thursday, 23 May 1799

Moderate breeze & pleasant weather  $\frac{1}{2}$  past 12 Pm. the west P<sup>t</sup> of S<sup>t</sup> Martins bore E B N<sup>o</sup> distance 5 Leagues, made & shortened sail occasionally — 4 pm. saw a strange Sail a stern — hoisted a White flagg at the main a Signall for the Fleet to close 6 pm. Shew a Top Light counted the fleet 18 in number — 17 Americans & one Sweed

Midnight, moderate breeze & Cloudy the strange Sail before mentioned, within gun shott, hauld our wind to the South<sup>d</sup> as did all the Fleet by Signall, call'd all hands to Quarters Fired a shot at the strange Sail & bro't her too, it proved to be a Schooner belonging to Martinique, last from S<sup>t</sup> Bartholomews, bound to S<sup>t</sup> Thomas — Saw the Is<sup>d</sup> Virgin Gorda bearing N<sup>o</sup> 3 Leagues dist<sup>ce</sup> ordered the Schooner to keep under our Lee 'till morning, all the Fleet Laying too, Wore Ship occasionally as did the Fleet by Signall — 5 AM. the S. E. point of Virgin Gorda bore N E<sup>t</sup> distance 5 Leagues — hoisted a Dutch Flag for the sternmost Ships to make more Sail — 2 Sail in Sight in the S. E<sup>t</sup> Quarter — and 2 to the Windward — one of which we took to be a Frigate Hoisted a W<sup>t</sup> Flag for the Fleet to close — hailed a Schooner and ordered her to leed the Fleet in to Anchor — maid Sale to Windward to speak the strange Sail in sight — at 11 Am. spoke her she proved to be a Sloop from New London 26 days

out — 11 All the Fleet at Anchor made sail for the port — at Noon Anchored in 5 fm<sup>s</sup> Water, over bottom of Sand — The Fort on the Western side of the Harbour bearing W B N<sup>o</sup> 3 Cables Length — found riding at Anchor a Num<sup>t</sup> of American Vessels, say 70 Sail & the UNS Ship *G[eorge] Washington*, besides several Danes, Sweeds, & English — The Capt<sup>a</sup> went on Shore

Expended 60 G<sup>s</sup> Water remains 2593 G<sup>s</sup>

[LC, EPP, 1799.]

To Commanders of Public Armed Vessels in the West Indies from Secretary of the Navy

[PHILADELPHIA]

Navy Department 24<sup>th</sup> May 1799.

*Commanders of Public Armed  
Vessels in the West Indies*

(Circular)

SIR Any Commanding Officer of an Armed Vessel in the Service of the United States, to whom this may be delivered, will consider it to be the command of the President of the United States, that all the Public Vessels, still in the West Indies in the neighbourhood of Gaudaloupe, should remain on that station until further orders. — that they are to rendezvous at Bassaterre S<sup>t</sup> Kitts, — that the Senior Captain is to assume the Command, and direct the operations of the whole, untill the arrival of the Frigate *Constitution*. — They will get provisions from M<sup>t</sup> Clarkson, Merch<sup>t</sup> at Bassaterre, and the Officer receiving this, must consider it to be his duty, to communicate the contents, to all the other Vessels, by giving each Commander a Copy — He will send to me an Account of the Vessels to which he may make the communication, and the time of making it to each. — It is presumed that Cap<sup>t</sup> Tingey will be the Senior Officer in the West Indies. — He will if this should fall into his hands, open all Letters from this office to Capt<sup>s</sup> Barry or Truxtun. —

I — am &<sup>c</sup>

[NDA. OSW, Vol. 2, 1799.]

To Captain Stephen Decatur (Senior) U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department May 24. 1799 —

Cap<sup>t</sup> STEPHEN DECATUR

SIR I have received your several Letters with their enclosures. — Orders have been given for supplying you daily with fresh provisions which I hope you regularly receive. —

I think the restrictions under the quarantine Law too rigid when applied to Vessels whose Crews arrive in perfect health, as appears to be the case with yours. — I intend this day to apply to the Board of Health on your subject and will inform you the result. — Without mentioning the subject to him, I will thank you to inform me particularly respecting the Talents of your first Lieutenant, and whether you think him qualified to take the command of the *Delaware*. —

I am &<sup>c</sup>

[NDA. OSW, Vol. 2, 1799.]

To William Allen, Chairman of the Board of Health, Pennsylvania, from Secretary of the Navy

[PHILADELPHIA]

Navy Department May 24, 1799. —

WILLIAM ALLEN Esquire  
Chairman of the Board of Health —

SIR The following Vessels of War are lying at Fort Mifflin, subject to the operation of the Health Laws of this state. —

The Ship <i>Delaware</i> — Cap <sup>t</sup> Decatur from Havanna	} From St. Christophers
Schooner <i>Scammell</i> — Cap <sup>t</sup> Adams	
Schooner <i>Virginia</i> — Cap <sup>t</sup> Bright	

With respect to the former, several Letters from the Captain, mention the healthy state of the Crew, and this account is corroborated by Doct<sup>r</sup> James Hall, whose Letter on the subject is enclosed. —

The *Scammell* arrived at New Castle on the 12<sup>th</sup> instant, and remained there untill the 22<sup>d</sup>, when she came up to the Fort. — The *Virginia* arrived at the Fort on the same day. — The Crews of both these Vessels as well as the *Delaware* are in perfect health. — It would be very painful to me that the health of the City should be endangered by the premature admittance of any of the Ships of War, but it is of importance to the Merchants of the United States, that these Vessels should sail again speedily for the protection of their Commerce, and I therefore solicit that every indulgence consistant with the duty of the Board and the health of the City may be granted to them.

I am &c

[NDA. GLB, Vol. 2, 1799.]

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To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 24 May 1799.

Cap THO<sup>s</sup> TRUXTUN.

D<sup>r</sup> SIR I have this day rec<sup>d</sup> your letters by the *Virginia* to the 5 May. I lament extremely, that you had rec<sup>d</sup> neither my Letters of the 13 March by Cap Tingey, nor of the 15 April by the *Norfolk*. Either would have shewn you, the wishes of the President to keep up a constant Force in the neighbourhood of Guadaloupe. The first directed the return of Barry & Nicholson, & that all the rest of the force in the Islands, should be put under your Command, the second, that if you should be obliged to return before you could be relieved by the *Constitution* from Boston, that you should divide the force between Tingey & McNeill, who were still to remain, with all the Vessels in a situation to remain. I fear if Tingey had not arrived at S<sup>t</sup> Kitts before the 8 of May, that the Islands may be left without American Vessels — calculating that you would certainly remain at S<sup>t</sup> Kitts untill the arrival of the *Norfolk*, I did not, as I ought to have done direct my Letters to you, to be opened by Tingey in the event of your absence, & I fear he may not assume the Command of any Vessels he may find in the Islands, the Orders to him being to put himself under Barrys Command or in his absence, yours. — Regrets however are unavailing — I am sending off the *Montezuma* from

hence, & the *Merrimack* from Boston, & taking other measures to keep up a force in the Islands.

Your Conduct in the West Indies has given universal satisfaction to your Country — The President who is now at Boston, desires his particular thanks, to you and your Officers and Men; but I have not now time to swel on this Subject It is sufficient to say, that every thing was expected from you, that good sense, Bravery & Zeal could accomplish — & that you have not disappointed the hopes of your Country. I am much hurried — & will write you another Letter on the business at Hampton.

I am &c —

[NDA. OSW, Vol. 2, 1799.]

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To David M. Clarkson, U. S. Agent Basseterre, St. Kitts from Secretary of the Navy

[PHILADELPHIA]

Navy Department 24<sup>th</sup> May 1799. —

M<sup>r</sup> DAVID M. CLARKSON  
*Merch<sup>t</sup> Basseterre S<sup>t</sup> Kitts. —* }

SIR I request the favor of you, to deliver to the Commanders of any armed Vessels in the service of the United States, the enclosed Letters — delivering one and only one to each Commander who may touch at Bassaterre. — I presume the Brig *Norfolk* has deposited with you, provisions carried from hence about the 15<sup>th</sup> April, under her convoy. — You will please to deliver the provisions to the Vessels in the service of the United States as they want. — But if Cap<sup>t</sup> Tingey should be at Bassaterre you will take his directions concerning the Provisions. —

I have the honor &c<sup>s</sup>

[NDA. GLB, Vol. 2, 1799, and Ct. of Cl. French Spol, Case 2200.]

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To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 24<sup>th</sup> May 1799

Cap<sup>t</sup> THOMAS TRUXTUN

SIR I have directed a remittance to M<sup>r</sup> Pennock of 40,000 Dollars on account of the Pay of the Crews of the *Constellation* & *Insurgente*. — I have directed him to follow your instructions as to paying over the money, as well as procuring Supplies — It will be best I presume to discharge all the Men whose times expire in a month, and who can be spared, that they may the sooner be prepared to enlist again — Our Laws will only permit them to be engaged for a year, but that year I suppose may commence from the time of hoisting the Anchor. — On the subject of enlisting I will write you again tomorrow. — I must also delay 'till tomorrow speaking of the *Insurgente*. —

I have the honor &c<sup>s</sup>

[NDA. OSW, Vol. 2, 1799.]

To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 24<sup>th</sup> May 1799. —

Cap<sup>t</sup> THOMAS TRUXTUN

DEAR SIR BARRY continues in the command of the *United States*. — The moment he gives her up, you will of course have her — Talbot will be sent to take the command of the *Constitution*, arrangements having been made for that purpose. — Employment will be found for Nicholson on shore — The 44 Gun Frigate on the plan of the *United States*, building at New York, will I presume be finished this fall — I see no reason, why you should not, if necessary for your affairs, take the direction of that Ship until she is finished and the Command afterwards — if events before, should not put you into the *United States*. — In this case, Decatur, or Murray, must have the *Constellation*. — On these points however, I only conjecture, and suggest the New York Ship to you, merely under the idea of your own convenience. — When I say I see no reason why you should not take her, I must be understood as meaning, no other obstacle, than the loss of your services, for the time in more Scenes — This the public ought to submit to if you desire it — As to Ships, Nicholson being employed on shore, you are entitled to the choice after Barry, who I suppose will soon wish to be more on shore — Rogers is too young a Captain to command a Frigate — The older Captains would be dissatisfied. He must have one of the Ships at Baltimore. — however, I will be more explicit. —

I am with great Esteem &c

The Attorney General says the *Insurgente* must be libelled and condemned. — More of this tomorrow. —

[NDA. OSW, Vol. 2, 1799.]

To William Pennock, Navy Agent, Norfolk, Va., from Secretary of the Navy

[PHILADELPHIA]

Navy Department May 24. 1799 —

WILLIAM PENNOCK Esq<sup>r</sup>

SIR I have this day directed a remittance of Forty thousand Dollars to be made to you from the Treasury, the greater part of which will be wanted to pay the wages of the Crews of the Vessels under Cap<sup>t</sup> Truxtun's command, which may shortly be expected to arrive at Norfolk, and for the supplies they may stand in need of, respecting all which you will pursue Captain Truxtun's Instructions — Bread and Rum you are already provided with — You will provide every thing that may be necessary with as much expedition as possible — and should the present remittance not arrive in time you must anticipate its receipt, so as not to let the service suffer by delay. —

On all monies advanced for the purpose of paying the Crews you are to charge only one half p<sup>t</sup> C<sup>t</sup> Commission, which is the rate to be allowed in future to all the Agents of the Navy Department for such payments. — On all your other expenditures you will charge as heretofore directed, 2 p<sup>t</sup> C<sup>t</sup> —

I am &c

[NDA. GLB, Vol. 2, 1799.]

To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 24<sup>th</sup> May 1799. —

STEPHEN HIGGINSON Esquire

SIR Letters I have received from Captain Truxtun render it necessary that Cap<sup>t</sup> Brown should receive the enclosed Letter if he should not be out of the reach of a Pilot Boat, be pleased to dispatch one after him — If he should be still in harbour, I pray you send him off without a days delay. — It is highly important that he should reach S<sup>t</sup> Kitts by the 10<sup>th</sup> of June if possible. — He must not wait to convoy — nor must he be detained on his passage. — Contrary to my expectations — and I might add more — without any fault in these Gentlemen M<sup>c</sup>Neille — Fletcher — and Preable may be hourly expected — I suppose M<sup>c</sup>Neill & Preable at Boston — and Fletcher at New Port — possibly all at Boston. — There can be no reason why either of these Vessels should be detained in Port a week — Pray have any that may fall under your attention supplied with as much provisions as they can carry without the least delay. — I shall on monday or tuesday next, forward sailing orders for them all without waiting to hear of their arrival. —

Barry tells me Preable will resign — I hope not — If he does not, he will I have no doubt make a figure in the Navy, and will soon be forward enough in rank — but for fear of his resignation, I shall provide another Commander for the *Pickering*, if he chooses to give her up. He will be appointed a Cap<sup>t</sup> in the Navy directly. I shall send you on more money.

I am Sir &:

[NDA. GLB, Vol. 2, 1799.]

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To Captain Moses Brown, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 24<sup>th</sup> May 1799 —

Cap<sup>t</sup> MOSES BROWN

of the Ship *Merrimack* Boston

SIR It is possible Captain Truxtun will have left the West Indies, before your arrival at S<sup>t</sup> Kitts. — and that you may not fall in with either Cap<sup>t</sup> McNeill or Captain Tingey. — It is the determination of the President that we should keep armed Vessels in the neighbourhood of Gaudaloupe, to restrain the depredations of the Cruisers from that Island. — You will therefore speak all the Public armed Ships you may find in the Islands — informing the Commanders they are not to return until further orders — that they are to rendezvous at Bassatterre S<sup>t</sup> Kitts — that the Senior Captain is to assume the command, to open all communications from this Department, directed to Cap<sup>t</sup> Barry or Truxtun, and direct the operation of all the Vessels, so as best to answer the views of Government — and to continue on the West India Station until the arrival of the Frigate *Constitution*. —

A Vessel with Provisions was sent from hence, under Convoy of the *Norfolk* Captain Bainbridge, which left the Delaware the 20<sup>th</sup> April — I presume the provisions have been lodged with M<sup>r</sup> Clarkson, Merchant Bassatterre, S<sup>t</sup> Kitts — The Vessels in want will get



supplies from M<sup>r</sup> Clarkson — more provisions will be sent by the *Constitution*. — You will please to deliver a copy of this Letter to every one of our Public Vessels, sending me an account of the time when delivered and to whom. These orders are to be obeyed, no matter what other orders any particular Vessel may have received from Cap<sup>t</sup> Barry or Cap<sup>t</sup> Truxtun — It is not unlikely you may find yourself the Senior Officer — the dates of Commissions will determine. — Positive as I am in the direction of the Vessels to remain in the West Indies, until further orders, it is not to be understood, that they are to remain in the event of a Superior force arriving from France in those Seas — but this is an event not to be expected. — The Frigate *Volunteer*, may be in Gaudaloupe, but she is not a fast sailing Vessel it is said, and no doubt her Cruising will be restrained by the British — so that I do not conceive it will be proper for the American Vessels to return on her account. —

I have the honor &c

[NDA. OSW, Vol. 2, 1799.]

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To Secretary of the Navy from Captain Alexander Murray, U. S. Navy

[U. S. S. *Montezuma*,] NEW CASTLE 24<sup>th</sup> May 1799.

Benj<sup>s</sup> STODDERT Esq<sup>r</sup>

D<sup>r</sup> SIR Wishing to relieve you in part from the multiplicity of business that you must have upon your hands, & from the little experience I have had here in the obtaining of the various supplies for our public Ships, which you are perpetually called on for, & believing as I do that this is a far more eligible place for our ships to lie at, than any other place in the Delaware except Marcus Hook both for winter and summer, if you had an agent established here to provide our supplies, I have not a doubt but the Public as well as Yourself would be much relieved and save the freight of sundry articles to a considerable amount it is likewise a good place to keep our Crews in order & where Vessels can always run for shelter in case of sudden frosts either by the addition of another Pier or they can soon get down to Ready Island.

A very respectable honest Gentleman (M<sup>r</sup> Riddle) who now assists us in many of our wants, I am told has made an application for the office, as far as I can judge, I think him very worthy of the appointment, & make no doubt you would find it to answer a good purpose as he can have chief of the materials & provisions ready at hand when wanted

Your most Obed<sup>t</sup> &c

[NDA. A. Murray's LB, 1799–1805.]

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To James Leander Cathcart, U. S. Consul General at Tripoli, from Joseph Ingraham

ALICANT 24<sup>th</sup> May 1799

DEAR SIR I make no doubt befor you receive this you will be fully Convinced of the necessity I was under of leaving Tripoli befor your arrival. I tryd every thing in my Power to retard my Departure but at last by His E: orders I was forst to depart with his letter

for our Minister at Madrid to which letter I have received no other answer after wating 26 days then M<sup>r</sup> Cathcart had arrived with all the stuplated Presents to the Entire satisfaction of the dey of algiers which greatly supriised me as I was sent on affairs relative to the Bashaw & Reagency of Tripoli

I sail by the Blessing of God in a few days for Philadelphia and shall stop at Gibraltar on our way

I am dear Sir with the greatest  
Respect & Esteem Your  
Most Ob<sup>t</sup> Hum<sup>l</sup><sup>e</sup> Serv<sup>t</sup>

JOSEPH INGRAHAM

M<sup>r</sup> JAMES L CATHCART Esq<sup>r</sup>  
*Tripoli*

[Haverford College.]

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To Major Commandant W. W. Burrows, U. S. Marine Corps, from Lieutenant Charles C. Russell, U. S. Navy

U. S. SHIP *Herald*  
*Newcastle May 24th 1799*

SIR This you receive by Lieut. Rankin — I will thank you to order, for the Marines, on board the *Herald*, the following articles, for the Sergeant, the Corporal and twelve Privates. They have not received their Cloathing allowed them.

Each 1 Coat  
“ 1 Waistcoat  
“ 2 pair Woolen pantaloons  
“ 1 Hatt  
“ 1 Stock & Clasp  
“ 1 Cockade

They have had seven Great-Coats which were expended on board the Ship, & will be accounted for. They are now in want of Seven more

Three of the privates, out of the whole number, ran away after being drafted on board another Vessel, in the West Indies, so that I am in want of three privates — a fifer & drummer. The privates, I will get in Boston, if you please — the fife & drum Here. The Sergeant is a very good Officer & a decent young man — has behaved well, — perhaps, Sir, if you make inquiry at Springfield into his character, you may at some future day promote him. As I shall sail in a day or two I will thank you to order them as soon as possible.

I have the Honor to be with the greatest respect

Sir  
Your Hble Ser<sup>t</sup>

CHARLES C. RUSSELL

Major BURROUGHS  
*of the Marines*  
*Philadelphia*

[MCA. LR, 1799.]

To Tench Francis, Purveyor, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 24<sup>th</sup> May 1799 —

TENCH FRANCIS Esquire

SIR The following Sails for the Ship *Montezuma*, included in the list furnished you Some days ago are immediately wanted, of which you will please to inform the Sail Maker, in order that if they are not completed, which I hope they are, they may be finished without delay — Your information on this Subject in the course of the day will be acceptable. —

I am &c

1 Maintopsail

1 Fore Sail

1 Fore topmast Staysail

[NDA. Req. on US T, 1798-1803.]

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Extract from log book of J. Ingraham, U. S. E. C. Brig *Pickering*, Friday, 24 May 1799

Moderate breeze & pleasant weather seamen variously employed 5 Pm. our Capt came on board & gave orders to get under weigh a Ship & Schooner being in the offing, which Capt<sup>a</sup> Preble had been informed where from Portorico Laden with Fustic and a considerable quantity of Spice on board 5 Minutes past 5 we where under weigh, made all sail and gave Chase called all hands to Quarters, cleared Ship for Action, sent Ammunition in the Tops & furnished every Man station'd at the Rigging, with a p<sup>t</sup> of pistols & Cutlass — 8 Pm. ran along side the Chase, which proved to be an Armed Ship from S<sup>t</sup> Croix bound to Copenhagen, in company with an Island Schooner, belonging to the King of Denmark — After several Questions wish'd them good Voyage, Wore Ship & stood to the South<sup>d</sup> Reef'd Top-sails — Midnight set Courses, Sail Rock bore E B N<sup>o</sup> ½ N<sup>o</sup> 3 Miles ½ past 12 spoke a Small Schooner from Port Rico bound to S<sup>t</sup> Thomas at same time Sail Rock bore N<sup>o</sup>E ½ E. 2 Leagues distance 3 AM. Saw a schooner in the S.E. Quater made sail 5 AM. Spoke her the Capt<sup>a</sup> Went on b<sup>d</sup> proved to be a Danish Schooner, from Port Rice bound to S<sup>t</sup> Thomas, saw at same time a Schooner & Sloop to Leward near Passage Is<sup>d</sup> which from their Manoevers we judg'd to be French Privateers or Letters of Marque, our being oblig'd to return immediately to S<sup>t</sup> Thomas's to join the Convoy, prevented our pursuing them — Spoke a small Schooner, from S<sup>t</sup> Thomas's bound to Passage Island — Several Sail in Sight made & shortened sail as occasion required

Noon moderate breeze & pleasant Weather Sail Rock bore NW B W<sup>t</sup> distance 3 Leagues Broach<sup>d</sup> a Cask Water expended 60 Gallons remains 2533 G<sup>a</sup>

[LC, EPP, 1799.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Department 25. May 1799 —

JOHN ADAMS Esquire  
President of the U. S.

SIR I have been so much engaged in consequence of the arrival of so many Vessels, that I have not been able to communicate so much information on the business of the Navy as I ought to have done. The *United States*, The *Constitution*, the *Delaware*, the *Montezuma*, the *Herald*, and the Revenue Cutters, *Gov<sup>t</sup> Jay*, the *Virginia*, the *Scammel* and *Gen<sup>l</sup> Greene* are all in different Ports in the United States — and I fear the *Constellation* and the *Insurgente*, have also arrived, but of this I have no certain information. — There is reason to expect daily in addition to these, the arrival of the *Portsmouth*, M<sup>r</sup>Neill, the *George Washington* Fletcher, and the *Herald* [Pickering] Preble — there will still however be Vessels enough in the West Indies, to check the Privateers from Guadaloupe — and the most decisive measures shall be taken to get as many as may be necessary, of those that have arrived, back again to the Islands. The *Herald* I expect will sail from New Castle this day to cruise on the Coast — The *Montezuma* from the same place on Tuesday next, to S<sup>t</sup> Kitts — and I rely that the *Merrimack* Brown has already sailed from Boston. — The *Gen<sup>l</sup> Greene*, Perry and the *Gen<sup>l</sup> Pinckney* of 14 Guns and the Revenue Cutter *South Carolina* of 10 — have been ordered to sail for the Havanna, — & I hope are some distance on their way. —

In a few days I will do myself the honor to lay before you, a general view of the situation & employment of all the Vessels. —

It was never intended that so many Vessels should be in port, in the United States at the same time, as there are at present. — Barry came too soon, and ordered the return of those under his command, too soon. — Truxtun too if he has returned has come sooner than I intended — I have the honor to be &<sup>c</sup> &<sup>f</sup>

[NDA. Nom. Appts. LB, 1798–1820.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Department 25. May 1799. —

JOHN ADAMS Esquire  
President of the U. States

SIR There are seven Captains wanted, & they must be soon called into service — there are wanted also, a great many Lieutenants, and several Masters and Commandants. —

Lieu<sup>t</sup> Preble, originally appointed first Lieu<sup>t</sup> of the *Constitution*, from all the information I can receive of him ought to have been a Captain from the beginning. —

Lieu<sup>t</sup> Ro[d]gers, appointed first Lieutenant of the *Constellation*, and now commanding the *Insurgente*, is a brave man and a good seaman.

Lieu<sup>t</sup> Malony [John Mulloony], of the Frigate *United States* has been a Lieutenant ever since the 9<sup>th</sup> March 1798, and is very strongly

recommended by Cap<sup>t</sup> Barry, as a good seaman — every body speaks of him as a brave man. — Lieutenant Barron, of the same Ship is represented by Barry, and indeed by every Officer in the Navy, with whom I have communicated on the subject, as one of the best Officers in the service. —

I hope, Sir, you will approve of these Gentlemen to be Captains — I have indeed for the purpose of getting the *Montezuma* to sea immediately, Murray's health being impaired by a late attack of the Yellow Fever, been obliged to give Malony a Captain's Commission to command her — on condition however, that it if does not meet with your approbation, he is to give it up on his return from the Cruize which will be in two months. — Captain David Jewett of Connecticut is very strongly recommended by M<sup>r</sup> Griswold and others to be a Commander in the Navy. — He appears to be a man of sense and spirit, and being rich, offers his services on principle. — There is an 18 Gun Vessel building at Norwich — I think he would be an able Master and Commandant for that Vessel. — Captain Cyrus Talbott — son of Capt. Talbott, has had experience in the French service, and seems well qualified for Master and Commandant of a small Vessel building in Chesapeake Bay. — Barry will want two or three Lieu<sup>ts</sup> and some of his Midshipmen are said to be well qualified — and it is good policy to promote the Midshipmen as fast as they deserve it. — M<sup>r</sup> Banning — M<sup>r</sup> Summers — and M<sup>r</sup> Decatur, Son of Cap<sup>t</sup> Decatur, are represented by Cap<sup>t</sup> Barry and his Officers to be young Gentlemen of real merit, and well qualified to be Lieutenants. —

I will as soon as possible, do myself the honor to lay before you, a longer list of names, for appointments and promotion. — the services of these I have mentioned, will be immediately required.

Having no blank Commissions and warrants on hand, I have taken the liberty to enclose 30 of each for your signature. — I omitted to mention Edward Meade, as a Lieutenant, a very meritorious man. —

I have the honor &c<sup>t</sup>

[NDA, Nom. Appts. LB, 1798-1820.]

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To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department May 25. 1799

Capt<sup>n</sup> THOMAS TRUXTUN.

DEAR SIR — A report has prevailed here all day that bothe *Constellation* & the *Insurgent*, were in this River — This has prevented my preparing a letter on the subject of Recruiting &c<sup>t</sup> — I hope 40,000 D<sup>rs</sup> will go on to Pennock by this days Post, — & that he will have enough on hand, to supply money in the interim for the men — The *Insurgent* must be put into the Court of Admiralty, & be regularly condemned. I send you Laws, which I presume you have not before received — tho' I forwarded them by different oppertunities.

I am with great Esteem

Y<sup>rs</sup> &c<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

[HS of Pa. NDA photostat.]

Enlisted personnel received on board [*Constellation*] from *L'Insurgente*

[25 May 1799]

An Account of Seamen, Ordinary Seamen, and Boys received on Board from *L'Insurgente*, Lieut: John Rodgers, Comd<sup>r</sup> the 25<sup>th</sup> May 1799. H: Roads.  
1799

No	Names	Rank	Date of Appointment & Entrance	
1	Charles Melander.....	Seaman	29 <sup>th</sup> March	
2	John Thompson.....	D <sup>e</sup>	D <sup>e</sup> — D <sup>e</sup>	
3	Nelce Hulton.....	D <sup>e</sup>	6 March	
4	James Nugent.....	D <sup>e</sup>		
5	John Langley.....	D <sup>e</sup>		
6	Lawrence Linstran.....	D <sup>e</sup>		
7	John Williams.....	D <sup>e</sup>		
8	Sam <sup>l</sup> Herbert.....	D <sup>e</sup>		
9	John Tupper.....	D <sup>e</sup>		
10	John Davis.....	B. Mate		
11	Peter John.....	Seaman		
12	James Warrick.....	D <sup>e</sup>		
13	Joseph Otis.....	D <sup>e</sup>		
14	Antonio Gonnis.....	D <sup>e</sup>		
15	John Bruce.....	D <sup>e</sup>		
16	Robert Roberts.....	D <sup>e</sup>		
17	William Bates.....	D <sup>e</sup>		
18	Thomas Marley.....	D <sup>e</sup>		
19	Lock Leon.....	D <sup>e</sup>		
20	James Patterson.....	D <sup>e</sup>		
21	James Sullivan.....	D <sup>e</sup>		
22	Isaac Williams.....	D <sup>e</sup>		
23	John Steward.....	D <sup>e</sup>		Run 19 June. Brought on Board the 23 <sup>d</sup> D <sup>e</sup>
24	W <sup>e</sup> Shepherd.....	D <sup>e</sup>		
25	James Saunders.....	D <sup>e</sup>		
26	David Wilson.....	D <sup>e</sup>		
27	Abraham Pattenger.....	D <sup>e</sup>		
28	Edward Jackson.....	D <sup>e</sup>		
29	Stephen Furgenson.....	D <sup>e</sup>		
30	George Jenkins.....	Ordinary		Disch <sup>d</sup> 1 <sup>st</sup> June having a Fractured Knee
31	Edw <sup>d</sup> M <sup>e</sup> Laughlin.....	D <sup>e</sup>		
32	Henry M <sup>e</sup> Falban [?].	D <sup>e</sup>		
33	Jeremiah Ryley.....	D <sup>e</sup>		
34	Ben <sup>w</sup> Sumey.....	D <sup>e</sup>		
35	Sam <sup>l</sup> Goodman.....	D <sup>e</sup>		
36	Thomas Briton.....	D <sup>e</sup>		
37	Mich <sup>l</sup> Duffy.....	D <sup>e</sup>		
38	John Foran.....	D <sup>e</sup>		
39	W <sup>e</sup> Winter.....	D <sup>e</sup>		
40	James Phillips.....	D <sup>e</sup>		
41	John Wood.....	D <sup>e</sup>		
42	John Ankles.....	D <sup>e</sup>		Disch <sup>d</sup> 1 <sup>st</sup> June being infirm.
43	Zion Isabell.....	Ordinary		
44	Lamos Snow.....	D <sup>e</sup>		
45	Robert Harrison.....	D <sup>e</sup>		
46	John Wilson.....	D <sup>e</sup>		
47	John Beacham.....	Seaman		
48	John Carragans.....	Ordinary		
49	Joseph Marcia.....	D <sup>e</sup>		
50	Samuel Simons.....	D <sup>e</sup>		
51	John Barret.....	D <sup>e</sup>		
52	Owen Hickey.....	D <sup>e</sup>		
53	Martin Dakin.....	D <sup>e</sup>		
54	John Mohaka [?].	D <sup>e</sup>		
55	Joseph Marie.....	D <sup>e</sup>		
56	W <sup>e</sup> Harrison.....	D <sup>e</sup>		
57	John Williams.....	D <sup>e</sup>		
58	John Smith.....	D <sup>e</sup>		
59	Francois Antonio.....	D <sup>e</sup>		
60	Paulo Shappo.....	D <sup>e</sup>		
61	Hugh Magowen.....	D <sup>e</sup>		
62	George Hoofman.....	D <sup>e</sup>		
63	James Sheridan.....	D <sup>e</sup>		
64	Pearce Sullivan.....	D <sup>e</sup>		
65	W <sup>e</sup> Hackett.....	Boy		

[25 May 1799]

Enlisted personnel received on board [Constellation] from *L'Insurgente*—Continued

No	Names	Rank	Date of Appointment & Entrance	
66	Matthew Rawlings.....	Seaman	-----	Dischd 1 <sup>st</sup> June 99, having a rupture & p <sup>t</sup>
67	W <sup>m</sup> Jemmison [?].-----	B. Mate		
68	John Bowen.....	Boy		
69	W <sup>m</sup> Welsh.....	Ordy		
70	David Montgomery.....	D <sup>e</sup>		
71	John Piere.....	Boy		
72	Joseph Graves.....	D <sup>e</sup>		
73	Tho <sup>s</sup> Mvcahn.....	D <sup>e</sup>		
74	Nimo Lisle.....	D <sup>e</sup>		
75	Willis Couthrell.....	Marine		
76	Malachia Sheets.....	D <sup>e</sup>		
77	Christopher Lawrence.....	D <sup>e</sup>		
78	Rob <sup>t</sup> Lassater.....	D <sup>e</sup>		
79	Cado Banton.....	D <sup>e</sup>		
80	Willis Edgebeth.....	D <sup>e</sup>		
81	W <sup>m</sup> Wiskers.....	D <sup>e</sup>		
82	W <sup>m</sup> Small.....	D <sup>e</sup>		
83	Tho <sup>s</sup> Dilda.....	D <sup>e</sup>		
84	James Ares.....	D <sup>e</sup>		

[HS of Pa. NDA photostat.]

To Captain Christopher R. Perry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department May 25. 1799*

Captn C. R. PERRY

*Newport*

SIR I am honored with your letter of the 17th — I have no doubt every thing has been done by you to forward the Ship, but it is really mortifying that she should be so long detained — I must urge, that if she still be in port on the arrival of this letter, that you instantly proceed to Sea, and in pursuance of the Instructions already received, & without waiting for Men or any thing else — Mess<sup>rs</sup> Gibbs & Channing informed me long ago that every thing on their part was ready — The Service, you are ordered upon is important — Had I foreseen the delay, I would have sent another Vessel. —

I have the honor to be &<sup>t</sup>

P. S. Your officers ought to have returned from Massachusetts before the 17<sup>th</sup> Ins<sup>t</sup>

[NDA. OWS, Vol. 2, 1799.]

To William Allen, Chairman of the Board of Health, Pennsylvania, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department May 25. 1799 —*

WILLIAM ALLEN Esquire

SIR In order to accelerate the object of the Ship *Delaware's* departure, I take the liberty of enquiring, whether the Board of Health will permit Flatts to be sent from hence, to assist in discharging the

Ballast now on hand and to take fresh in. — These Flatts to be employed agreeably to such regulations, consistent with the safety of the Ship, as the Board of Health may determine on. —

I will thank you sir for a prompt decision on this subject, in order that arrangements may be made to day if possible. — If the Board would prefer employing persons for this object in whom they can confide, it will be very agreeable to me, and the expense attending it will be paid at this department, or I will make the necessary arrangements, as the Board may determine. —

I am &c

[NDA. GLB, Vol. 2, 1799.]

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To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

*Navy Department May 25, 1799*

SECRET OF THE TREASURY

SIR In answer to your letter of yesterday I have the honor to inform you that from all the information I can collect, the Revenue Cutter *Governor Jay*, is not fit for the Navy Service — She may therefore if you please be employed in guarding the Revenue. —

The Capt<sup>n</sup> should lodge his useless Guns Muskets and that with Mess<sup>rs</sup> James & E Watson of New York

I have the honor to be

Yours

B[ENJAMIN] S[TODDERT]

[NDA. Req. on US T, 1798–1803.]

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To Secretary of the Navy from Captain Thomas Tingey, U. S. Navy

[U. S. S.] *Ganges AT SEA 25<sup>th</sup> May 1799*

SIR Agreeably to my correspondence of 20<sup>th</sup> ins<sup>t</sup> by the U. S. Brig *Pickering* — The *Ganges*, *Baltimore*, *Norfolk*, *Eagle* & *Richmond*; put to Sea the 21<sup>st</sup>. taking different routes for the Station I inform'd you we meant to occupy.

Doubtful of the safety of this conveyance, I shall not be more explicit — than to inform you I am much better of the indisposition I experienc'd when I wrote You on Monday: which you'll oblige me by informing M<sup>rs</sup> T — I can't delay to write as the *Richmond* is now in chase & I haste to follow

I have the honor &c &c

T. T. [THOMAS TINGEY]

Hon<sup>bl</sup> B STODDERT

per Brig *Lydia*

Via New York

[NDA. Tingey LB, 1798–1800.]



To Lieutenant James Middleton, U. S. Marine Corps, from Major Commandant  
W. W. Burrows, U. S. Marine Corps

MAY 25 —[17]99

L<sup>t</sup> JAMES MIDDLETON —

SIR You will proceed with all Expedition to New Castle & receive  
L<sup>t</sup> R<sup>t</sup> Rankin, you will take with you from the barracks, 1 Corporal  
1 Drummer & 9 privates (also 2 boxes of cartridges) as a reinforcement  
to the Marines

You will put yourself under the command of the officer commanding  
the *Montezuma*.

Marines are never in any service, ordered aloft, but may be per-  
mitted to go, indeed I wish for the good of the service, they may be  
encouraged —

From time to time, you will make such remarks as are necessary,  
and on your arrival you will immediately let me hear from you

W. W. B[URROWS]

M[ajor] C[ommandant] M[arine] C[orps]

[MCA. LS, 1799.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy,  
commanding, Saturday, 25 May 1799

[In President's Road.] Begins with pleasant weather & Moderate  
breezes sent 35 Casks Powder to the Castle to be Aired. one Mid-  
shipman & Several men on shore filling water

Middle & latter parts pleasant

Employed at sundry Jobs

[HS of Old Newbury, Mass., NDA photostat.]

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Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Saturday, 25 May 1799

Fresh breeze & pleasant weather 1 Pm. in sight of the Port of  
S<sup>t</sup> Thomas's got all clear for coming to an Anchor, made several  
stretches into the Bay saw a Ship to Leward which we took to be  
the Danish Frigate we where informed was Cruizing here ½ past 4  
spoke an American Brig<sup>e</sup> from S<sup>t</sup> Croix, came over to join the Convoy  
5 pm. came to Anchor with best bower in 5fm<sup>s</sup> water over a bottom of  
Sand eastern point of the harbour bearing S.E.B E<sup>t</sup> the centre of  
Buck Is<sup>d</sup> S E B S<sup>e</sup> the Flagg staff on the fort N.W.B.W<sup>t</sup> our distance  
off shore 3 Cables Lengths — Several Vessels came in from S<sup>t</sup>  
Croix Capt<sup>n</sup> Preble went on board the Commodore got all clear for  
getting under Weigh at Day light

Midnight moderate breeze & pleasant weather

4 AM. called all hands, hove short — 5 Am weighed & came to  
Sail The Commodore having previously hoisted a Blue & White Flagg  
at the Fore, loos'd his fore T Sail & Fired a Gun (a Signall for the  
Fleet to Weigh & Sail out of port — from 6 AM. 'till noon laying  
off and on under double Reef<sup>d</sup> Top Sails — pass<sup>d</sup> us & went into port  
the Danish Kings Schooner which we spoke last evening — The  
Commod<sup>o</sup> hoisted a Dutch Ensign — a Signall for the Sternmost

Ships to make more Sail (repeated the Signal) counted the Convoy as near as we could from their situation, they appeared to be 65 in number & 3 left at Anchor in port which could not get out

Noon the Harbour of S<sup>t</sup> Thomas bore N<sup>o</sup> E<sup>t</sup> 4 Leagues & Sail Rock W<sup>t</sup> ½ N<sup>o</sup> Water Expended 60 Gall<sup>a</sup> Remains 2473

[LC, EPP, 1799.]

To Secretary of the Navy from Gibbs & Channing, Navy Agents, Newport, R. I.

NEWPORT May 26 1799 —

We were in hopes to have now advised you that the *General Greene* had sailed, but were every thing, and every person are new, there is no knowing when there is an end — We however have the satisfaction to say, that every thing which depends on us is furnished & on board; Capt. Perry assures us, he will sail tomorrow, if there is a wind — In our respect of y<sup>e</sup> 10 Ins<sup>t</sup> we requested you to remit us seven thousand dollars — We shall be obliged in your ordering Ten thousand dollars more to be remitted us — We are collecting the remaining bills against the Ship *Gen. Greene*, and shall shortly transmit them to the accountant with a state of our accounts —

Hon<sup>r</sup> BENJAMIN STODDERT Esq —

Capt. Perry having represented to us, that he had expended the whole of the moneys sent him for advance wages & expences in the inlistment of the Crew, and that farther monies were requisite for the above objects before he could sail. We have to prevent any delay advanced him the 20 [or 23] May----- 2500 doll\$  
25----- 600 do

The receipts for which, we will forward with our next accounts to y<sup>e</sup> Accountant of your department. —

[Newport HS. Gibbs & Channing LB, 1799.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 26 May 1799

[In President's Road.] Begins pleasant with fresh breezes got the hold ready for Ballast Receiv'd 8 pigs of Iron from the *Constitution*  
Middle Part pleasant & Moderate  
At 8 AM Small showers & Light breezes  
Ends cloudy & light breezes

[HS of Old Newbury, Mass., NDA photostat.]

Extract from log Book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Sunday, 26 May 1799

Moderate Breeze & pleasant weather 2 Pm. spoke the Commodore & informed him that 3 Sail remained in the harbour unable to get out at the same time saw 2 Strange Sail near Crab Is<sup>d</sup>, wore Ship & gave Chase (by desire of the Commodore) out all sail, discovered the Chase to be a Schooner and a Sloop, the Sloop shew Danish

Colours & did not appear to be afr<sup>d</sup> but from the manoevers of the Schooner, Capt Preble Judg<sup>d</sup> her to be a French Privateer, but the necessity of our returning to the Fleet before night, prevented our pursuing her any further, haul'd our Wind for the Fleet spoke the Commodore & informed him concerning the Chase the Commodore hoisted a white Flagg & fired a gunn a signall for the Fleet to close, several of them being ahead of the Commodore out of their Stations and not paying proper attention to the Signal, made sail fired 2 Shot at the Ship *Mary* Capt<sup>n</sup> Swain & 3 Shot at a Danish Brig this occasioned them & all others out of their Stations to come under the Commodores Stern — 6 pm. saw a Strange Sail to Windward (a Brig) it being near Night we could not chase her without exposing the Fleet wore & came into the rear of the Fleet — The W. end of S<sup>t</sup> Thomas bore S.E. B S<sup>o</sup> 5 Leag<sup>s</sup> distance, the Vessels above mentioned which we informed the Commodore, where left in the Harbour joined the Fleet @ 6 pm. these included makes 68 in Number ½ past 6 the Commodore Shew a Top Light

Midnight moderate & pleasant, the Comm<sup>s</sup> light NBW<sup>t</sup> the Fleet between him & us — made & shortened Sail occasionally — 5 AM. the Comm<sup>s</sup> hoisted a Dutch Flagg to his Mizen T G M. head a Signal for the Sternmost Ships to make more Sail Repeated by Us — Noon fine breeze & Cloudy

Expended 56 G<sup>s</sup> Water, Rem<sup>s</sup> 2417 G<sup>s</sup>

[LC, EPP, 1799.]

To Gibbs & Channing, Navy Agents, Newport, R. I., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 27 May 1799 —

MESS<sup>rs</sup> GIBBS & CHANNING

GENTLEMEN, I pray if the *Gen<sup>l</sup> Greene* is still in port, urge the Cap<sup>t</sup> to sail — I should be much obliged if you would inform me the real cause of her delay — Our Navy Captains must and shall be taught that they are to sail at the time ordered. — I cannot conceive, as your Letters taught me, that every thing on your part was ready, and as I know there were men enough, a justifiable reason for delay after the 15. instant. —

I am &<sup>s</sup>

[NDA. GLB, Vol. 2, 1799.]

To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 27 May 1799 —

STEPHEN HIGGINSON Esq<sup>t</sup>

SIR I am honored with your Letter of the 21<sup>st</sup> — I am mortified that any circumstance should arise, to retard the preparations of the *Constitution*. her services are at this moment wanted in the West Indies.

The Purser, ought to be dismissed from the service. I enclose the only Letter I have lately received from him — M<sup>t</sup> Winder has answered such of the enquiries, as could be answered from here.

The question whether the Apprentices or the Masters are to receive the pay due to Apprentices, can only be answered at Boston — the

agreement made at the time of enlistment, must be complied with.— Such enquiries should not be made of me — Apprentices cannot be taken without the consent of their Masters. — Nothing is more clear, than that the engagements made at enlistment, must be adhered to — but I know not what these engagements were. —

I have waited thus long to give the President an opportunity of contradicting an arrangement I proposed, of sending on Talbot, to Command the *Constitution*.

I shall to-morrow, send Talbot orders to proceed to Boston, for that purpose. —

I am &c

[NDA. GLB, Vol. 2, 1799.]

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To Captain Christopher R. Perry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
Navy Dep<sup>t</sup> 27 May 1799

Cap<sup>t</sup> CHRIST<sup>r</sup> R. PERRY

Sir, I cannot suppose it possible that this Letter will find you in port. Should I be mistaken, you will consider it as a peremptory order, to proceed on the day you receive it, to Sea, & to the Havanna in pursuance of Instruction heretofore received. I meant that you should have sailed the 15<sup>th</sup> instant, as I think you should have done.

I am &c

[NDA. OSW, Vol. 2, 1799.]

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To Purser Louis Deblois, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 27<sup>th</sup> May 1799

M<sup>r</sup> LEWIS DEBLOIS,  
Purser of Frigate *Constitution* Boston

SIR I am much surprized on receiving a Letter from M<sup>r</sup> Higginson, of the 21<sup>st</sup> Instant, saying you refused to pay off any of the men of the *Constitution*, because you had not rec<sup>d</sup> from me, answers to enquiries you had made, as to apprentices and some other points. —

If the *Constitution* should be detained one day or one hour, through any neglect of yours, you may rely, the Laws shall be rigidly enforced against you. — Neglect of duty in a Naval Officer, shall never be looked over by me, if I know it. — As to your enquiries, M<sup>r</sup> Winder has answered those that could be answered. — Whether the Masters or Apprentices are to receive the Pay of Apprentices, you ought to have known must depend on the agreement made at the time of enlistment. —

I am &c

[NDA. OSW, Vol. 2, 1799.]

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To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
Navy Dep<sup>t</sup> 27<sup>th</sup> May 1799

THO<sup>s</sup> TRUXTUN Esq<sup>r</sup>

D<sup>r</sup> SIR: You will be pleased to instruct such of your Officers as may appear best calculated, to open rendezvous at suitable places,

for the purpose of recruiting a Crew for the *Constellation* to consist of able Seamen, ordinary Seamen & Boys.

As you know well the policy of creating Seamen, I leave the proportion of each description of men to be determined by y<sup>r</sup> judgment. Able Seamen are allowed 17 dollars p. month. Ordinary Seamen & Boys — from 5 to 14 according to Merit — Marines will be supplied by the Major of the Marine Corps — The Seamen &c to be entered to serve one year from the Ship's first weighing Anchor on a Cruise.

Be pleased to instruct your Recruiting Officers to enter none, but sound and healthy persons — and to use no indirect or forcible means to induce them to enter into the Service — They will exclude all suspicious characters.

The recruiting officers if they allow the two months advance, must be very careful to [obtain] sufficient security to resort to in the Event of desertion.

They will keep a regular account of the name & Station of each Recruit — together with a description of his person, and his usual place of Residence, so that he may be identified at any future period —

I enclose some blank forms of a Shipping paper — also of the Bond to be signed by the Sureties for the Seamen &c which you know too well the use of, to make an explanation necessary —

Monies will be remitted M<sup>r</sup> Pennock, who will pay over to your Purser, and your purser will advance to your recruiting officers — They will be allowed besides their pay & rations, two dollars in full for each recruit &c? See page 41 — instructions to Nicholson. [\*]

I enclose a Blank power of Attorney, and Directions respecting the half Monthly pay, to be allowed to the families of such of the Crew, as may chuse to avail themselves of this accomodation.

I have the honor to be with the greatest respect, &c

[\* Letter dated May 18, 1799.]

[NDA. OSW, Vol. 2, 1799.]

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To Secretary of War from Secretary of the Navy

[PHILADELPHIA]

Navy Dep<sup>t</sup> 27 May 1799

SECRETARY AT WAR

SIR, The Frigate *United States*, will I presume be ready for sea in 14 days — She can take a company of artillery to Charleston — but the men must embark from the Delaware.

Y<sup>rs</sup>

[NDA. Sec. War, LB, 1798-1824.]

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To Captain Robert Gill, Navy Storekeeper, from Secretary of the Navy

[PHILADELPHIA]

Navy Dep<sup>t</sup> 27 May 1799

Cap<sup>t</sup> GILL.

SIR, Please to send down to the *Herald* this day, twenty tons of Kentledge — The Ship waits for nothing else — As soon as you take measures for sending off this Ballast please to call at the office.

[NDA. GLB, Vol. 2, 1799.]

To Elias Hasket Derby of Salem, Mass., from Ebenezer Shillaber

MALAGA May 27<sup>th</sup> 1799M<sup>r</sup> ELIAS H. DERBY

SIR i have enclos<sup>d</sup> you bills on the Havannah for Thirty Thousand Dollars payable in Cash or in Sugars at the Market price. I fear this new order from the Court of Spain will be against you as respect the bills but i had agreed previous to this orders coming to take those bills and their is no such thing as getting off from my bargain Mess<sup>rs</sup> Grevegne & C<sup>o</sup> have agreed to take up the bills at Cadiz which you gave your son leave to draw if they should come to hand. My Giving them leave to draw on your Friends Lane & Fraser for that Am<sup>t</sup> when the bills Shall appear. I have wrote to London Respecting this Business. I am now Ready for sea and hope to sail in 3 or 4 days in Company with Cap<sup>t</sup> W<sup>m</sup> Meiks of the Ship *America* which has 20 Guns 6 & 9 pounders and 50 Men Cap<sup>t</sup> Pribble in the *Caroline* of 10 Guns & Cap<sup>t</sup> Bradford in the Ship *Mary* of 12 Guns and think we have Nothing to fear while we keep Company which will be untill we get out Clear of the Land my Cargo now on-board Amounts to about 32 Thousand Dollars the Balance i shall take in bills on Newbury Port which I shall likewise enclose i have been at a great expence here in Cleaning My Vessel & putting her in good order so that I shall be able to Cope with the most of y<sup>e</sup> Privateers that infest Those seas I have purchast one 6 Pounder & 2 brass Swivvels & a Plenty of Muskets & Ammunition and dont intend to give her up if i can help it i shall have 5 hands More at low wages so we shall Muster a good crew I rec<sup>d</sup> a Letter dat<sup>d</sup> the 14<sup>th</sup> from Cap<sup>t</sup> J Prince J<sup>r</sup> then at Barcelona he says his ship is Loaded & 9 Leagues to the westward of that port and he was there settleing his Business & should Sail in 5 days in C<sup>o</sup> with the *Herald* & *Minerva* that he should touch at Gibraltar i think the chance is we shall fall in [with] them if so i hope he will keep with me the most of the passage Cap<sup>t</sup> P. is a great deal Disappointed on acc<sup>t</sup> of this new order forbiding any Neutral going to any Spanish Colony he intended to have taken a Different Rout i was forward in my business & shall meet with No Difficulty only being detaind here longer than I wished Expect by tomorrow post to have every thing arranged to my mind I should write you more particular if i Dareed to & am

Your Humb<sup>l</sup>e Serv<sup>t</sup>EBEN<sup>t</sup> SHILLABER

If you should find it for your Intrest to send on, or dispose of the Inclosed Bills the Letters which that are Inclosed must go with y<sup>e</sup> Bills. I hope to be with you as soon as you Receive those Bills if no Accident prevents.

[Essex Institute, Derby Mss., Vol. XVI.]

[27 May 1799]

Account of the capture and recapture of the Ship *Harmony* on her passage from London to Philadelphia

*A circumstantial account of the capture and re-capture of the Ship Harmony, on her passage from London to Philadelphia.*

“The Ship *Harmony*, parted from the convoy on the 22d May; she met with nothing material until the 27th, when she fell in with and

was captured in lat 41, 42, by a French corvette called *LeSurges*, of 36 guns, who took part of her cargo, capt. SNELL and five seamen, three boys and one female passenger.

The commander of the corvette sent on board the *Harmony*, a second lieutenant, 2 other officers, and 7 men — of the crew, Mr. JOHN NELSON chief mate, cook and steward, were permitted to remain on board, with two Ladies. Passengers Mr. ARDLEY and Mr. CLAYTON, of *London*. One of the ladies fortunately requested permission to retain the steward, whom she passed for her waiter, and which was very politely granted, another circumstance still more fortunate, was her strenuously pressing that Mr. CLAYTON might be permitted to stay, which was, after several messages to the commander of the corvette refused, and he was ordered on board; but she wrote to a Lady on board the corvette, who spoke English, (wife to the late Captain of the *Insurgente*) begging she would use her influence with the Captain to permit him to return, which, together with his own intreaties prevailed, and he returned with his baggage, which contained a blunderbuss and pistols with ammunition.

The French officers look on this as the cause of their disaster. The French ship and the *Harmony*, both shaping their course for *France*, kept company part of two days, but as soon as the corvette was out of sight, they consulted on the means of retaking the prize, which was effected by surprise, in the following manner:

The prize-master and his mate being in the cabin alone at 12 o'clock, immediately after taking an observation, Mr. NELSON and Mr. CLAYTON being provided with a blunderbuss and pistol, which the French had neglected to take from Mr. CLAYTON's trunk, and the steward and cook armed with an axe and poker, Mr. C. attacked the prize master by presenting a pistol, and commanding him to surrender; he immediately endeavored to wrest the pistol from Mr. CLAYTON. Mr. C. then snapped the pistol but it did not go off; the prize master then strove to gain the deck, to inform his people of the mutiny; but seeing the steward at the head of the stairs with an axe, and Mr. C. dragging him back, and giving him several very severe blows with the pistol, which knocked him down, broke the pistol, and cut his head in so severe a manner, that it was conjectured his skull was fractured. Mr. N. with the blunderbuss, was engaged with the mate, a youth of about 17 years of age; he overpowered, threw him down, and secured him, without any blows. In the mean time, the cook and steward engaged the French sailors on deck, two or three of them being asleep, and the others, though provided with weapons, had none at hand; they however made a strong resistance with knives, &c.

The prize master seeing no probability of overcoming Mr. C. and being severely wounded, demanded quarter, and relinquished the prize. The behaviour of the ladies after the recapture of the ship, deserves the greatest praise; they not only dressed the wounded, but kept watch, never sleeping both at once, until the pilot came on board. The gentlemen passengers, rendered every assistance to Mr. N. The French sailors were assured by him, that they should be rewarded and well treated if they would assist in navigating the vessel, otherwise they should be confined on bread and water; they thought proper to accept his terms, and were treated with the greatest humanity by all on board; and to do the French officers justice, it was but a return for the polite behavior which the passengers and crew of the *Harmony* received from them.

The prize master took the utmost precaution to prevent being surprised; he armed his people with axes, and made them keep watch during the night, which operated much in favor of the people of the *Harmony*, as the French were rendered less powerful by day.

[LC, "Massachusetts Mercury", July 9, 1799.]

Extract from log book of J. Ingraham, U. S. E. C. Brig *Pickering*,  
Monday, 27 May 1799

Light breezes accompanied with pleasant weather  $\frac{1}{2}$  past 2 P M. the *Mary* Capt<sup>r</sup> Swain Shew his colours at the same time we discovered a Strange Sail in the S E<sup>r</sup> Q<sup>r</sup> Wore Ship & made Sail close hauled by the wind (in Chase) Hoisted private signals N<sup>o</sup> 2 & 3 which where Ans<sup>d</sup> by the commodore — discovered the Chase to be a Square Rigg<sup>d</sup> Vessel Standing towards us under all Sail 4 pm. The Fleet bore N B W<sup>t</sup>  $3\frac{1}{2}$  Leagues  $\frac{1}{2}$  past 5 having the Chase under our Lee Bow, bore away & set steering Sails — 6 P M came up with & spoke the Chase — it proved to be the Brig *Polly* of Portsmouth Capt Furnell — She was one of those which could not get out of the port at the time of our departure Capt Furnell informed us 10 Sail of Americans remained still in the Port of S<sup>t</sup> Thomas — The Fleet out of sight from the Deck — ordered the Brig<sup>e</sup> to make Sail & Join the fleet, we followed under easy sail — 8 pm. dark gloomy weather accompanied with light showers of Rain — double Reef<sup>d</sup> the main Sail & haul'd the Courses up  $\frac{1}{2}$  past 11 pm. saw the commodores light bearing N<sup>o</sup> B W made and shortened sail as circumstances Req<sup>d</sup> — Midnight, moderate breeze & Cloudy — The commodore & all the Fleet ahead plain in Sight 4 AM. Light breeze & pleasant Weather, the commodore N B W.  $1\frac{1}{2}$  Miles  $\frac{1}{2}$  past 6 Am. spoke the commodore & informed him the particulars relative to the Chase last evening — 9 Am. a Brig<sup>e</sup> left the Fleet Steering to the W<sup>t</sup> N.W<sup>t</sup> — Seamen variously employed as per Logg The Fleet about a *mile ahead* 2 Schooners left the Fleet steering to the Westw<sup>d</sup> Noon light breeze & Cloudy

Expended 60 G<sup>s</sup> Water

[LC, EPP, 1799.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Department 28 May 1799

JOHN ADAMS Esquire

SIR As I have not been honored with an Answer to my Letter of 15<sup>th</sup> instant, enclosing one for Nicholson, I have presumed that you did not disapprove of Talbot, for the Command of the *Constitution* — and have this day sent orders to him to proceed to Boston. Nicholson has no reason to complain — He will be employed on shore to as much advantage to himself — and he certainly ought to be grateful, that the affair of the *Niger* — and his own long and improper delay at Hampton last Fall, have been so easily passed over — indeed, if he was not a poor man, with a large & respectable family, I should very much doubt, whether some parts of his conduct, with respect to the *Niger*, ought to be passed over.



M<sup>r</sup>Neill, I have reason to believe, will be at Boston, by this day. I have written him that he must sail again on the 10 of June — and if he has the *Energy* I think he possesses, He will by that day be ready. The *Gen<sup>l</sup> Greene*, Perry, did not sail from Newport on the 15<sup>th</sup> as ordered — nor have I advice that she has yet sailed.— there has been shameful inattention with respect to that ship, but to whom to attribute it, I can not at present judge. I fear however some fault in the Captain — Men of real merit, always know how to get over Difficulties

I am uncertain whether Truxtun has arrived at Hampton. I hope he has not, tho' the News papers say he has:

I have the honor &<sup>c</sup>

[NDA. LB, 1799-1807.]

To Captain Silas Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 28. May 1799. —

Cap<sup>t</sup> SILAS TALBOT

SIR As soon after the receipt of this, as you can possibly make it convenient, you will please to proceed to Boston, and take upon yourself the command of the Frigate *Constitution*. — I send enclosed copies of all the Letters I have written to Cap<sup>t</sup> Nicholson, since his arrival, Such parts of which as are applicable, you will please to consider as addressed to yourself — particularly that on the subject of recruiting a new Crew — a business, which I hope you will find on your arrival at Boston considerably advanced. — To a Gentleman of your understanding and energy, it will be sufficient to point out the objects to be obtained — leaving it with yourself to pursue your own measures for accomplishing the end in the speediest manner. — It is presumed the Officers now belonging to the *Constitution*, will continue in the Service — this is a point that it will be proper to ascertain as soon after your arrival at Boston, as possible — in order that vacancies may be at once supplied — if vacancies should happen among the Lieutenants — the most meritorious of the Midshipmen, if any are qualified, should be preferred — if none are qualified, you should take measures with M<sup>r</sup> Higginson, the Navy Agent, and John C. Jones Esquire — and other Gentlemen on whom you can depend, to select proper Characters, to be Lieutenants — and send me on their names, — that they may at once be commissioned — and so as to other Officers. — Should any respectable Young Gentlemen offer for Midshipmen you will judge of the expediency of appointing them. — The recruiting service should be prosecuted with the utmost vigor — and all repairs of the Ship should be going on at the same time. —

M<sup>r</sup> Higginson will have provided in Season every article of Stores, for a Cruize of Six months. —

It is of the utmost importance that the Ship should get to Sea if possible by the 15. June — it is intended that she proceed to the West Indies — and that you have the command of all our force in that quarter, and to be sent thither for some time. — Cap<sup>t</sup> Truxtun will not I believe be employed in those Seas untill your return — Immediately on your arrival at Boston, be pleased to inform me the

exact state of the Ship — & prospects — that nothing on my part may be omitted to expedite her departure. — Supposing that it may be convenient, on your leaving home, perhaps for many months, I have directed an advance of 500 Dollars to be remitted to you. —

I am Sir with respect &c

[NDA. OSW, Vol. 2, 1799.]

To Captain Samuel Nicholson, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department May 28. 1799 —

Captain SAM<sup>l</sup> NICHOLSON

SIR This Letter will be presented to you by Cap<sup>t</sup> Silas Talbot, who proceeds to Boston to assume the command of the Frigate *Constitution*, your services being required as you have been before advised to superintend one of the 74 Gun Ships authorized to be built, by Congress at their last session, which will immediately be put into operation. — You will be pleased to give Cap<sup>t</sup> Talbot all the information in your power with respect to the Ship, her Officers and Crew, and every aid in accelerating her departure. —

I am &c

[NDA. OSW, Vol. 2, 1799.]

To Captain Daniel McNeill, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department May 28. 1799 —

Cap<sup>t</sup> DANIEL MCNEILL  
of the *Portsmouth*, — Boston.

SIR I am this day honored with your letter of the 25 instant — You say the ship must have 30 Tons Iron ballast — must be hove down and recaulked before she can proceed to Sea. —

I calculate that you are in Boston this day — It is only necessary to say to a Gentleman of your activity and enterprize that the Public Service requires your utmost exertions to secure them. On the 10<sup>th</sup> day of June you *must* sail from Boston on service of importance, and you must therefore attempt nothing which you cannot by that day effect, — so as to be ready on that day to proceed to sea — I have this day sent off Iron Ballast for you — in the mean time perhaps M<sup>r</sup> Higginson can lend, to be replaced by what I send. — He will supply all the stores you can want — make instant returns to him, of all you do want. — Our Navy Captains with less experience than yourself find a thousand difficulties, which retard their sailing — You know how to set an example worthy their imitation, and I rely with confidence that you will now give it. —

I am &c.

[NDA. OSW, Vol. 2, 1799.]

To Captain Thomas Williams, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 28 May 1799.*

Cap<sup>t</sup> THOMAS WILLIAMS

SIR I am honored with your letter, resigning your commission, in the Navy Service of the United States — the reasons therein stated, for your resignation, are such as I cannot but approve, — and with the consent of the President, your Commission is accepted. —

Wishing you happiness and prosperity in private life. —

I have the honor to be &<sup>c</sup>

[NDA. OSW, Vol. 2, 1799.]

To Captain Moses Tryon, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Dep<sup>t</sup> 28 May 1799.*

Cap<sup>t</sup> TRYON

*Middleton*

SIR You will make such arrangements to commence recruiting a Crew for The *Connecticut*, now under y<sup>r</sup> Command, as to have her Complement completed by the time she is ready for a Cruise.

You are allowed (besides Off<sup>rs</sup> of Marines & 25 Privates, which will be supplied you by the Major of the Marine Corps, & y<sup>r</sup> Comm<sup>d</sup> & Petty officers, the latter of which you will appoint,) not exceeding One hundred & Twenty men & Boys. —

The proportion of able Seamen not to exceed Sixty —

It is policy to create Seamen &<sup>c</sup> — See page 40 — Instructions to Nicholson [\*]

Monies to be remitted M<sup>r</sup> Hubbard & advanced by him to the recruiting officers & they to account to him.

The Form of a Blank power of Att<sup>y</sup> & Directions respecting the half Monthly Pay sent.

[\*Letter dated May 18, 1799.]

[NDA. OSW, Vol. 2, 1799.]

To Captain Thomas Tingey, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 28 May 1799. —*

Cap<sup>t</sup> THOMAS TINGEY

SIR If you have not already done it, you will on receipt of this, open all the Letters you find directed from this Office to Captains Barry & Truxtun — and execute so far as may be in your power, the orders therein contained, which you will consider as addressed to yourself. It is the Presidents intention to keep up a force in the West Indies, sufficient to check, the French Privateers — detain on this service then all the Public Vessels still remaining in the West Indies, to act under you command until further orders. More Vessles will quickly be sent to join you — the place of rendezvous must for the present be S<sup>t</sup> Kitts. — M<sup>r</sup> Clarkson Merch<sup>t</sup> Bassatterre has some public Provisions on hand — more will be sent speedily — mean

time if any of the Vessels want, he will supply them by purchase, if he has not enough in hand — but as the prices will be very high, they must take supplies for the present very sparingly. —

I hope this Letter may arrive time enough to keep in the West Indies

The *Ganges* — Cap<sup>t</sup> Tingey  
 The *George Washington* Fletcher  
 The *Baltimore* — Barron  
 The *Merrimack* — Brown  
 The *Eagle* — Campbell  
 The *Norfolk* — Bainbridge  
 The *Richmond* — Speake

I hope this force will be ample to restrain the depredations from Gaudaloupe, at least. —

The *Montezuma* Captain Malowny, by whom this goes, is ordered to proceed to Jamaica, provided a Vessel has not already been sent, when Captain Malowny arrives at S<sup>t</sup> Kitts, in that case he is to put himself under the command of Captain Tingey — or whatever Officer in the West Indies may be the Senior Captain — I make this observation least Captain Tingey, not opening the Letters to Barry and Truxtun and not knowing therefore what course to pursue, may have left the Islands — if he remains, he is to have the Command, being the Senior Officer. —

I have the honor &<sup>o</sup>

[NDA. OSW, Vol. 2, 1799.]

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To Lieutenant John Mulowny, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 28<sup>th</sup> May 1799 —.

Cap<sup>t</sup> JOHN MULLOWNY  
 of the *Montezuma*.

SIR You will please to proceed immediately down to New Castle, and take upon yourself the command of the *Montezuma* Ship of War. — I hope you will find her ready for Sea. — The Doctor and some of the Officers, have not received commissions, — You may assure them, that they shall not suffer on this account, their names being on record — and when the Ship returns from the present cruize, they shall have Commissions, which I cannot now send, the President being absent but they cannot in any event suffer, for if they should be taken, the Commander and Lieutenants being Commissioned, will be sufficient to protect them from the charge of Piracy. — You will proceed with the Ship with all possible expedition to Bassaterre in the Island of S<sup>t</sup> Kitts — from whence, after executing the instructions herewith, under date of the 27<sup>th</sup> May, you will inform yourself whether the Ship *Baltimore* or any other American Ship has been lately sent from S<sup>t</sup> Kitts to Jamaica — and if no Ship has been sent, you will in that case, proceed with as much expedition as possible, to Kingston, in Jamaica, where you will give notice of your rediness to take charge of any money to be sent to Philadelphia; with which after remaining not longer than one week to receive it, you will return immediately to the River *Delaware*. — If there should be American Vessels at Kingston, ready to return to the United States, you will take them

under convoy, but do not wait for any not ready, it being of great importance to the Commercial part of the Community, that the money with which you will be charged, and which it is expected will be considerable, should soon arrive. — If you should hear on your return on the coast, that the Fever prevails in Philadelphia, you will in that case proceed to Baltimore, if that place should be healthy; otherwise to New York — or Rhode Island — in the event of going to either of the three latter places, you will deposit the money you bring in the Bank at such place. — But if a Vessel has already been sent on this service, in that case you will put yourself under the command of Captain Tingey, or the Senior Captain in the West Indies to cruise about Gaudaloupe, and the neighbouring Islands, to restrain the depredations of the French Privateers, until towards the latter end of August — when you must return on account of the men whose times [sic] of service will be out in September and October. — It will be proper in this case, to return to Baltimore, where the men inlisted, and where they ought to be discharged — Endeavour to arrive at Baltimore by the 10<sup>th</sup> or 12<sup>th</sup> of September — You will receive here-with your authority to capture French armed Vessels, and to recapture American Vessels — and orders by the President of the 29<sup>th</sup> Decem<sup>r</sup>—16<sup>th</sup> January & 12<sup>th</sup> March — all of which you will observe. — Knowing your Character for Bravery and enterprize, I need not add any thing to stimulate you to exertion — being well assured the honor or your country, will never suffer in your hands. — Wishing you great success and honor,

I have the honor to be &c

[NDA. OSW, Vol. 2, 1799.]

To Captain John Adams, commanding U. S. R. C. *Scammel*, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 28<sup>th</sup> May 1799 —

Capt. JOHN ADAMS  
OF THE *Scammel*

SIR You should get out your Shingle Ballast and take in fresh — wash your Iron ballast, and empty and clean your water casks, — doing this, you will be permitted to proceed to Philadelphia after performing quarantine 10 Days. —

If you have an opportunity of sending down the *Herald's* Men, this day — do so — it will be too late tomorrow.

Let me hear from you, what repairs and what stores the *Scammel* will want for a cruise. —

I am Sir &c

[NDA. OSW, Vol. 2, 1799.]

To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 28 May 1799 —

STEPHEN HIGGINSON Esquire

SIR Enclosed is a letter for M<sup>r</sup>Neill who was off Sandy Hook the 25<sup>th</sup> and would quickly after be in Boston. — He says his Ship must be hove down — and must be recaulked, and that she must

have 30 Tons of ballast — The heaving down, I should suppose unnecessary if her Copper is good. — caulking the upper works cannot delay him — Indeed he must not be delayed. — I send orders this day to Talbot to proceed to Boston to take command of the *Constitution*. — I care not for the clamours that Nicholsons friends may make. — he ought to be pleased — As Talbot will have the command in the West Indies, and will have a great chance for prizes, he ought soon to get a Crew. — I have directed a remittance to be made to you of 10000 Dollars. —

I am &c

[NDA. GLB, Vol. 2, 1799.]

To the Secretary of State from David Humphreys, U. S. Minister to Madrid, Spain

ARANJUEZ May 28<sup>th</sup> 1799

(N<sup>o</sup> 202)

(Duplicate)

SIR The damage received by the Spanish fleet commanded by Admiral Mazerrado on the 16<sup>th</sup> & 17<sup>th</sup> instant was indeed very great, as you will perceive by the enclosed Note. It is difficult to conceive that so many Ships should have been dismantled by a Storm at this Season, if they had not been in bad condition & badly managed.

From M<sup>r</sup> Murphy our Consul at Malaga I have received a letter dated the 22<sup>d</sup> which contains the following article concerning the condemnation of the Brig *Apollo* by the French Consul at that place.

“My last gave you an account of the Brig *Apollo* from New-York having been captured by a French Privateer & brought into this Port, and, I now send you herewith a Copy of the condemnation by the French Consul as a good prize to the Privateer that took her. Capt<sup>n</sup> Waddel her Commander having but little dependance on appeals to the French Tribunals, has preferred treating with the Owners of the French Privateer about ransoming the Ship & Cargo. And Mess<sup>rs</sup> Grèvignee & Co his Merchants, I am told, have done it for him yesterday for \$14000 by way of composition & free of Appeal. This is a new method the French have fallen upon now for robbing the Neutrals” I shall send a copy of the Condemnation as soon as it can be made out.

I am advised from Algeciras, that the Ship *Hope* of Philadelphia, Geo. Hastie Commander, after an action with two french Privateers has been captured & carried into that Port, & that the Ship *Ardent* of Baltimore Alex<sup>r</sup> Smith Master has shared the same fate, after having fought five French Privateers. Capt<sup>n</sup> Smith & five of his Crew having been badly wounded before he surrendered. I have nothing to add to the public News enclosed & no comment to make on the choice of the Abbe Sieyes [?] as a Member of the French Executive Directory in the place of Rewbell [?].

With Sentiments of the highest consideration & Esteem

I have the honor to be

Sir,

Y<sup>r</sup> M<sup>o</sup> ob: & Mo. h<sup>ble</sup> Serv<sup>t</sup>

D. HUMPHREYS.

The SECRETARY OF STATE  
& & &

P. S. A report prevails that five Ships of the Line & two Frigates, constituting the van of Lord Bridports fleet, entered the Mediterranean a few days ago.

P. S. May 31<sup>st</sup> I transmit herewith the Sentence of Condemnation of the Brig *Apollo* by the French Consul at Malaga. Perhaps the publication of a translation of this curious Piece in the News-Papers might be useful for the purpose of proving to the people of the U. S. upon what principals & with what reasonings the vessels & Cargoes of our Citizens are still condemned by French Agents.

I have this day rec<sup>d</sup> a letter from our Consular Agent at Sanlucar, giving an account of the condemnation of the Schooner *Martin* of Gloucester with her Cargo, for having orders to dispose of a part of the Cargo, viz, the Beef &<sup>c</sup>, to the British fleet if he could do it with advantage, for having a Commission to Capture all French armed vessels on the high Seas & for want of a Role d'Equipage.

D. HUMPHREYS.

[SDA. Disp. Spain Bk. 4, 1797-1799.]

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Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Tuesday, 28 May 1799

Light Breeze & pleasant weather 9 Sail shew their Colours & left the Fleet 3 of them where English 2 bound to Newfound Land & one to Bermudas The Remaining six where Americans bound to the W<sup>th</sup> To the Havannah, Turks Island, Georgia, &c. 5 pm. The Commodore hoisted a W<sup>t</sup> Flag at the Main (repeated by us) a Signal for the Fleet to close 7 pm. Spoke the Commodore who informed Capt<sup>n</sup> Preble it was his intention (in the morning) to take the Ship *Nancy* of Bedford in tow ½ past 7 Wore Ship Run under the Lee of the Fleet, Tack' & bro't up the Rear handed T G Sails, double Reef'd the topsails & Main Sail — 11 PM. saw 4 flashes which where taken (agreeable to the Signals) to announce some strange Sail being in the Fleet, call'd all hands set Tp. G<sup>t</sup> Sails & Courses & haul<sup>d</sup> up N<sup>o</sup>E B N<sup>o</sup> towards the Quater from whence the flashes where seen, at Midnight fired the Starb<sup>d</sup> bow Gun, saw the Commodore & several of the Fleet bearing N NW<sup>t</sup> distance 3 Miles — ½ past 12 Handed T. G Sails & hauled Courses up, the Commodores light bearing N B W<sup>t</sup> 1½ miles ½ past 5 AM. made sail & spoke the *Nancy* of New Bedford sent the end of a Hawser on board her and took her in Tow 6 AM. repeated the Commodores Signal a Dutch Flag at the Main — Made all sail in order to tow the *Nancy* alongside the Commodore ½ past 7 Am. sent the end of the hawser on board the Comm<sup>e</sup> by which we where towing the Ship before mentioned, cast her off Shortened Sail and drop'd in Rear of the Fleet — Light breeze & Cloudy Weather

Noon light breeze & Cloudy, accompanied with Rain Expended 60 G<sup>s</sup> Water, Remains 2297 G<sup>s</sup>

[LC, EPP, 1799.]

To President John Adams from Secretary of State

DEPARTMENT OF STATE  
Philad<sup>a</sup> May 29<sup>th</sup> 1799

The PRESIDENT OF THE UNITED STATES.

SIR The inclosed letter from Doctor Edward Stevens, dated May 3<sup>d</sup>, the decree of the Agency of S<sup>t</sup> Domingo dated April 25<sup>th</sup> and the documents numbered from 1 to 8, were received here on the 25<sup>th</sup> in my absence from town; together with his interesting private letter of May 6<sup>th</sup> —

By a vessel arrived here on Sunday (the 26<sup>th</sup>) I received a duplicate of the Doctor's letter of May 3<sup>d</sup> and verbal information, that she sailed from Cape Francois the 11<sup>th</sup> instant and the next day met General Maitland, in the British ship *Camilla* steering in for the Cape: — It is remarkable, that General Toussaint should desire the ports of Cape Francois and Port au Prince, alone to be opened to our commerce in the first instance, and that our vessels should there receive passports to go to the other ports, within Toussaint's jurisdiction. — This is precisely the arrangement formed here with Gen<sup>l</sup> Maitland; and Doctor Stevens' remark in the last page of his letter of May 3<sup>d</sup> shows the expediency & necessity of that part of the arrangement which makes *equal provision* for, the British and the *American* commerce. — Without this provision, our commerce with S<sup>t</sup> Domingo would be exposed to endless vexations, and perhaps must have been finally abandoned; or have been the means of involving us in hostilities with Great Britain. —

I trust General Maitland will remove the scruples of the Agent Rouse and of Toussaint relative to the admission of *British* merchant vessels: for Toussaint having by his convention of last autumn, with Gen<sup>l</sup> Maitland, agreed to a *suspension of hostilities between S<sup>t</sup> Domingo and Jamaica*, and for a supply of *provisions* from the latter Island, the admission of British vessels generally would be only an extension of a pacific principle already adopted.

I think we may hear from Gen<sup>l</sup> Maitland and Doctor Stevens in ten days —

I am with great respect &c

TIMOTHY PICKERING

[SDA. Dom. L. Vol. 11, 1798–1799.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]  
N. D. 29 May 1799

JOHN ADAMS Esq<sup>r</sup>

SIR, I have the honor to enclose the copy of a Letter [19 May 1799] just received from Cap<sup>t</sup> Truxtun who has arrived at Hampton, with the *Constellation* and the *Insurgente*.

There are now in the W. I. the *Ganges*, Tingey — the *Baltimore*, Barron, the *George Washington*, Fletcher, the *Pickering*, Preble, the *Norfolk* Bainbridge, the *Richm<sup>d</sup>* Speake, & the *Eagle*, 14 guns, Campbell — but I am afraid the *George Washington*, Fletcher, and the *Pickering*, Prebble, may return, before they receive orders to remain.



Orders were sent by Tingey of the 15 March, but he did not leave Hampton until the 29 March — and by the *Norfolk*, Bainbridge, the 15 April, for all the Vessels except the Frigates to remain in the W. I. until further orders. — but these Orders were directed to Barry & Truxtun — by their not waiting long enough in the Islands for the arrival of either of these Vessels, the plan of operations for the W. I. will be somewhat deranged, and I wish our Commerce may not feel the Effect. I had calculated with confidence on Truxtun's remaining until the return of the *Norfolk*, as he sent hence and wrote me by her, he should wait for her return, which he ought to have done — however, he has conducted himself so well in general — that I will not complain — I have sent off the *Montezuma* under the Command of Maloney to S<sup>t</sup> Kitts — & I hope the *Merrimack* Brown, has sailed from Boston — These Vessels with those which they will find in the Islands, will be abundantly sufficient to keep the Cruisers of Guadaloupe in check, until the arrival of other Vessels — but I shall not feel easy until Talbot in the *Constitution*, is on his way to the Islands. I can see no reason why that should not be by the 15<sup>th</sup> of June. M<sup>c</sup>Neill who has every, I hope may be off by the 10<sup>th</sup> of June — I have written him to this Effect, & expect every thing from his activity of character. I beleive it will be best, that he should proceed to Surinam — The trade in that quarter, being too much exposed.

It does not appear from what I have seen of the Dispatches from Stevens, that there is much probability that intercourse can be opened with S<sup>t</sup> Domingo — I do not imagine that we ought to regard private Assurances, in direct opposition to public Acts — It may soon be necessary to pay as much attention to the Cruisers from S. Domingo, as to those from Guadaloupe.

I have the honor &c<sup>s</sup>

I have not yet received advice of the *General Greene*, Perry, having sailed from Newport — the two Vessels from Charleston which are to act under his Command, must be at or near the Havanna by this time —

[NDA. LB., 1799-1807.]

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To Captain Silas Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 29<sup>th</sup> May 1799.* —

Cap<sup>t</sup> SILAS TALBOT

SIR I am honored with your letter of the 27<sup>th</sup> — I have not just now time even to read it with attention — it shall be laid before the President and fairly — who thinks too highly of you to do you wrong. — Truxtun will not be sent on any service to meet with you, so as to occasion the smallest interference until your return to America — if he goes out to the West Indies, it shall be on a different station. — Don't then let this affair occupy any part of your thoughts, until your return to the United States. — I am glad to hear that Nicholson is pleased with the employment found for him. —

I am &c

[NDA. OSW, Vol. 2, 1799.]

To Captain Silas Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 29<sup>th</sup> May 1799.

Cap<sup>t</sup> SILAS TALBOT

SIR Enclosed is the copy of a Letter from the Midshipmen of the *Constitution*, and my answer. — The Lieutenants of that Ship, at least some of them, I fear, are not very worthy of their appointments. I wish it were possible for you discriminate & by some means get clear of those who are not fit to be Officers, before you sail, and get good men in their places — this perhaps, will not be in your power, until you have been in service with them — But as there always has been great uneasiness, among the Officers of the *Constitution* — as there may be resignations — and as it will be necessary in such a case, that new appointments should be immediately made — I have sent on to the President some Commissions and warrants, which he will take the trouble to have filled with the names of any new Lieutenants — and new Midshipmen, you may find it necessary to get. Should this necessity arise, you will please to wait on the President, with the names you want appointed. —

If there should be vacancies of Lieutenants, I should be glad if some of the Midshipmen deserved and met with promotion. — Nicholson in a letter to Barry, recommended Knox, — but seemed to rely more on the merits of the Father, than the young Gentleman. — The most worthy of the midshipmen should be selected, without regard to dates of their Warrants. — I have the honor to be &c —

I think such a ship as the *Constitution* ought to have at least 12 Midshipmen — perhaps more — these should be composed of young men of good education — parts & connexions — we have never objected to such young men, altho they had never been at Sea — the more Midshipmen of this description, the better chance of good Officers some years hence — those who leave the Merchant's Service to enter into the Navy, especially from the Eastward, often wish to return to their first employment, and at times the most inconvenient. The President will readily appoint as many Midshipmen as you will recommend to him — and to prevent delay he will do it, without any reference to me. — A M<sup>r</sup> Van Schaick of Albany, is directed to repair to Boston, and enter on board the *Constitution* as a Midshipman. —

I am &c

[NOTE.—Letter from Midshipmen herein mentioned has not been found.]

[NDA. OSW, Vol. 2, 1799]

[Enclosure]

To Henry Knox, Nathaniel Bosworth & Others, Midshipmen U. S. Navy, on board the U. S. Frigate *Constitution*, from Secretary of the Navy

[PHILADELPHIA]

Navy Department. 29<sup>th</sup> May 1799.

Mess<sup>rs</sup> HENRY KNOX,  
NATH<sup>l</sup> BOSWORTH AND OTHERS  
Midshipmen on Board the *Constitution*.)

GENTLEMEN, I am honored with your Letter of the 21. instant, a copy of which I have sent to Cap<sup>t</sup> Talbot, who is to take the command

of the *Constitution*, and who I have no doubt will with pleasure redress all real [wrongs] — to him I must refer you — If there be any Officer on board the *Constitution* capable of behaving in a manner unworthy the character of Officers, and Gentlemen, it is the duty of all the other Officers to rid the service of them who disgrace it. — the rules and regulations of the Navy, point out the means. —

Nothing will afford me more pleasure than frequent opportunities of recommending to the President for promotion meritorious Midshipmen — to such men must we look for the future Commanders of our Navy. — But permit me to recommend to you Gentlemen to be satisfied with your present situation until your time of promotion arrives, under the assurance that it is the Presidents determination to encourage and reward merit, as soon as he discovers it — and also that you cultivate a spirit of harmony among yourselves and with the other Officers of the Ship. —

I have the honor &c &c

[NDA. OSW, Vol. 2, 1799.]

To Captain George Cross, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 29<sup>th</sup> May 1799. —

Cap<sup>t</sup> GEORGE CROSS

Charleston.

SIR, A Crew for the *John Adams*, must be prepared by the time she is ready for a Cruise; and you will be pleased to make your arrangements accordingly.

You are allowed (besides Officers of Marines and 25 Privates, which will be supplied you by the Major of Marines, and your Commissioned and Petty Officers, the latter of which you will appoint), not exceeding One Hundred & fifty two Men & Boy &<sup>s</sup>, See page 40 Instructions to Cap<sup>t</sup> Nicholson. [\*]—

The monies necessary will be remitted to M<sup>r</sup> Crafts who will advance to your recruiting Officers — they will be allowed besides their pay & Rations two Dollars for each Recruit &<sup>s</sup> See page 40. — I do not suppose you will have occasion to send recruiting Officers to a distant Port — If you find you cannot obtain your complement of Men at Charleston, without great delay, it will be best as soon as you can get enough to navigate the Ship, to proceed with her to New York, and get your men there — which you will do accordingly — Your Officers must settle their recruiting Accounts with M<sup>r</sup> Crafts, — who will be written to on that subject. —

I enclose Circular instructions relative to the half monthly pay, to be allowed upon any powers of Attorney which the Seamen &<sup>s</sup> may wish to give to their families — also the form, in which those powers must be executed. —

I am &<sup>s</sup> &<sup>s</sup> &<sup>s</sup>

[\*Letter dated May 18, 1799.]

[NDA. OSW, Vol. 2, 1799.]

To Secretary of the Navy from Captain Alexander Murray, U. S. Navy

NEW CASTLE 29<sup>th</sup> May 1799

BENJ<sup>n</sup> SOTDDERT Esq<sup>r</sup>

D<sup>r</sup> SIR I hasten to reply to your esteem'd favor of the<sup>th</sup> 28 and as Cap<sup>t</sup> Molony has just got down I am deeply engaged with him in arranging all matters for the ship's immediate departure, and be assured I shall do every thing in my power to assist him as well as the service we are engaged in.

If all the necessary stores are on the way they have nothing to detain the ship a moment but my Officers are unavoidably obliged to ask me for advancements of money some for their Families & some for Apparel & sea stores, as well as the Crew, which I hope you will not deem unreasonable having been so long out and they have all a good deal due to them, if I do not make a draught on you for the purpose, I shall request Cap<sup>t</sup> Molony to do it.

I shall be very busy to day in fixing all our arrangements and tomorrow very early shall start for Maryland, & shall no doubt be in Philadelphia by the 8<sup>th</sup> of June if possible, or even sooner if I can effect it, but if you deem it necessary for me to be up sooner if you will forward a letter to Centerville I will at a moment obey your call.

With regard to your plans for the West Indies I am glad you have determined on sending the *Montezuma* there, as she is not fit to Cruize elsewhere, the station you have appointed, is a very proper one for her, taking a sweep from S<sup>t</sup> Martin's to Guadalupe, occasionally a very proper range for other vessels, would be to windward from Barbuda to Martinico so as just to keep that range of Islands just in sight or to run in nearer occasionally — The Southward range is generally well guarded by the British Cruizers.

Our trade is very extensive to the Main from Surinam to Curacao & quite unprotected as but few British Cruizers are stationed there, another very proper station I think would be about the Virgin Islands from the Virgin Garde to S<sup>t</sup> Thomas & S<sup>t</sup> Cruise, or to the east end of Portorico, all these places are very convenient for daily information of what is going on, and supplies of water soon procured, & lastly the Havannah is the great Object of Trade from this Country & at present quite unguarded; pardon my freedom of advice as I have no doubt but you are fully acquainted with the necessary appropriations of our fleets or Squadrons, hoping to see you soon & to confer personally on this Subject

I am &<sup>c</sup> &<sup>c</sup>

[NDA. A. Murray's LB, 1799-1805.]

To Samuel Bradford, U. S. Marshal, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 29<sup>th</sup> May 1799 —

SAM<sup>l</sup> BRADFORD Esquire

Marshal-Boston.

SIR I have been honored with your Letters of the 4<sup>th</sup> April and 23<sup>d</sup> May, and ought to have replied sooner to the former — I beg the favor of you to deliver over to Stephen Higginson Esquire, all the Prisoners in your possession, as well as those which may here-

after arrive — He will pay the expense already incurred. — It is intended these Prisoners should be confined at the Castle — Luc Fauvel will be furnished by order of M<sup>r</sup> Higginson, with the same ration allowed the other Prisoners. —

I am &<sup>s</sup>

[NDA. GLB, Vol. 2, 1799.]

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To Captain Thomas Tingey, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department May 29. 1799. —*

To CAP<sup>t</sup> THO<sup>s</sup> TINGEY

*or the Commanding Officer in the West Indies. —*

SIR I observe by Cap<sup>t</sup> Truxtun's instructions that the French Prisoners to the American Vessels, if not exchanged with Gen<sup>l</sup> Defourneaux before the first of July, are then to be let loose. — This must not be — If Gen<sup>l</sup> Defourneaux will not exchange the Prisoners for Americans in his possession, they must be sent to the United States, as well as all others which may be hereafter taken by our Vessels. — They may be sent by any of our Vessels returning from time to time — Opportunities may occasionally occur of sending them by Merchant Vessels on moderate terms, but none must be sent South of Norfolk. —

I am &c &c

[NDA. OSW, Vol. 2, 1799.]

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To David M. Clarkson, U. S. Agent, St. Kitts, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department May 29. 1799. —*

M<sup>r</sup> DAVID M. CLARKSON.

*S<sup>t</sup> Christophers.*

SIR I observe by Captain Truxtun's instructions to you on leaving S<sup>t</sup> Christophers, of which he has sent me a copy, that the French Prisoners to the American Vessels, if not exchanged with Gen<sup>l</sup> Desfourneaux before the first of July, are then to be let loose. — This must not be — if Gen<sup>l</sup> Desfourneaux will not exchange the Prisoners for Americans in his possession, they must be sent to the United States, as well as all others which may be hereafter taken by our Vessels. They may be sent by any of our Vessels returning from time to time — Opportunities may occasionally occur of sending them by Merchant Vessels on moderate terms, but none must be sent south of Norfolk. — I write to this effect to the Officer commanding the American Ships of War, in the West Indies by this conveyance, whose directions you will please to follow. —

I am Sir &<sup>s</sup> &<sup>s</sup>

[NDA. GLB, Vol. 2, 1799.]

To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department May 29. 1799*

STEPHEN HIGGINSON Esq<sup>r</sup>

*Boston*

SIR Enclosed is the Copy of a letter I wrote you the 13 Oct<sup>o</sup> — The Law says the Prisoners shall be delivered to the Marshal or some civil or military Officer who shall take charge for their safe keeping at the expence of the United States —

It will be better that you should take charge of all which arrive (no matter whether captured by Public or private Ships) in the ports of Massachusetts or New Hampshire — Please to direct the whole to be collected at the Castle — The Secretary at War will give orders as to the Guard — Supply them if you please by Contract and pay the reasonable Expences already incurred — I have written to M<sup>r</sup> Bradford the Marshal to apply to you on the subject of those in his charge — It will be well for you to write to the diff<sup>t</sup> ports to Send the Prisoners to you —

I am &<sup>c</sup>

[NDA. GLB, Vol. 2, 1799.]

To Major Commandant W. W. Burrows, U. S. Marine Corps, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department May 29. 1799*

W. W. BURROWS Esq<sup>r</sup>

SIR The french Prisoners at this place are to be sent off in the Brig *Betsy* Capt<sup>n</sup> W<sup>m</sup> Biddle Thomson bound to Gaudaloupe — You will please to have them escorted by a Guard tomorrow morning from the Prison to the Navy Store, where you will parade them so as to separate those who are provided with Cloathing from those who are deficient — You will avoid their receiving any previous intimation of the motives of their being taken to that place, but let Cap<sup>n</sup> Gill see them, and he will provide them with articles of indispensible necessity, after which they are to be marched down to the Vessel lying at [space] Wharf and put on board —

The Officer will furnish a List of their names —

I have the honor to be

Yours &<sup>c</sup>

B[ENJAMIN] S[TODDERT.]

[NDA. GLB, Vol. 2, 1799.]

To Secretary of State from Secretary of the Navy

[PHILADELPHIA]

*Navy Department May 29, 1799*

The SECRETARY OF STATE

SIR The Brig<sup>s</sup> *Betsy* commanded by Capt<sup>n</sup> Will<sup>m</sup> Biddle Thomson of about Seventy Tons Burthen, has been engaged by me to carry the French Prisoners now at this place to Guadaloupe — She is navigated by the Captain Mate and five Seamen, and will have on board 98 Prisoners — She will require a Passport from Mr. Liston which I request you will be so obliging as to procure. —

I have the honor to be

[NDA. Sec. State. LB, 1798-1824.]

[29 May 1799]

Request for passport for Brigantine *Betsy*, sent to Robert Liston, British Minister, etc., to United States, by Secretary of State

Col<sup>o</sup> Pickering presents his respects to M<sup>r</sup> Liston, and prays him to give his passport for the brigantine *Betsy*, William Biddle Thompson master, of about 70 tons burthen, navigated by the master, mate, and five seamen, to sail to Guadaloupe, charged with ninety eight French citizens, prisoners of war to the United States, which it has been agreed should be exchanged. — The *Betsy* may sail to morrow.

DEPARTMENT OF STATE

May 29<sup>th</sup> 1799

[SDA. Dom. L. Vol. 11, 1798-1799.]

To Captain Robert Gill, Navy Storekeeper, from Secretary of the Navy

[PHILADELPHIA]

Navy Department May 29. 1799

Cap<sup>tn</sup> ROB<sup>t</sup> GILL

SIR Tomorrow morning the French Prisoners now here will be embarked for Guadaloupe, but previous thereto, they will be paraded before the Navy Store by an Officer of the Corps of Marines in order that you may see which of them are destitute of Cloathing, and you are to supply these, with articles of indispensable necessity, merely sufficient to cover their nakedness & prevent their being a disgrace to our Government —

I am Sir

Y<sup>rs</sup> &<sup>cs</sup>

[NDA. GLB, Vol. 2, 1799.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*.  
Wednesday, 29 May 1799

Light breeze accompanied with Rain seamen variously employed  
7 pm. double Reef'd both Top Sails  
7 AM. took a Schooner in tow belonging to Portland made all  
Sail —

Loos'd light Sails to dry — Light airs inclining to Calm —

Noon light breeze & pleasant weather

Broach'd a Cask water Expended 60 Gallons Remains 2237 D<sup>o</sup>

[LC, EPP, 1799.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Department 30 May 1799

JOHN ADAMS Esq<sup>re</sup>

SIR I am honored with your letter of the 25<sup>th</sup> Ins<sup>t</sup> — The *Herald* sailed on Tuesday last from New Castle, to cruize on the Coast until the 10<sup>th</sup> July when she is to return to Boston — M<sup>r</sup> Beall can then be changed from the *Herald* to the *Boston*. —

I have the honor to be &<sup>s</sup>

B[ENJAMIN] S[TODDERT.]

[NDA. Nom. Appts. LB, 1798-1820.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Department 30<sup>th</sup> May 1799. —

JOHN ADAMS ESQUIRE

President of the U. S.

SIR It is very possible there may be Lieutenants, Midshipmen, a Master, and some other Officers wanted for the *Constitution* before she sails — which I hope will be by or soon after the 15<sup>th</sup> June. —

As you Sir can better judge than I can of proper persons to fill vacancies — and as appointing immediately any Officers wanted, will contribute to the dispatch of the Ship; I have taken the liberty to enclose three Commissions for Lieutenants, six warrants for Midshipmen — and as many for other Warrant Officers — filled up as far as they can be filled without the names of the persons who are to receive them. — I have desired Cap<sup>t</sup> Talbot to wait upon you with a list of the Officers wanted, and with the best information he can obtain of persons qualified to fill the vacancies — and I have also desired him to send me the names of those you may think proper to appoint, with the dates of their appointment — that the record may be made in this Office — I hope some of the Midshipmen deserve to be Lieutenants — it is certainly good policy to promote the Midshipmen as fast as they merit promotion. — Some of those in the *Constitution*, had experience before they entered into the service. — Such a Ship ought to have at least 12 Midshipmen, and I believe she has but eight. — In other parts of the United States young Gentlemen who have never been at sea, have been appointed Midshipmen —

I have the honor &c

[NDA. Nom. Appts. LB, 1798–1820.]

To Captain Moses Brown, U. S. Navy, from President John Adams

QUINCY May 30<sup>th</sup> 1799

SIR As you are under sailing orders for the West Indies & as I have received a petition from several merchants that you may be permitted to take under your convoy certain merchant vessels bound to the West Indies, & there is not time to wait for further orders from the Sec<sup>y</sup> of the Navy; you are hereby permitted to take under your convoy any merchant vessel that may be ready to sail when you shall put to sea.

I am Sir with great esteem

Your humble servant

MOSES BROWN Esq<sup>r</sup>

Commander of the *Merrimack*.

[NDA photostat.]

To Captain Daniel McNeill, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 30<sup>th</sup> May 1799

Captain DANIEL McNEILL, Boston. —

SIR Having already written you to Boston, I have only now to reurge you to have your Ship in readiness to proceed from Boston the





CAPTAIN MOSES BROWN, U. S. NAVY



10<sup>th</sup> of June — the time appears short — but every thing is possible to a man of your activity of mind and body — Your destination will be Surrinam — where I shall endeavour to send other Vessels to join you. — I shall send on your Instructions so as to reach Boston on the 8<sup>th</sup> or 9<sup>th</sup> of June — and I should be mortified and disappointed, if any circumstance should delay you longer than the 10<sup>th</sup> — but this must not be. —

I have the honor &c &c

[NDA. OSW, Vol. 2, 1799.]

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To Captain John W. Leonard of U. S. Revenue Cutter *Governor Jay*, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department May 30, 1799.*

Capt<sup>s</sup> JOHN W. LEONARD

SIR James Marshall a Landsman and William Boyle a Seaman belonging to the *Governor Jay*, having arrived at Balto in the Prize *Marsouin* have been permitted by the Prize Master to come on here and now wish to join the *Gov<sup>t</sup> Jay* at New York. — M<sup>r</sup> Burrows advanced each of them three french Crowns at Balt<sup>e</sup> & I have also advanced them Six Doll<sup>s</sup> each to defray their Expences, for which they must account with you, as the Money is carried to your debit —

Y<sup>rs</sup>

B[ENJAMIN] S[TODDERT].

[NDA. OSW, Vol. 2, 1799.]

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To Captain William Biddle Thompson of the Brigantine *Betsy*, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 30<sup>th</sup> May 1799. —*

Cap<sup>t</sup> WILLIAM BIDDLE THOMPSON  
of Brig<sup>s</sup> *Betsy*. —

SIR After delivering the French Prisoners at Guadaloupe, you may receive from Gen<sup>l</sup> Desfourneaux any Americans he may have in confinement in that Island, and bring them to the United States. — As to those Americans who are suffered to go at large at Guadaloupe, it is most probable they have been captured with their own consent and ought not to expect a passage at the public expense. —

I am &c<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

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To Captain Edward Preble, U. S. Navy, from Joseph Ingraham of U. S. Revenue Cutter *Pickering*

Brig<sup>e</sup> *Pickering* at Sea

*30 May 1799*

EDWARD PREBLE Esq<sup>r</sup>

SIR You having desir'd me previous to our Sailing from Martinique to give you a Copy of my Letter to Cap<sup>s</sup> Fletcher, I enclose you one tho' not an exact Copy is to the same purport, I tho't it my duty and

was originally my intention to have presented you a letter to this purpose immediately on my Arrivall — but the Inconveniency of writing on board the Schooner must plead my excuse

I am Very Respectfully

Sir

Your Most Obed<sup>t</sup> Serv<sup>t</sup>

JOS INGRAHAM

[LC, EPP, Vol. 1, 1680-1799.]

To the Keeper of the Prison, Philadelphia, Pa., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department May 30. 1799. —*

TO THE KEEPER OF THE PRISON

*Philadelphia. —*

You will please to deliver the French Prisoners under your care, in charge to L<sup>t</sup> Wharton of the Corps of Marines. —

I am &<sup>s</sup>

[NDA. GLB, Vol. 2, 1799.]

To Regis Le Blanc, Envoy of General Desfourneaux, and Special Agent of Executive Directory at Guadeloupe, from Secretary of State

DEPARTMENT OF STATE

*Philad<sup>a</sup> May 30<sup>th</sup> 1799*

M<sup>t</sup> REGIS LEBLANC

SIR I have received your letter dated the 22<sup>d</sup> of this month, and the one dated this day. In the former you inclosed the project of a decree which if adopted by General Desfourneaux you imagine might be a sufficient ground on which the President might open the commercial intercourse between the United States and Guadeloupe. — The preamble to your project is extremely exceptionable. I have demonstrated in my report of the 18<sup>th</sup> of January last, that the decree of the Directory of the 31<sup>st</sup> July 1798 had not given, could not give, nor was intended to give, any protection or relief to the American commerce, vexed, pillaged and destroyed by French cruisers. Yet you present this decree as an evidence of the desire of the French Government to live in peace with the United States. — After the example of the Directory too, you affect to consider the aggressions of which the people of the United States complain, as having been committed by *foreigners* or *pirates*. You do indeed allow that even French privateers have given to the government of the United States just causes of complaint. — But the fact is, that the piracies, plunderings and captures of which we complain, have been made by armed vessels *commissioned by the French Government*: and if foreigners, or pirates in the appropriate sense of the word, have, under cover of the French flag, vexed our commerce, their acts and piracies have been *approved* and *sanctioned* by the *French Government*, whose tribunals have acquitted and released no American vessels on the ground, of their having been captured by pirates. — The first article of your project, to repeal General Desfourneaux's arret of the 14<sup>th</sup> of March, is of no consequence; as that arret only contained a *formal declaration of doing what French cruisers had done for two*

years preceeding. — Your second article proposes that the arret of the Executive Directory of the 31<sup>st</sup> July 1798, should be executed in all its parts, towards American vessels. That is, all the laws of the French Republic, and all the arrets of the Directory, authorizing the capture of American vessels, are to be fully executed: while those laws and arrets are the sources of the injuries complained of. — It is not necessary to notice any other articles; as these, which constitute the basis of your project, are utterly inadmissible. — Nothing short of an absolute exemption from capture will give that security to the American commerce, which will authorize the opening of the trade between the United States and any part of the French dominions. When that shall be fixed, the other regulations necessary to the safety, of our trade with the French Islands or any of them will be considered. — If the French Colonies discern their true interest, they will wholly break up privateering: for without the unjust captures and confiscations of neutral property, more especially the property of citizens of the United States, their prizes will not indemnify the owners for the expense of equipping privateers. So long therefore as the French Government and its agents allow of privateering, particularly in the West Indies, so long we must presume, whatever professions are made, that they mean to make a prey of neutral commerce.

I am Sir &c &c

TIMOTHY PICKERING

[SDA. Dom. L. Vol. 11, 1798-1799.]

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To Major Commandant W. W. Burrows, U. S. Marine Corps, from Lieutenant Charles C. Russell, U. S. Navy

U. S. SHIP *Herald* OFF CAPE HENLOPEN

May 30<sup>th</sup> 1799

SIR, I received your favor of the 27<sup>th</sup> by Adj<sup>t</sup> Lewis, with a Sergeant and four Marines with some Cloathing. They are very much in want of outside Jackets, which, if you please, I will get for them, the first opportunity — with other Articles they are pretty well supplied. The great Coats I must get for them and charge to the Ship as they were expended for Ship's use. At present, they are not in want of them. Sergeant Mix, I have sent on to you — should have sent Dimler, had I have had a Marine Tailor. I mention'd this circumstance to M<sup>t</sup> Lewis. Enclosed you have a list of the Men deserted from the U. S. Schooner *Scammell* having been turned over to her from the *Herald* in the West Indies, by Commodore Barrey's Orders. Brown and Ellis deserted on or about the 20th Inst. They took the *Scammell's* Boat and rowed over to the Jersey shore, and there left her — perhaps I may meet with them on my return to Boston — should wish to be advis'd respecting them, as I have had no desertions from the ship, Seamen or Marines, except Hiram Andrews, who attempted it, at the risk of his life, by getting out of one of the Ports on the Night of the 26th Inst. and swimming two or three miles for the Shore, he was found the next Morning about four miles from the ship naked & to all appearance insane, which must have been the

case at the time he got over board. He appears to have a disordered mind; I think him very unfit for Service.

I have the honor to be

Sir

Your Most Hum<sup>l</sup> Ser<sup>t</sup>

CHARLES C. RUSSELL

Major BURROUGHS

*Commandant of the Marine Corps  
Philadelphia*

[MCA. LR, 1799.]

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To Secretary of the Treasury from Jeremiah Olney, Collector of Customs, District of Providence, E. I.

CUSTOM HOUSE

*District of Providence 30<sup>th</sup> May 1799.*

SIR The law authorising Granting Commissions to private Armed Vessels requires that all the Owners should sign the Bond taken for the Commission — but a Case has of late occurred at this Port were a Commission was Granted to a private Ship bound to Canton — Owned by Nine Persons — Seven of whom residing in this State were Present & Signed the Bond on Clearance — the other Two Owners Residing in Boston (which Rendered it impracticable to comply with the plain letter of the law at the time of Clearance) — and they have requested to be excused from the inconvenience of attending, here, to Sign said Bond — I therefore respectfully ask Sir your opinion on this Point — which will prove Serviceable in future — as a Case (which the Law has not contemplated) may happen — a private Vessel Owned by Several Persons some of whom (at the time of Clearance) may be in a Foreign Country or in Remote Districts in the United States — in such case all the Owners cannot certainly give Bond (before the Commission is Granted) as the law Contemplates.

I am very respectfully

Sir

Your Obed<sup>t</sup> Serv<sup>t</sup>

JERE<sup>h</sup> OLNEY *Coll<sup>t</sup>*

OLIVER WOLCOTT Esq<sup>t</sup>

[RIHS.]

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Extract from log book of J. Ingraham, U. S. E. C. Brig *Pickering*,  
Thursday, 30 May 1799

Light breeze & pleasant weather, 1 pm. Cast off the Schooner we had in tow 2 pm. lowered the Jolly boat down & Capt<sup>n</sup> Preble went on board the *Geo Washington*, 4 pm. our Capt<sup>n</sup> returned, the Commodore hoisted an American Ensign at the Miz. T. G M. Head, a Signal for the Fleet to Tack 4 pm. Tack'd as did all the Fleet — An English Brig<sup>e</sup> hoisted her Ensign, at her F T. G M. Head, hailed the Commodore thanked him for his kindness & informed him his intention was to leave the Fleet ½ past 5 pm. Tack<sup>d</sup> Ship to the North<sup>e</sup> 8 pm. the Commodore bore N W B W<sup>t</sup> 2 Miles Distance  
Midnight Calm

6 AM. Light breeze & Cloudy, lowered the Jolly Boat & scrub<sup>d</sup> the bottom Light breeze & Cloudy accompanied with Rain set T. G. Sails & square main sails

10 Thunder Lightening & Rain

11 Handed Top Gallant sails and hauled the Courses up —

Noon Light breeze & Cloudy, with heavy Rain

Expended 60 G<sup>s</sup> Water

Remains 2277 G<sup>s</sup>

[LC, EPP, 1799.]

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To Secretary of the Navy from President John Adams

QUINCY May 31<sup>st</sup> 1799.

SIR I have received your other letter of the 25<sup>th</sup> and think with you that there are too many of our ships in our ports and that every exertion ought to be made to get them to sea as soon as possible. The *Merrimack* will sail on Sunday. I have ventured to permit him, in consequence of very respectable petitions to me to take under his convoy such merchant vessels as may be ready to sail on Sunday. M<sup>r</sup>Neil and Brown dined with me yesterday. The former waits your orders.

I am Sir very respectfully  
your humble Servant

SECRETARY OF THE NAVY.

[NDA photostat.]

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To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 31. May 1799. —

Captain THOMAS TRUXTUN

SIR The enclosed copies are merely sent to Shew what was intended — and what has been sent to the West Indies — they are of no consequence now, but I thought might give you some satisfaction — you will see by the Papers that Nicholson is to superintend a 74 — an expedient merely to get him out of harm's way for the present — I do not believe he will be in your way again. — I cannot help thinking it would have been better if you had gone to New York — the Sails are preparing here for the *Constellation*, engaged to be finished by the 1<sup>st</sup> June — tomorrow — Shall they be sent to Norfolk? this question involves another — Can you man at Norfolk, both the *Constellation* and *Insurgente*? — If you judge you cannot, and can get over the Bar at New York, will it not be best for you to go there still? — This you must determine yourself and act accordingly — If you go, you must make all the necessary arrangements first for whatever repairs &c the *Insurgente* will require — Rogers must continue in her until other arrangements are made, — but his commanding her will excite too much uneasiness with other good men — else I should be well satisfied with him. — He will have one of the Baltimore Ships. — Have you any Midshipmen who ought to be Lieutenants in those Ships. — The *Insurgente* must be condemned as

I before wrote. — If she is deemed of superior force the Captors have the whole — otherwise half — what do you think she is worth?

As to Guns I am getting 18 pounders made as fast as possible for the Portsmouth and Norfolk Frigates — but we have not yet enough done for one Ship — If the *Constellation* goes to New York, a Sett may be ready by the time she is, and perhaps we may be able to send a Sett in time to Hampton. — But probably it will be best to prepare them by the return of the Vessel from the next cruise — I shall however, have them done as quickly as possible — Pennock has the size of the Guns, and can prepare Carriages if you say they must be sent to Norfolk before the Ship leaves that place. —

I am &c &c.

P. S. Should you go to New York it will be adviseable to take on board at Norfolk the full quantity of Bread for the whole crew, as the Bread at N. York is of bad quality.

[NDA. OSW, Vol. 2, 1799].

[About 31 May 1799]

To Lieutenants John Archer and Samuel Brooks, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

Lieutenants Archer, and Brooks will repair to Norfolk, and open a Rendezvous for entering Seamen, Ordinary Seamen, and Boys, as also Pettee Officers of various Descriptions, as per List below.

They will however observe, that as many of each Grade, as are reserved on Board must be deducted, and two Months' Advance will be allowed each Person entering for twelve Months on his taking the Oath, and giving good Security for repairing on Board &c:

Names	Quality	Wages per Month
Mr Nye.....	Master's Mate	20 Dollars
Mr Anderson.....	D <sup>e</sup>	20 D <sup>e</sup>
	D <sup>e</sup>	20 D <sup>e</sup>
John Davis.....	Boatswain's Mate	19 D <sup>e</sup>
William Jemmison.....	D <sup>e</sup>	19 D <sup>e</sup>
James Nash.....	Cockswain	18 D <sup>e</sup>
Jonathon Bell.....	S. M. Mate	19 D <sup>e</sup>
John Highland.....	Gunners D <sup>e</sup>	19 D <sup>e</sup>
	D <sup>e</sup>	19 D <sup>e</sup>
	Gunner's Yeoman	18 D <sup>e</sup>
Thomas Moore.....	Carpent <sup>r</sup> Mate	19 D <sup>e</sup>
Joseph Dill.....	D <sup>e</sup>	19 D <sup>e</sup>
	Armourer	18 D <sup>e</sup>
Thomas Wood.....	Steward.....	18 D <sup>e</sup>
John Smith.....	Cooper	18 D <sup>e</sup>
Hugh Baka.....	Master at Arms	18 D <sup>e</sup> of Marshall 19\$
Rob <sup>t</sup> Walden.....	Q <sup>t</sup> Gunner	18 D <sup>e</sup>
John Hatfield.....	D <sup>e</sup>	18 D <sup>e</sup>
Robert Blakeley.....	D <sup>e</sup>	18 D <sup>e</sup>
	D <sup>e</sup>	18 D <sup>e</sup>
	D <sup>e</sup>	18 D <sup>e</sup>
	D <sup>e</sup>	18 D <sup>e</sup>
	D <sup>e</sup>	18 D <sup>e</sup>
	D <sup>e</sup>	18 D <sup>e</sup>
	D <sup>e</sup>	18 D <sup>e</sup>
	D <sup>e</sup>	18 D <sup>e</sup>
	D <sup>e</sup>	18 D <sup>e</sup>
	Q <sup>t</sup> Masters	18 D <sup>e</sup> (12 in Number)
James Saunders.....	Carpent <sup>r</sup> Yeoman	17 D <sup>e</sup>



[About 31 May 1799]

To William Pennock, Navy Agent, Norfolk, Va., from Captain Thomas Truxtun,  
U. S. Navy

An Account of French Prisoners remaining on Board the U. S. Ship,  
*Constellation*, Commodore Truxtun, to Viz<sup>t</sup>

Joseph Calvena [or Calverra]	Spaniard	} From <i>L'Insurgente</i>
Joseph Bunett,	D <sup>o</sup>	
Antonio Joseph	D <sup>o</sup>	
Antonio Brown	D <sup>o</sup>	} From Prize <i>L'Diligente</i>
Banard	Frenchman	
Piere Louis	D <sup>o</sup>	
Jean Silhouette	D <sup>o</sup>	
John Legarde	D <sup>o</sup>	

D<sup>r</sup> SIR, Be pleased to direct the Marshall to send, and take into his Custody, and secure in Safety the above Prisoners, untill further Orders are received. It is highly necessary, that these Prisoners be well secured, as they may be wanted before the Court of Admiralty to be examined previous to the Condemnation of the above Vessels; at any Rate it is proper they should be held in Readiness if called for.

I am D<sup>r</sup> Sir

Your Obed<sup>t</sup> Servant

WILLIAM PENNOCK Esq<sup>r</sup>  
*Naval Agent* —

[HS of Pa. ND.1 photostat. Truxtun's LB, 1798-9.]

[31 May 1799]

To Lieutenant Andrew Sterett, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

SIR, M<sup>r</sup> Samuel Sterett having applied to me to let you go to Baltimore for a few Days, you may leave this for that place on Wednesday next, and take with you M<sup>r</sup> Morgan the Gunner, but on no Acc<sup>t</sup> must you be absent more than *fourteen Days from the Ship*. You and M<sup>r</sup> Morgan must enter and bring with you, two Gunner's Mates, and nine Quarter Gunners. Observe I say you must be on Board in 14 Days from Wednesday next, and procure the above Men, as also a Gunners Yeoman —

You may draw on M<sup>r</sup> Garretson the Purser for the Advance at Sight.

Gunner's Mates have 19 Dollars Per Month

Quarter Gunner's — 18 D<sup>o</sup> D<sup>o</sup>

Gunners Yeoman — 18 D<sup>o</sup> D<sup>o</sup>

and each Man must have two Months' Advance on finding good Security. I am

Your very Obed<sup>t</sup> Serv<sup>t</sup>

U.S. Ship *Constellation*  
H. [ampton] Roads 31 May 1799 — }

Lieut: ANDREW STERETT

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

To Samuel Coats, and other Managers of Pennsylvania Hospital, from Secretary of the Navy.

[PHILADELPHIA]

Navy Department 31. May. 1799. —

M<sup>r</sup> SAM<sup>l</sup> COATS  
and other Managers of }  
Pennsy<sup>a</sup> Hospital.

SIR Five of the French Prisoners who have been confined in the Goal, are ill, and it will be proper that they should have medical aid. — If you will be pleased to give an order for their admittance at the Hospital, I will be accountable for the expense attending their cure.

I am &<sup>c</sup> &<sup>c</sup> &<sup>c</sup>

[NDA. GLB, Vol. 2, 1799.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Friday, 31 May 1799

Light breeze & Constant heavy Rain — 3 PM. set Top Gallant Sails and square Mainsails, saw a Sail in the SE. Quarter which we took to be the Brig<sup>e</sup> that left the Fleet last evening — 4 PM. the Commodore bore N.W.B N<sup>o</sup> 3 Miles distant

½ past 5 pm. handed T. G. Sails & haul'd up Courses

½ “ 6 Tack'd Ship Counted the Convoy & Made 54 Sail including the Commodore & ourselves — 8 pm. the Commodore bore NBE<sup>t</sup> 3 Miles distance

10 pm. Tack'd Ship Light airs approaching to a Calm —

5 AM. Tack'd Ship the Commodore NBE<sup>t</sup> 4 Miles distance

The Fleet much scattered bearing from West to ENE<sup>t</sup> set Top G<sup>t</sup> Sails, Flying Jib, Middle & Top Gall<sup>t</sup> Stay Sails — Loos<sup>d</sup> T. G. Studdent Sails to dry — 7 AM. The Commodore hoisted a Red & White Flagg — Signal for the headmost Ships to heave too & let the Sternmost come up

11 Am. Tack'd to the NE<sup>t</sup> Seamen Variously employed

Noon moderate breeze & Cloudy counted the Convoy, Made 53 Sail — Broach<sup>d</sup> a Box of Fish Expended 60 G<sup>s</sup> Water

[LC, EPP, 1799.]

To Secretary of State, from William Eaton, U. S. Consul, Tunis

TUNIS 1. June 1799 —

SIR, On the fourth ulimo the United States' brig, *Sophia*, departed this port with dispatches for the department of State, the substance of which was, The treaty with alterations — The consent of the Bey for six months forbearance in expectation of the regalia of maritime and military stores — this *demand* for a present in jewels — and his *request* for a cruiser — also a copy of my journal during the negotiations — Nothing of immediate moment has transpired since her departure —

I am collecting information with a view of answering the enquiries of the additional instructions of Dec. 24. which will be communicated in the report of next month — Should this arrive before the *Sophia*

it may apprise our government of the necessity of *immediate* exertion to send forward the *stipulated* regalia as the only mean[s] of preserving the peace —

I forward to Captain O'Brien a general statement of my account of payments for the United States up to the day of the *Sophia's* departure, accompanied with a triplicate of Citizen Famin's receipt in full; a copy of which he is desired to forward, through a safe medium, to the Secretary of the United States —

I have the honor to remain with due respect, Sir,  
your very obedient servant.

WILLIAM EATON

Hon<sup>ble</sup> SECRETARY OF THE UNITED STATES —

[SDA. Tunis. Vol. 1, 1797-1800.]

To First Lieutenant Philip Edwards, U. S. Marine Corps, from Secretary of the Navy

[PHILADELPHIA]

*Navy Dep<sup>t</sup> 1 June 1799.*

Lieut<sup>t</sup> EDWARDS  
of the Marines  
Balt<sup>o</sup>

SIR; I request you will immediately apply to the Officer, commanding at the fort, to supply a Guard for the Ships, building for the Public at Baltimore — If he will not do it, place a guard of Marines over these Ships — If you have not Men enough, hire them to guard the Ships, until a Guard shall be furnished from the Fort — A Corporal & 6 Men I suppose will be sufficient.

I am &c.

[NDA. OSW, Vol. 2, 1799.]

To John Coffin Jones, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department June 1. 1799. —*

JOHN C. JONES Esquire  
(*Boston*)

SIR I am honored with yours of the 27<sup>th</sup> — all the information requested shall go by the mail of Monday — mean time I will observe that it is the Presidents desire to have as many Midshipmen as can be accommodated, on board of each of our Ships. If the Captain of the *Boston* will take twelve, it will be perfectly agreeable to the President — some of them ought to have some little experience — others should be sprightly well educated young men, of good principles & spirit, with — or without experience. — Indeed, no such young Men should be rejected. I have written to Captain Talbot, to apply for your aid, in selecting Young Gentlemen — to increase the number of Midshipmen in the *Constitution*. — and to mention the names of those already on board, who deserve to be Lieutenants. —

The *Herald* left the Delaware on the 28<sup>th</sup> Ult<sup>o</sup> on a Cruise, and will not be at Boston till the 10<sup>th</sup> of July. — If the *Boston* Frigate can

wait so long, M<sup>r</sup> Marshall can then take his station on board of her. — in the mean time the Gunner's mate, might probably supply the present occasion for the services of the Gunner. — I am very glad to learn, that there are two Young Gentlemen on board of the *Herald*, M<sup>r</sup> Coxe and M<sup>r</sup> Beale who will very soon be fit for Lieutenants. — Altho I wish the *Boston* to be out as soon as possible, yet I do not want her to begin recruiting before the *Constitution* has her men — they will delay each other — and it is highly important to very important arrangements in the West Indies, that the *Constitution* should be off by the 15<sup>th</sup> of June — a difficult, but I am sure, a very possible thing. —

I am &c

[NDA. GLB, Vol. 2, 1799.]

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To John Coffin Jones, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Department June 1, 1799. —

JOHN C. JONES ESQUIRE

SIR I have the honor to enclose Lists of Provisions Military Stores and Cabin Furniture necessary for the Frigate *Boston*. — The Officers are not allowed private stores but in lieu thereof, are compensated by the daily rations. —

You will also receive enclosed an order from the Secretary at War on M<sup>r</sup> Joseph Williams of Springfield for the delivery of 5000 <sup>lbs</sup> of Gun Powder. — and M<sup>r</sup> Higginson will supply the Provisions or other Articles you may [deem] it necessary to apply for. —

I have the honor &c

A Chaplain is allowed to each of the large Frigates — Pay 40 Dollars p<sup>r</sup> month and 2 Rations p<sup>r</sup> day — A School Master might be engaged for the *Boston* — to receive 30 Dollars p<sup>r</sup> Month and 2 Rations — but he ought to be a well qualified man to instruct in navigation &c the Youth who engage in the Service.

[NDA. GLB, Vol. 2, 1799.]

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To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 1 June 1799

STEPHEN HIGGINSON ESQ<sup>r</sup>

SIR, The Comm<sup>tee</sup> at Boston may probably apply to you for the Beef & Pork necessary for the Ship *Boston*, in which case you will please to deliver them the quantity they require of these articles, or any other that may be in your power.

I am &c

[NDA. GLB, Vol. 2, 1799.]

To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 1 June 1799

STEPHEN HIGGINSON Esq<sup>r</sup>

SIR, I am honored with y<sup>r</sup> Letter by this day's Mail — you omitted the date —

I am willing that the Comm<sup>rs</sup> should be as heretofore charged in your accounts — that in future it be 2 p<sup>r</sup> C<sup>t</sup> except on money paid over for the pay of Officers & men, to the Purser — I know that half a p<sup>r</sup> C<sup>t</sup> or even 5 p<sup>r</sup> C<sup>t</sup> is too little for the trouble of the advances of half pay to the families of absent men — but meaning to burthen the app<sup>n</sup> [appropriation] for pay of the Crews with as little as possible, everywhere, I hope you will be content with a half p<sup>r</sup> C<sup>t</sup> on all pay of the Crews which may pass through y<sup>r</sup> hands — The rest of the just Compensation must be given up to patriotism.

Cap<sup>t</sup> Talbot I presume will be at Boston by Tomorrow — I have made such Arrangements with him, & with the Pres<sup>t</sup> that I hope no delay will arise for want of Officers. The Pres<sup>t</sup> has them, & will give Comm<sup>rs</sup> at once, without reference to me, to Cap<sup>t</sup> Talbot, for any officers wanted To supply Vacancies, should there be Vacancies, with good men, who will be a point of great importance.

On this Subject Cap<sup>t</sup> Talbot, will consult with you — should there be Lieut<sup>ts</sup> wanted, I hope some of the Midshipmen may deserve promotion — and the number of Midshipmen ought to be increased to 16 — some should have some experience — others should be sprightly, spirited, well educated young men, with or without experience. — indeed experience should not be a consideration.

I wrote you yesterday, on the subject of the French Prisoners — only 18000 doll<sup>s</sup> is appropriated for the maintenance of Prisoners — the greater part of which is already expended — the repairs of the Castle, a public object, ought not to be charged on this appropriation — nor indeed, on any belonging to the Navy. It should be done by the Military —

I have the honor

[NDA. GLB, Vol. 2, 1799.]

To Nehemiah Hubbard, Navy Agent, Middletown, Conn., from Secretary of the Navy

[PHILADELPHIA] —  
Navy Department June 1. 1799.

M<sup>r</sup> NEHEMIAH HUBBARD

SIR I have directed 100 Tons of Kentledge to be sent immediately to New London addressed to M<sup>r</sup> Joseph Howland of Norwich, out of which, you can be supplied with the quantity necessary for the Ship *Connecticut*. — I have written to M<sup>r</sup> Howland to this effect. — Write to M<sup>r</sup> Winder the quantity you take. —

I am &<sup>s</sup> &<sup>s</sup>

[NDA. GLB, Vol. 2, 1799.]

To First Lieutenant John Hall, U. S. Marine Corps, from Major Commandant  
William W. Burrows, U. S. Marine Corps

PHIL<sup>s</sup> [?] June 1799

L<sup>t</sup> JOHN HALL.

You are to take the Command of the Marines sent under the care of L<sup>t</sup> D. S. Wynkoop, and proceed on board the *John Adams*, and place yourself under the Command of the Captain. The Detachment consists of 1 Sergeant, 1 Corporal, 1 Drummer, 1 Fifer, & 30 Privates — The Marines in no Service are ever order'd aloft but may be permitted. —

Before you sail and immediately on your arrival you must make report of your Detachment with such necessary remarks as you think proper.

W. W. B[URROWS]  
M[ajor] C[ommandant]  
M[arine] C[orps]

[MCA. LS, 1799.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Saturday, 1 June 1799

Light Breeze & pleasant weather — 1 pm. Capt<sup>n</sup> Preble went on board the Commodore

3 pm. handed Top Gallant Sails & hauled Courses up 4 — the Capt<sup>n</sup> Returned counted the Convoy made 53 Sail made & shortened sail occasionally — The Commodore hoisted a White Flagg & fired a Gun — a Signal for the Fleet to close Repeated the Signal & Back'd The Main Yard to take our Station in the Rear

7 pm. double Reef<sup>d</sup> the Topsails — 8 the Commodore bore N W B N<sup>o</sup> 2 Miles

Midnight light breeze & Cloudy Commodore on the Larb<sup>d</sup> Bow a Mile distant

5 A M. The Commodore hoisted a Signal to speak (ans'd) set courses and Top Gallant Sails ½ past 6 Spoke the Commodore who informed our Capt<sup>n</sup> that a Strange Schooner of 10 Guns had been seen to Windward of the Fleet, by an English Brig<sup>e</sup> & that 3 of the Fleet where missing since last evening, at the same time a Sail was seen bearing W B N<sup>o</sup> out all Sail & gave chase — Commodore made the signal for the Fleet to close — ½ past 9 came up with & spoke the Chase, it proved to be one of the Fleet which had got to Leward in course of the Night (the Schooner *Mary* of N<sup>o</sup> Yarmouth) sent the end of a hauser on board and took her in Tow — made Sail by the Wind for the Fleet — The Commodore bearing E N E. Courses under

Noon moderate breeze & Cloudy, the Commodore bearing East. 3 Leagues the Schooner still in tow — Counted the Fleet — made 50 Sail

Broach'd a Cask of Pork 38 p<sup>s</sup> weighing 180 lbs. expended 60 G<sup>s</sup> water

[LC. EPP, 1799.]

To Secretary of the Navy from President John Adams

QUINCY June 2<sup>d</sup> 1799.

SIR I received last night yours of the 28<sup>th</sup> On the 21<sup>st</sup> I wrote you approving of Talbot to command the *Constitution*, and shall think the days and hours long, till he arrives in Boston, where he will be liked. I depend much on him for the dispatch of the ship. Mc.Neil will loose no time in obeying your orders. It has been difficult for Perry to get men nearer than Boston.

With great regard

SECRETARY OF THE NAVY.

[NDA photostat.]

To Secretary of the Navy from Gibbs & Channing, Navy Agents, Newport, R. I.

NEWPORT June 2<sup>d</sup> 1799

We have the pleasure to advise you that the *General Green* sailed this day; and to acknowledge receipts of your several favors of y<sup>e</sup> 20, 25, & 27, Ultò. — the two last inclosing letters to Capt. Perry came to hand yesterday morning, we immediately sent them to Capt. Perry, on board the *General Green*, at the same time wrote him of your anxiety for his immediately sailing; In our respects of y<sup>e</sup> 26 Ultò. we informed you that Cap<sup>t</sup> Perry told us he should sail the next day — on the evening of y<sup>e</sup> 27, we rec<sup>d</sup> your favor of y<sup>e</sup> 20<sup>th</sup>; we communicated to Cap<sup>t</sup> P. the part of your letter mentioning, that you hoped he had sailed the 15<sup>th</sup> — Cap<sup>t</sup> P. then told us he should sail the next morning, on the morning of y<sup>e</sup> 28. he called & took leave of us, and said he was then going on board to get underway, which he attempted, but by the time he was ready to break ground the wind died away — since which time we have not seen him. — the Wind was unfavorable the 29 & 30 in the afternoon of the 31. & the 1 Ins<sup>t</sup> it was fair & blew a gale, he attempted to get underway yesterday, but it blew so heavy a gale, that he clewed up his sails. — For the past week no supplies of any kind have been required or received from us, other than fresh provisions, and a very [few] trifling articles of no object to the Ship. —

[Newport HS. Gibbs & Channing LB, 1799.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Montezuma*, 2 June 1799

At 1 P. M. Cape Henlopen bore N.W. by N. Dist 5 leagues — Pleasant — Weather.

[Lat<sup>d</sup> DR 36.46 N.]  
[Long. 73.43 W.]

[NA.]

Extract from log book J. Ingraham, U. S. R. C. Brig *Pickering*, Sunday, 2 June 1799

Light breeze & Cloudy Seamen Variously employed under the Boatswain ½ past 4 pm. cast off the Schooner we had in tow — @ 5 pm. spoke the Commodore & informed him concerning the Schooner we had chas'd & Tow'd into the Fleet — Spoke the *Nancy* Cap<sup>t</sup><sup>s</sup>

Swain desired him to set studdensails, in order to keep up with the Fleet 6 pm. Counted the Fleet, made 50 Sail exclusive of the Men of War Tack'd Ship to the North: — 7 pm. reef'd both Topsails & mainsail

8 pm. the Commodores light bore N N W: ½ W: 3 miles distant Midnight light breeze & Cloudy the Commodores light bore N N W: ½ W: 2 Miles — Kept our station in rear of the Fleet

4 Am. The Commodore bore N N W: — 5 Am. made Sail Set T.G. Sails, Courses & Stay Sails — & run into the Fleet

8 A M — counted 49 Sail of the Convoy ½ past 8 the Commodore hoisted a Red & White Flag at the fore & fired a Gun a Signal, for the Ships ahead, to heave too & let the Sternmost come up — 9 Spoke the Commodore who informed us our Water was Ready — brot too as did the Commodore & the headmost Ships of the Fleet — Rec<sup>d</sup> on board from the [*George*] *Washington* 550 Gallons of Water — rec<sup>d</sup> from them also our hawser which they had to Tow the *Nancy* of New Bedford (20<sup>th</sup> Inst) Fine Gale & Cloudy washd out between Decks & Smoak'd with Vinegar & Powder Broach<sup>d</sup> a Cask Beef 36 p<sup>s</sup> 193 lbs Expended 60 G<sup>s</sup> Water

Remains.....	2031
from [ <i>George</i> ] <i>Washington</i> .....	550
	2581G <sup>s</sup>

[LC, EPP, 1799.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA.]  
Navy Dep<sup>t</sup> 3 June 1799

JOHN ADAMS Esq.

SIR, If it meets with your approbation, I will send as soon as possible, two Vessels at least, to cruise about Surinam & Cayenne — one or two to cruise about Curicoa & the Spanish main — three or four will be necessary to be kept in the neighbourhood of the Havanna, and a greater number must be kept about Guadaloupe; and altho I beleive there is no necessity for it, yet to quiet the apprehensions particularly of the Southern People, it may be proper to keep two or three strong Vessels on the coast.

As to S<sup>t</sup> Domingo, I presume Intercourse will not be renewed on any thing like the terms of the Arret of Roume, and the disappointment of their expectations, together with the absolute necessity, they will be under, of feeding themselves by Captures, will excite greater Enterprize than heretofore from that Island — so that it seems probable they will require a greater share of attention from us, than they have yet experienced. Cap<sup>t</sup> M<sup>e</sup>Neill may & ought to be ready to sail in 10 days — I think he had better go at once to Surinam, & to remain on that station 'till other Vessels join him — The *Constitution* I fear will not be ready so soon as the 15 June, tho' Cap<sup>t</sup> Talbot, is a man of business — He might go to Guadaloupe, & continue the Command of all the Vessels thereabouts, until the approach of the Hurricane season — when some might go towards the Spanish Main, & some towards Cuba — They had better be any where than in our Ports.



I may have the honor of hearing from you time enough, to send Talbott his orders — but not M<sup>e</sup>Neill whom I shall, therefore, [order] to proceed to Surinam, his orders must reach him before the 10 inst.

[NDA. LB, 1799-1807.]

To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA.]

Navy Department 3<sup>d</sup> June 1799

SECRETARY OF THE TREASURY

SIR The Revenue Cutter, *Virginia*, being unfit for the Navy Service, may if you please, return to the employment, for which She was originally destined. I find Captain Bright has an Idea, that the Law will permit him to have Thirty men — half that number I should suppose would be abundantly sufficient for her as a Revenue Cutter — and if I were to presume to recommend, it would be that the Captain should be confined to Six able Seamen at 17 Dollars, p<sup>r</sup> month — the rest of the Crew should be Boys, and ordinary seamen, from 5 to 14 Dollars, p. Month. —

I am &c &c

[NDA. Req. on US T, 1798-1803.]

To the Keeper of the Prison from Secretary of the Navy

[PHILADELPHIA.]

Navy Department June 3<sup>d</sup> 1799. —

THE KEEPER OF THE PRISON

SIR You have in your Custody a seaman who belonged to the Brig<sup>s</sup> *Norfolk*, his name is Daniel Campbell — You will please to deliver him to Jacob Weyman, who is his security, and engages that he shall enter on board the Frigate *United States* — The security will pay the Fees &<sup>r</sup>

I am &<sup>r</sup> &<sup>r</sup>

[NDA. GLB, Vol. 2, 1799.]

[3 June 1799]

Power of Attorney given David Gourley by William Presson of the United States Frigate *Constellation*, William Presson's discharge, and his waiver to his right to claim prize money

Know all Men by these presents that I William Presson late Ord<sup>r</sup> Seaman of and on board the United States Frigate *Constellation*, as will more fully appear by the Annexed Certificate of discharge have assigned and transferd and by these presents do assign and transfer unto David Gourley of Norfolk & State of Virginia for value received my Share or proportion of the prize money arising from the several vessels captured or recaptured by the said Frigate during my term of service on board of her And to enable him to recover the same have appointed and by these presents do appoint him my attorney irrevocably — to ask demand sue for recover, receive and take the same of Henry Benbridge Esq (J<sup>r</sup>) of Philadelphia who is the General Agent of the Crew to settle and adjust the Prize Money arising therefrom with the United States Giving & hereby granting to my said Attorney

my full and whole power in and about the premises to have & use all lawful Ways and Means for the recovery & upon receipt of the same full &c and ample acquittances for me to sign and deliver and Generally, all and whatsoever the said David Gourley shall do or by substitute (whom is empower'd to appoint) cause to [be] done herein, shall be as valid and obligatory as if the same were done by myself being present or as if the matter required more special authority than is herein Contained & declared In Witness whereof I have hereto set my hand & Seal this 3<sup>d</sup> day of June 1799

Signed Sealed and }  
Delivered }

WILLIAM PRESSON

[Enclosure No. 1]

30<sup>th</sup> MAY 1799

UNITED STATES SHIP *Constellation*,

This is to Certify, that William Presson Ord<sup>y</sup> Seaman has been discharged from the above Ship, he having served Twelve Months, the time for which he was entered; and that whatever Prize Money may be due to him from Captures made by the above Ship, will be paid by Mr. Henry Benbridge Jun<sup>r</sup> Agent in Philadelphia — By order of the Commodore

ISAAC GARRETSON *Purser*

[Enclosure No. 2]

For value rec<sup>d</sup> I assign all my right to the Interest and Claim whatever in and to the prize money due to me by virtue of the Commission —

WILLIAM PRESSON

Rec<sup>d</sup> Oct<sup>r</sup> 30. 1799 of C Biddle One hundred & six D<sup>rs</sup> 83/100 being the full share of Prize money due W<sup>m</sup> Presson for the *Insurgent* captured by the *Constellation*

LAUR<sup>o</sup> HURON

[J. Sawyer Col, Portsmouth, N. H.]

[3 June 1799]

Launching of the U. S. Sloop of War *Maryland* at Baltimore, Md., and description of her figure head

Yesterday the United States sloop of war, *Maryland*, was launched from her ways, at Mr. Price's ship yard, Fell's Point. This pleasing and interesting scene, drew together an immense concourse of spectators, who filled the adjacent wharves, and occupied a number of vessels, which were moored in the channel for that purpose.

At six o'clock P. M. she slid majestically into the waves, amid the continued shouts of the spectators. As soon as she embraced her destined element, the guns of the schooner *Charming Betsy*, (which had previously conferred the greatest honor on the spirit of Americans, by chastising a French privateer of superior force) fired a federal salute, which was answered by the schooner *Isabella*, captain Howe; brig *Industrious Mary*, captain Groves; captain Messeck's new ship; the brig *David Stewart*, captain Jones; ship *Olive*, captain Tyson from fort M'Henry; Barry's wharf; and Stewart and Son's wharf; and from captain Thomas Tenant's.

The select company, under the command of captain M'Donald, were launched on board and fired a *feu de joye*.

The steady and majestic movement of the ship, the immense crowd of spectators which occupied the surrounding wharves and eminences, the continued roar of cannon, and repeated huzzas, which seemed to rend the circumambient air, formed a *tout ensemble*, which we have not witnessed since the launching of the *Constellation*.

In the evening, several splendid entertainments were given on board different vessels in the harbor, and the Select Company were munificently entertained, with a number of other citizens, at Mr. Price's house.

The *Maryland* is an elegant vessel and does equal honor to the spirit of our merchants who subscribed the funds for her building, and to the enterprize and industry of Mr. PRICE. If the devout prayers of a true *American* can obtain, we sincerely hope that she will chastise the enemies of her country, whether they assume the plausible demeanor of *Frenchmen*, or the insidious *friendship* of Britons.

The carved work of the *Maryland* sloop of war, reflects no small honor on the progress of American arts; it is executed in a masterly style by Mr. BROWN, a native of Philadelphia, and pupil of Mr. Rush.

The head is a beautiful female figure, in a standing position (the pedestal and figure measuring 8½ feet,) and representing the goddess of commerce and plenty; her right arm is extended, holding in her hand a medal displaying a vessel and insignia of commerce, which she appears to be contemplating; her left arm retains the cornucopie reversed; the trail boards present emblems of the arts & sciences, ship building, agriculture, &c. &c. the whole emblematic of the wealth, resources, pursuits, and characteristics of the American people. On the taffrail is the seal of Maryland, representing the figure of justice and peace with proper insignia; it is supported on the right by a genius with a book and pen, preparing to record the honors which the ship may confer on her country; while on the left, the genius of music is ready to strike his lyre, in celebration of the rising greatness of America. [*American*]

[LC, Baltimore "Federal Gazette & Baltimore Daily Advertiser" 4 June 1799.]

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Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding United States Ship *Montezuma*, 3 June 1799

Squally with heavy rain  
 Sharp Lightning supposed to have struck our conductor—  
 Still continue Lightening & heavy Thunder

[Lat<sup>d</sup> DR 36.15N.]  
 [Long. 73.9W.]

[NA.]

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Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
 Monday, 3 June 1799

Brisk Gale & cloudy weather ½ past 12 pm. a Schooner & 2 Sloops hoisted their colours and left the Fleet

½ past 4 pm. the Commodore hoisted a White Flagg at the Main & fired a Gun a signal for the Fleet to close the Signal was repeated by us

6 pm. The Commodore bore N W<sup>t</sup> distance 1 mile, 7 Close Reef<sup>d</sup> T. Sails

Midnight moderate breeze & Cloudy — Commodores light bore N W B W<sup>t</sup> distance 2 Miles, made & shortened Sail frequently

5 Am. Light airs & cloudy weather — let 2 Reef's out of the Top Sails, set main Sail & T.G. Sail — & haul'd by the Wind Disc<sup>d</sup> the Fleet to be much Scattered from S.S.W<sup>t</sup> to W B N<sup>o</sup> & many of them more than hull down — at 6 Am. fired a Shot at a Sloop she being much out of our station and having but very little Sail set — 8 am. light breeze & cloudy, The Commodore hoisted an English Jack at the m T. G M. head a Signal to take the *Nancy* of Bedford in tow — @ 9 had her in tow, bore away for the Commodore — 10 Am. spoke him  $\frac{1}{2}$  past 10 handed T. G Sails & haul'd by the Wind — a Brig<sup>n</sup> & Sloop shew<sup>d</sup> their Colours to signify their intention of leaving the Fleet —

Meridian — counted 48 Sail including the 2 which where leaving the Fleet —

Expended 60 G<sup>s</sup> Water

[LC, EPP, 1799.]

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To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA.]

Navy Department 4<sup>th</sup> June 1799. —

COMMODORE THO<sup>s</sup> TRUXTUN

DEAR SIR I am anxious to hear from you in reply to my Letters directed to you at Norfolk — and to know the probability of your being able to man both the Frigates at that place — I think it cannot be done without having recourse to Baltimore — and Baltimore will shortly have to supply men for the two Ships building there. —

I wish also to hear from you as soon as possible whether any of your Midshipmen are fit for Lieutenants. — The Midshipmen should be promoted as fast as they merit promotion. — A number of young men of family and education have been lately appointed. — Numbers want to go under your command — I will as soon as I hear the number you can take send some of those who have been appointed — Indeed I shall probably send three or four without hearing from you. —

At New York they have Sailors — and as yet they have supplied but few to the public — they will however have to supply shortly the *Adams*, *Morris*. —

I am &c &c

[NDA. OSW, Vol. 2, 1799.]

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To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA.]

Navy Department 4. June 1799

SECRETARY OF THE TREASURY

SIR Captain [John] Brown in the Cutter *Diligence*, has been Some time at Wilmington, North Carolina. — This Vessel being unfit for the Navy Service, may return to that for which she was first des-

ted. — I will write him, and M<sup>r</sup> M<sup>c</sup>Rea, the Collector, to this effect.

I am &c

[NDA. Req. on US T, 1798-1803.]

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To Captain John Brown of the U. S. Revenue Cutter *Diligence*, from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department June 4. 1799. —*

Cap<sup>t</sup> JOHN BROWN  
Schooner *Diligence*

SIR I have received your letter of the 15<sup>th</sup> April informing me of your return to North Carolina. —

Your Vessel being too small for the Navy Service, you will again return to the service of the Revenue, and follow the instructions of Griffith I. McRea Esquire of Wilmington North Carolina, to whom I have written on the subject by this conveyance. —

I am &c

P. S. As to the Pay of yourself and Mates the Revenue Officer will settle with you as usual. —

[NDA. OSW, Vol. 2, 1799.]

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To Naval Constructor, Joshua Humphreys, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department 4<sup>th</sup> June 1799 —*

JOSHUA HUMPHREYS Esq

SIR The *Scammel* is in the stream near your Yard. — I wish you to examine her, and judge whether she is fit for the Navy. — whether she can carry well her 10 or 12 Guns, and has the appearance of a fast sailor. She wants some Masts and Yards and some little repairs — If she is taken into the Navy, I shall want all these things done in the shortest time possible — that she may be sent out — and request you will order the Vessel to a proper Wharf, and have every necessary arrangement made. —

I am &c

[NDA. GLB, Vol. 2, 1799.]

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To Griffith J. M<sup>c</sup>Rea, Collector of Customs, Wilmington, N. C., from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department June 4<sup>th</sup> 1799. —*

GRIFFITH J. M<sup>c</sup>REA Esquire  
*Collector at Wilmington, N. C.*

SIR I wrote by this conveyance, to Captain [John] Brown of the Schooner *Diligence*, directing him to place himself under your orders. — This Vessel is found to be unfit for the service of the Navy, and will therefore return to the service of the Revenue for which she was originally destined.

I am &c

[NDA. GLB, Vol. 2, 1799.]

To William Pennock, Navy Agent, Norfolk, Va., from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department June 4 1799. —*

WILLIAM PENNOCK Esquire

SIR I have received your letter of the 28<sup>th</sup> Ult<sup>o</sup> by which I perceive you had drawn on me for 8000 Dollars which I am sorry for, because having remitted you 40,000 Dollars, you will have more money in your hands than will be wanted for Navy purposes. — With regard to prize money, it will be improper for you to attend to it until I send you Instructions so to Do. — The Cable and shroud Hawasers must I think be ready, I have sent to enquire and will inform you before this letter is closed. —

I am &<sup>c</sup> &<sup>s</sup>

P. S.

The Sails Cable & Shroud Hawser }  
are ready, and shall be sent as }  
soon as I hear from Captain Truxtun }  
of which please to inform him. — }

[NDA. GLB, Vol. 2, 1799.]

To Captain Robert Gill, Navy Storekeeper, from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department June 4. 1799. —*

Cap<sup>t</sup> ROBERT GILL

SIR You will please to dispose of the damaged Bread and Rice from the Frigate *United States* either at public or private sale. —

I am &<sup>c</sup> &<sup>s</sup>

[NDA. GLB, Vol. 2, 1799.]

To Richard D. Spaight, Newbern, N. C., from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department 4<sup>th</sup> June 1799. —*

RICHARD D. SPAIGHT Esquire

*New Burn, N. C.*

SIR I have sent on to M<sup>r</sup> Howard, an appointment of Lieutenant of Marines. — He will receive his orders from Major Burrows. —

On the subject of the Gallies, feeling the absolute impossibility of directing their operations from hence, so as to make them even in a degree, useful, I have solicited Gen<sup>l</sup> Pinckney to take the direction of them — and he has consented — and will I hope employ them to afford all the protection they are capable of affording — though I cannot but believe their services will be found totally useless; as I doubt not our larger Vessels will keep all Enemy Vessels far from our own coast. —

I am &<sup>c</sup> — &<sup>s</sup>

[NDA. GLB, Vol. 2, 1799.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding  
United States Ship *Montezuma*, 4 June 1799

Raining  
Foggy —  
Saw a Ship to windward hove to  
She appeared to be a ship bound to America Made sail & proceeded  
on with all expedition —  
[Lat. Obs<sup>d</sup> 35.47 N.]  
[Long. 72.6 W.]  
[NA.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Tuesday, 4 June 1799

Pleasant breeze & cloudy weather Seamen Variously employed  
1 pm. fired 2 Guns at a Schooner, which was out of her station & we  
presumed intended leaving the Fleet without announcing it by hoisting  
his Colours ½ past one bore away to resume our station in the rear of  
the Fleet 4 pm. saw a strange Sail on our Lee Bow, hoisted the  
Signals 2 & 3 — ans'd by the Commodore ½ past 4 pm. the Commodore  
hoisted, a White Flag at the Main (Repeated) The Commodore  
hoisted a White & Red Pendant & a white flag under it Answ<sup>d</sup> by a  
chequered flag at the main — Made all sail to speak the Commodore  
@ 5 pm. spoke him — wore ship & gave chase to the above mentioned  
Ship — bearing from us about S. W<sup>t</sup>:

6 pm. in Studding sails & haul'd close by the wind, at this time the  
Commodore bore N. E B N<sup>t</sup> hull down — Coming up with the Chase  
— 9 pm. came up & spoke the Chase — which proved to be a sloop  
from North Carolina, bound to Jamaica 10 days out, loaded with  
Lumber sent the Lieutenant on board & examin'd her papers & finding  
them clear he was permitted to proceed on his Voyage ½ past 9 pm.  
wore Ship to the North<sup>d</sup> & made Sail, at Midnight, fine gale & cloudy  
weather — ½ past 4 Am. saw the fleet the Commodore bearing  
NBE distant 8 Miles — continued under all sail towards the Com-  
modore — moderate breeze & hazey Weather — 8 AM. the Commod<sup>d</sup>  
bore NNW<sup>t</sup>: 3 miles distance — counted 45 Sail of the fleet 10 Am.  
spoke the Commodore & informed him concerning the chase (thirteen  
Sail) Wore Ship & @ ½ past 11 Am. came into our station — Noon  
a Schooner Shewed her colours & took leave of the Fleet — Expended  
70 Ga<sup>s</sup> Water

Meridian Continued 43 sail in y<sup>e</sup> Fleet

[LC, EPP, 1799.]

To President John Adams from Secretary of State

DEPARTMENT OF STATE  
*Philadelphia, June 5, 1799.*

SIR I have the honor to enclose the draught of a proclamation,  
framed on the idea that the "heads of regulations", which General  
Maitland and Doctor Stevens were to propose to General Toussaint,  
should be adopted by the latter, as the proper basis of an Act for  
renewing a commercial intercourse with the Island of St. Domingo.

But Doctor Stevens' letters, which I have had the honor to trans-  
mit to you, indicate some symptoms of indifference on the part of  
Toussaint, in regard to a trade with the British, in the prospect of a

free trade with the United States; and there is a possibility that the proposed regulations, embracing equally the British and American commerce, may not be adopted. In such an event, it will be an important question, Whether if the British commerce with St. Domingo be excluded, it will be "expedient and consistent with the interest of the United States, to remit and discontinue" the existing "restraints and prohibitions" on the commerce of the United States?

On this question, I beg leave to submit to your consideration the following remarks.

1. The negotiation between Generals Maitland and Toussaint, when the former withdrew the British troops from St. Domingo, seems to have laid the foundation of Toussaint's assuming the administration of the affairs of the Island, and taking measures to procure the supplies requisite for its support; among these, the sending of an Agent to the United States, with his request, that the commerce might be renewed; and his Agent's giving assurances of protection and safety to our vessels which should be employed in it.

2. By that negotiation, the security of the British Island of Jamaica was stipulated; its great negro population putting it in jeopardy, in case of an invasion by black troops from St. Domingo. Consequently if Toussaint should decline admitting the British trade into the ports of St. Domingo, all the apprehensions of the Jamaicans and of the British Government will be excited; and they will very naturally resort to all the precautions in their power to guard against that evil; and as one of most efficacy, will probably deem themselves authorized to interrupt all the supplies of provisions, cloathing, stores and the means of transportation, without which an invasion of Jamaica would be impracticable.

3. With such interruptions to our commerce with St. Domingo, involving immense losses to our merchants, the utility of its renewal might well be doubted; or rather it seems certain, that pecuniary considerations should forbid it: the aggregate amount of losses would probably surpass the collective profits of the trade.

4. But a more weighty reason would in such case oppose it. The commerce once begun, many would persevere in its pursuit. Numerous captures would be the consequence; and as certainly, great irritation against Great Britain; and eventually perhaps a war.

5. Another consideration merits attention. Our Southern States, altho' not equally with Jamaica, are yet in much danger from attempts to excite the blacks to insurrection. And hence it is necessary for us as well as Great Britain, to form such arrangements as shall be calculated, in the best manner human prudence can devise, to guard against the dangers to be apprehended from St. Domingo. It appears important that the two nations should be agreed, and concur in the means of their mutual security.

6. Lastly. By concurrent measures, our commerce with St. Domingo will be uninterrupted and prosperous; Gen<sup>l</sup> Maitland having engaged, that in such case the British cruisers on the coast of that Island, whose number was to be encreased, far from molesting, would aid our own vessels of war in the protection of our trade. This indeed will be the necessary result of an adoption of the proposed regulations, which are framed in such a manner as to place the commerce of each nation, British and American, with St. Domingo, on a footing equally free.



Such are the objections which have occurred against our renewing a commercial intercourse with S<sup>t</sup> Domingo, unless the British also should be comprehended. [1] On the other hand, Doctor Stevens was instructed to negotiate with Gen<sup>l</sup> Toussaint for the renewal of commerce with S<sup>t</sup> Domingo, without stipulating for any direct commercial advantages for Great Britain; and it may be difficult at this time to impose a new condition, especially in favour of a foreign nation.

The result of our reflections is, that if the propositions to be made by General Maitland & Doctor Stevens, jointly, to General Toussaint shall not be acceded to by the latter, — dispatches ought to be immediately transmitted to D<sup>r</sup> Stevens, directing him to acquaint Toussaint, that the arret of Roume is not considered by the President as a compliance with the conditions prescribed by him as the basis of a proclamation for renewing commerce, & that no *public act* of the American Government can be founded on *private assurances*. — It is moreover deemed proper to require the public engagement of Toussaint, to support the agreement which may be made in conformity with the first instructions. As these may not be fully in your recollection, I now inclose them. As we may expect final answers from General Maitland and Doctor Stevens, may be very soon expected we have thought it necessary to lay this matter before you for your consideration and decision, together with the form of a proclamation; the heads of Departments and the Attorney General concurring in the ideas now submitted. Those answers may require some variations in the proclamation; but probably none to vary its principle. Should [2] our ideas meet your approbation, and the advices from General Maitland and Doctor Stevens correspond with [3] our expectations, the proclamation may be issued without the delay, which must attend the subsequent transmission of it to you and its return to Philadelphia: and the extreme impatience of the merchants and the great interest of the country in the St. Domingo trade, [4] will render it desirable to prevent every delay which can possibly be avoided.

In like manner, if [5] our ideas as to further eventual instructions to D<sup>r</sup> Stevens should be approved by you, they may be promptly dispatched, should the issue of Gen<sup>l</sup> Maitland's negotiation require them.

I have the honor to be, with great respect,  
Sir Your most Ob<sup>d</sup> Serv<sup>t</sup>

TIMOTHY PICKERING

THE PRESIDENT OF THE U. STATES.

[1 This sentence was changed in pencil to read as follows:—"On the other hand, Doctor Stevens was originally instructed make known to Gen<sup>l</sup> Toussaint the terms on which a renewal of commerce with S<sup>t</sup> Domingo, might be produced which contained no [illegible] for any direct commercial advantages for Great Britain; and it may be difficult at this time to impose a new condition, especially in favour of a foreign nation."]

[2 "our" changed in pencil to "these"]

[3 "our expectations" changed in pencil to "the proposed arrangements"]

[4 "will render" changed in pencil to "rendering"]

[5 "our" changed in pencil to "these"]

[NOTE.—By whom pencil corrections were made is not known.]

[SDA. Cape Haytien. CL., Vol. 1, 1797-1799.]

To Captain Daniel McNeill, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Dep<sup>t</sup> 5 June 1799.

Cap<sup>t</sup> Dan<sup>l</sup> McNEILL

SIR You have heretofore received your authority to capture or destroy French armed Vessels — or Vessels sailing under authority or pretence of authority from the French Republic. You have now enclosed the President's orders of the 29<sup>th</sup> Dec<sup>r</sup> [1798] 16 January & 12 March [1799] — to all of which you will pay the strictest attention.

Not doubting that this will find you prepared for sea, it is the command of the President that you proceed without delay, to Surinam, where you will employ the *Portsmouth* and such Vessels as may be sent to join you on that station, in giving all the protection in your power to our Commerce in capturing or destroying the armed Vessels under French authority — and in recapturing our Vessels which have fallen into their hands.

Your place of Rendezvous must be Surinam, but your Cruising Ground must be, wherever you judge it most likely to fall in with Enemy Vessels, keeping in mind, however, that the Trade to Surinam is to be the first object of your attention.

I shall very soon send one, perhaps two, Vessels to join you, and to act under your Command — when you receive this reinforcement you can then afford more Convoy to Merchant Vessels — in the mean time, it appears to me, that you will render the whole trade to that Quarter, the most effectual aid, by employing yourself principally in Cruising, instead of Convoying — but still you will convoy where the object is worth your attention.

This Service, on which you are going, is most important — and you have been selected for it, in consequence of the President's high opinion of your activity, bravery & Zeal. You will not I am sure, disappoint his expectations. It is his particular direction, that you keep up Strict discipline & cultivate among your Officers and men, a high sense of the honor of the American Flag — and that you avoid giving any just cause of offense, to the Vessels and people of Friendly Nations — On the contrary, they are entitled to and must receive your good Offices.

You will remain on the Station assigned you, until you receive further orders — You are entitled to Friendly treatment in Surinam, and M<sup>r</sup> Turrell Tufts, American Consul at that place, will supply any Necessaries you may be in need of, but you must attend to Oeconomy — and above all things suffer not your men to be enervated by remaining in port. The Ocean is the Field, on which, you are to gather Laurels, and render services to your Country.

You will please to write me your proceedings by all opportunities, giving directions to the Persons by whom you write, to destroy the Letters, rather than let them fall into the hands of the French.

Wishing you great Success and glory, I have the honor to be, Sir,  
Y<sup>r</sup> most obed. Ser<sup>vt</sup>

To Captain George Little, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA.]

Navy Department 5<sup>th</sup> June, 1799

Cap<sup>t</sup> GEORGE LITTLE

SIR: You will make such arrangements to commence recruiting a crew for the *Boston*, as to have her Complement prepared by the time she is ready for a Cruise —

You are allowed, besides Officers of Marines & 25 Privates, which will be supplied you by the Major of Marines, and your Commissioned & Petty Officers, the latter of which you will appoint, not exceeding One hundred & fifty two men & Boys — Of this number, you will recruit not exceeding sixty able Seamen, the Residue to consist of ordinary Seamen & Boys — It is our best policy &c.

See Instructions to Cap<sup>t</sup> Nicholson page 40. [Letter of May 18, 1799]

M<sup>r</sup> Higginson will supply you with 4000 dollars — & you must advance your Recruiting Officers, who must settle their Acc<sup>ts</sup> with you. They are allowed &c. See Page 41. [Letter of May 18, 1799] Prior to sailing, you will transmit your Account & Vouchers to W<sup>m</sup> Winder Esquire, for Settlement. —

Enclosed the Circular of 2nd. July 1798 relative to the half monthly pay, payable upon Powers of Attorney — also the form of the power of Attorney.

I am &c.

[NDA. OSW, Vol. 2, 1799.]

To James & Ebenezer Watson, Navy Agents, New York, from Secretary of the Navy

[PHILADELPHIA.]

Navy Department June 5, 1799

Mess<sup>rs</sup> JAMES & E. WATSON

GENTLEMEN, You will perceive by the enclosed Copy of a survey had on 42 Barrels of Beef which you shiped by the Schooner *Almira* Cap<sup>t</sup> Corvin, that it is not of the best quality, — only five of that number answering the description of Prime Beef. — I caused this Survey to be made in consequence of the complaint of the Purser of the Frigate *U. States*, on board of which Vessel the remainder of the Beef was delivered, and I trouble you with the present enclosures in order that you may make such use of them as the circumstances may require. — Two Anchors of 51 C<sup>t</sup> each are wanted for the Frigate *United States* — Please to give directions to have them made, and inform me how soon I may count on their being finished. —

I am &c<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

To Stephen Higginson, Navy Agents, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department 5 June 1799.* —

STEPHEN HIGGINSON Esquire

SIR I have written to M<sup>r</sup> Boyd to deliver the four Anchors he has ready to you — You will please to pay him for them at 17 Cents — the largest of the four please to ship for Philadelphia to Cap<sup>t</sup> Gill Navy Store keeper, — if an immediate opportunity offers, — not otherwise, as it will be too late, if it does not come immediately. — The Captain who brings it may be directed to deliver it to the Frigate *United States*, should she be in the Delaware when he arrives — As to the other Anchors to weigh 51 C<sup>t</sup> — You need not get them made. — I expect they will be furnished cheaper from New York. —

I am sorry that the *Boston* is recruiting, as she will interfere with the *Constitution*, and I wished her first out — for this reason too I never sent on Instructions to the Captain to recruit. —

I send Cap<sup>t</sup> M<sup>r</sup>Neills orders to day — I hope he will instantly proceed to Surinam. —

I am &<sup>q</sup>

[NDA. GLB, Vol. 2, 1799.]

To Ebenezer Little Boyd, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department June 5. 1799.* —

M<sup>r</sup> EBENEZER LITTLE BOYD

SIR I have received your letters of the 30<sup>th</sup> and 31. Ult<sup>o</sup> and have requested M<sup>r</sup> Higginson to receive the four Anchors you mention to be ready, after having them examined, and to pay you the cost. — The two Anchors which M<sup>r</sup> Higginson applied to you for were wanted for the Frigate *United States*, but so much time has elapsed, they cannot be ready for her so soon as they will be wanted. — You may therefore complete the four of 44 C<sup>t</sup> included in my order. — These may also be delivered to M<sup>r</sup> Higginson. —

I am &c &c

[NDA. GLB, Vol. 2, 1799.]

To Joseph Waters, Navy Agent, Salem, Mass., from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department 5. June 1799.* —

M<sup>r</sup> JOSEPH WATERS

SIR I have received your letter of the 28<sup>th</sup> Ult<sup>o</sup> — It was always intended that the Guns for the *Essex* should be sent from hence. I perceive you are about contracting for them — If you have contracted for them, and can get good Guns, it will be very well, — but if you have not contracted for them, do not do it, but let me hear from you immediately and they shall be sent from hence; as we have very good Guns on hand. —

The Copper you want, & Nails, will be sent you quickly from M<sup>r</sup> Watson New York. —

If you cannot readily get the shot that can also be sent from hence. — I have directed a remittance to be made you of 4000 Dollars. —

I am &c

Let me know precisely the number of Guns the *Essex* is calculated to carry. —

[NDA. GLB, Vol. 2, 1799.]

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To Turell Tufts, U. S. Consul, Paramaribo, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 5. June 1799*

TURRELL TUFTS Esquire

SIR Cap<sup>t</sup> M<sup>r</sup>Neill, in the Public Ship, *Portsmouth*, may possibly want some small supplies at Surrinam which I request the favor of you to furnish, taking his Draft on me for the amount. — The Secretary of State has shewn me your Letters to him — which will be attended to. —

I am &c<sup>r</sup>

[NDA. GLB, Vol. 2, 1799.]

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[5 June 1799]

Letter from James Marsh, observations on building the U. S. Ship *John Adams*, dated May 1820

M<sup>r</sup> JOHN ROBERTSON

SIR, Agreeable to your request, I have endeavoured to charge my Memory &c — respecting the building of the U. S. Ship *John Adams*; and recollect that She was contracted for by M<sup>r</sup> Paul Pritchard (deceased) in the Fall of 1798. & in November of the said year I engaged with M<sup>r</sup> Pritchard as his Foreman to conduct the building of the Ship.

I laid her down in the loft, & made her moulds & conducted the Work until it was finished. The Ship was launched the 5<sup>th</sup> June 1799. And was built of the following description of Timber. To wit. Her Keel & Keelson was of Pine, her frame of Live Oak, with the exception of some of the top Timbers, which was of cedar; her Beams was all of Edisto yellow Pine, her Plank was all of Pine, for Bottom, Ceiling, Decks &c. her harpins round the Bows was of Live Oak, & I think her Bends & Wales was of this country white Oak, & was of but short lengths, not being able at that time to obtain long lengths, & the preference at that time was given to the Oak, in preference to long lengths of Pine, by Cap<sup>t</sup> Cross, who at that time Superintended the building of the Ship, & afterwards commanded her.

Her knees I cannot recollect whether they were all of Live Oak, & part of White Oak. Her lower, or birth Deck beams, was dovetailed into thick clamps & not kneed — her Gun Deck, as well as her quarter Deck, & fore castle Deck, was all kneed.

As near as I can recollect, I think the draft was 86 feet Keel strait Rabbit, but owing to the length & goodness of the sticks that was scarfed together for the Keel, the Committee thought proper to

have her built 5 feet longer than the draft, which was accordingly done, & thereby added one more Port than was laid down in the draft. I think she was 32 feet beam, 12 feet lower hold, 6 feet to the Gun Deck & 5 feet 10 inches waist.

She was a Ship calculated for Charleston Bar & consequently of a light draft of water. She was very flat on the Floor for a Ship of War of her size. I think she was but 10 inches dead rising at half Floor, that is, half breadth of Beam. This Ship was contemplated to have been copper bolted, but no copper bolts could be had at that time, & the incapacity of only one Brass Founder here (at that time) to cast composition bolts, it was abandoned & the Ship was bolted with Iron throughout, & her Plank put on with composition Spikes & Treenails. Respectfully

Yours &c —

CHARLESTON S<sup>c</sup>C<sup>a</sup>

(Signed) JAMES MARSH

[NDA. AC, Charleston, S. C. *John Adams*, Corvette.]

[5 June 1799]

Launching of the U. S. Ship *John Adams* at Charleston, S. C.

CHARLESTON, *June 6.*

### THE LAUNCH

The *John Adams*, the United States Frigate built by Mr. Paul Pritchard, from the subscriptions of the citizens of Charleston, was yesterday happily at 8 o'clock in the morning, introduced to her element, with a rapid but beautiful movement. She hurried from off her ways before a number of the shores and blocks could be knocked away, and while a number of the workmen (nine it is said) were under her way.

The first day appointed for the launching of this ship, was Monday last, at 8 o'clock in the morning. Notwithstanding the distance of Mr. Paul Pritchard's yard, where the ship was built, which is above 3 miles from the city, the number of spectators was immense; they flocked up by land and water, and the road and river were crowded with carriages and boats. At the expected hour, when cleared of impediments, she started and run three fourths of her length handsomely, and then from the turning of her ways, halted, to the great disappointment of her anxious well-wishers.

A profuse and elegant collation, fully sufficient for 500 persons, as provided by the committee of the subscribers, as a social offering to their fellow-citizens. His excellency Governor Rutledge, Major General Pinckney, Brigadier General Washington, Col. Read, and a great number of respectable characters, partook of the entertainment, and after dinner a number of patriotic toasts were drank.

[LC, Charleston, SC, "Coliseum Museum & Savannah Advertiser", 11 June 1799.]

Extract from Log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 5 June 1799

Moderate breezes and Cloudy. At 1 Captain Talbot Came on board and Read his Commission as Commander, Samuel Nicholson, then, Resigned his Command as Captain — Employd Rigging the Mainmast PM At 6 Captain Talbot and Captain Nicholson, left the Ship, Caulkers employd in their different Stations  
Rec<sup>d</sup> Boatswains Stores Viz —

6 Sixteen Inch, double Blocks	} 4 Cable fidds
2 fifteen Inch, double Blocks	
2 fifteen Inch, Single Blocks	
6 Dead Eyes	
	} 4 Barrels of Pitch
	} 1 dozen Serving Malletts

Also Rec<sup>d</sup> 20 Beds & 20 blanketts. At 7 A M Sent an officer and 20 men, to the Castle to overhaul the rigging. Employd Rattling down the Main and Mizen rigging. Caulkers employd caulking the Gun deck.

Moord in Kings Road.

[NHSC, NYHS.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 5 June 1799

Begins with moderate breezes & pleasant weather  
Received on board 5 Cask of water all hands employ'd on Ships duty.

Middle part D<sup>o</sup> weather

at 5 AM took in the Barge at 10 the Pilot came on board unmoor'd ship & weigh'd the other anchor & Shifted out birth — let go the Small Bower anchor

Latter part moderate hazey Weather

[HS of Old Newbury, Mass., NDA photostat.]

Extract from Log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Wednesday, 5 June 1799

Light breeze & pleasant weather — spoke several of the Fleet bound to the Chesepeak — Phila<sup>a</sup> & New York — and informed them that in the Latitude 34 we should hoist our colours, fire a Gun & haul broad off from the Fleet, at which time the Ships bound to any of the before mentioned ports where to follow us. 5 pm. counted 43 Sail in the Fleet  $\frac{1}{2}$  past 5 haul'd by the wind to speak a Schooner to Windward, running down for the Fleet with her Colours out — 6 pm. the Commodore hoisted a White Flagg at the Main, repeated by us (a Signal for the Fleet to close) 7 pm. the Commodore bore N.W.<sup>t</sup> 2 Leagues distance  $\frac{1}{4}$  past 7 Spoke the before mentioned Schooner — prov'd to be the *Robert* of Newberry Port [space] Rogers Comm<sup>er</sup> who informed he had seen 2 Strange Sails bearing about N E<sup>t</sup> which from their appearance & Manoevers he Judged to be French Privateers, that induced him to return to the Fleet

$\frac{1}{2}$  past 7 pm. bore away for the Fleet Fired 2 Guns & hoisted a lanthorn at the Starb'd fore yard arm (a Signal for 2 Strange Sails to Windward)

8 pm. light breeze and pleasant weather  
 Midnight moderate & pleasant — 4 AM — D° — D°  
 5 Am. set courses, seamen employ as per Log  
 8 Am. the Commodore bore West 3 Leagues distance — Kept by  
 the Wind on the Look Out —  $\frac{1}{4}$  past 11 am. bore away to the west-  
 ward  
 Noon the Commodore bore W S W<sup>t</sup> 6 miles distant  
 Expended 60 G<sup>t</sup> Water Remains 2391 Gallons  
 LC, EPP, 1799.]

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To Captain Silas Talbot, U. S. Navy, from Secretary of the Navy

Capt<sup>t</sup> SILAS TALBOT  
*Boston*

[PHILADELPHIA]  
*Navy Dep<sup>t</sup> 6 June 1799*

SIR I understand that the Cap<sup>t</sup> of the *Boston*, has commenced recruiting his men — I have sent him no instructions & I hope the Report is not well founded, because I do not believe that Ship can be in a situation to proceed to Sea immediately, and I apprehend, that recruiting for her, will interfere with the *Constitution*.

I have however by this mail, sent on to Cap<sup>t</sup> Little his recruiting Instructions — desiring him not to make use of them to interfere with you of which you must be the Judge —

If upon a view of all circumstances you are of opinion that he had better decline recruiting until you have your men, he must do so, but if you find that the *Constitution* must be delayed several Weeks & that the *Boston* may be early dispatched, it will be best to let her get her men, tho' this will disappoint my hopes of your being early in the West Indies. —

I am Sir  
 Y<sup>rs</sup> &c.

B[ENJAMIN] S[TODDERT].

[NDA. OSW, Vol. 2, 1799.]

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To Master Commandant David Jewett, U. S. Navy, from Secretary of the Navy

Cap<sup>t</sup> DAVID JEWETT.

[PHILADELPHIA.]  
*Navy Department 6 June 1799*

SIR. I enclose your Commission as a Master Commandant in the Navy of the United States.

You will be pleased to take the enclosed oath, and return it to this Office. Your pay and Emoluments commence on the day you first entered the service, which you will mention in your Letter of acceptance.

I am &c &c

[NDA. OSW, Vol. 2, 1799.]



To Major Commandant W. W. Burrows, U. S. Marine Corps, from Secretary of the Navy

[PHILADELPHIA.]  
N. D. June 6. 1799

Major BURROWS

SIR Please to direct a Guard of a Corporal & six men to guard the Frigate building by the Merchants in this City.

Y<sup>rs</sup>

B[ENJAMIN] S[TODDERT.]

[NDA. GLB, Vol. 2, 1799.]

[6 June 1799]

Launching of U. S. Ship *Connecticut*

MIDDLETOWN, June 7.

THE LAUNCH.

*More of the Wooden Walls of Columbia.*

Yesterday at 35 minutes and 4 seconds past five P. M. the United States Ship *Connecticut*, was safely deposited in the bosom of the majestic stream whence she derives her name. No words can convey an adequate idea of the beauty and brilliancy of the scene. Nature, as inclined to do honor to the occasion, had furnished one of the most delightful days that the vernal season ever witnessed—while Old Father Connecticut, eager to receive his beautiful offspring, had swollen his waters by the liquefaction of snows reserved for the occasion near his source, in order to facilitate her passage to his wave; and extending his liquid arms, welcomed her to his embrace. Flora, decked in her richest attire, smiled gleeful around, and a brilliant concourse of spectators from this and the neighbouring towns, whose countenance expressed the liveliest sensibilities at thus witnessing the progress of our nautical armament, destined to protect our commerce and hurl the thunders of Columbia on her shrinking foes, formed a most magnificent moving picture, in addition to the brilliancy of nature which shone around. The preparation for the launch was exquisite, and evincive of the consummate skill of the architect who superintended the operations of the day, and whose orders were given with dignity, and obeyed with punctilious nicety. When the moment arrived at which the elegant fabric was to leave her earthly bed, never more to return, the anxiety of the crowd was witnessed by a solemn silence, awful and profound. The stroke was struck, the blocks were removed; when lo! with the grace and majesty of the divine Cleopatra, on the wonder-struck Cydnus, she glided into the arms of her Parent River, and as if reposing herself to sleep upon a bed of roses, sunk upon his breast. In a moment the peal of Federalism burst forth, the poems of the gazing thousands met the heavens, and the echo faintly expired on the distant hills.

*While shad and salmon feel the patriot glow,  
And throng in numerous shoals the watry way,  
And sturdy sturgeon from the depths below,  
Leap up, her matchless beauties to survey.*

(☞) The above Bostonian paragraph translated into the vernacular tongue, reads thus—The United States ship *Connecticut*, which is

to be commanded by Capt. Moses Tryon, was yesterday in the afternoon, safely launched from the ship-yard at Chatham, into Connecticut River.)

[LC, "Connecticut Courant", Hartford, June 3-10, 1799.]

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Extract from journal of Lieutenant John Mulowny, U. S. Navy, commanding United States Ship *Montezuma*, 6 June 1799

Pleasant weather

Appearance of a Squall

Spoke a Brig from Norfolk bound to the Havanna

[Lat<sup>d</sup> Obs<sup>d</sup> 34.11N.]  
[Long. 70.34W.]

[NA.]

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Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Thursday, 6 June 1799

Light breeze & pleasant — Seamen variously employed 1 pm. haul'd our Wind to the SW<sup>t</sup> ½ past 3 took in tow the Brig *Friendship* of Portsmouth — 4 pm. the Commodore bore NW<sup>t</sup> ½ N<sup>o</sup> 6 Miles distance, Counted 42 Sail Remaining in the Convoy ½ past 10 pm. cast off the Brig before mentioned and Shortened Sail to Resume our Station in the Rear —

Midnight the Commodore bore NW<sup>t</sup> 3 Miles — moderate breezes & pleasant weather

4 Am. The Commodore bore NW — 2 Miles distance — 5 Am. made sail ½ past 5 spoke the Commodore, Capt<sup>n</sup> Preble requested of him some Wood, ours being all expended, and only 10 Bushels of Coals Remaining — Rec<sup>d</sup> from the *Geo Washington*, 3 Jolly boat loads of Wood, and 2 Spars ½ past 8 AM. the Commodore made a Signal for a Strange Sail — Maid sale & spoke the Commodore who desired Capt<sup>n</sup> Preble to give chase to the Strange Sail Made sale & gave chase — 11 Am. saw the Chase from the Deck bearing North

Noon fine Gale & pleasant weather, coming up with the Chase

Expended 60 G<sup>s</sup> Water Remains 2331 G<sup>s</sup>

[LC, EPP, 1799.]

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To Secretary of the Navy from President John Adams

QUINCY June 7<sup>th</sup> 1799

SIR I thank you for the details in your favor of the 29<sup>th</sup> May Captain Truxton has deserved well of his country and will as he ought, have their thanks, as well as yours and mine. But I should have been much easier on account of the safety of our commerce, if he had remained longer in the West Indies. The *Merrimack* has been detained by contrary winds but I believe is now gone. Talbot has arrived and came up in his boat to see me. I was rejoiced at the sight of him and have full confidence in his capacity & activity. His appointment to the command gives good satisfaction as I am informed.

We shall do nothing with St. Domingo until we hear again from Stevens. The anihilation of privateering in the island, must be an indispensable condition of future intercourse. We can do nothing but in concert with Maitland & what his reception may be is uncertain. The English in my opinion have made much mischief for themselves as well as for us in that island. The hopes of our merchants, of great profit from the trade, will be found too sanguine & the evils in store seem not to be foreseen.

With great regard &c

SECRETARY OF THE NAVY.

[NDA photostat.]

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To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department June 7. 1799*

Commodore TRUXTUN

DEAR SIR Capt<sup>s</sup> [John] Ro[d]gers's Services being imm<sup>r</sup> wanted to attend to the equipment of the Ship *Maryland* at Balt<sup>o</sup> which he is to command, I request you will be pleased to direct him to repair to Balt<sup>o</sup> without delay — The *Insurgente* must be put under the care of a prudent Lieu<sup>t</sup> for the present — I am very desirous to know the result of the appointment of the Merchants & C<sup>o</sup> to value the *Insurgente* — I wish to know too the Size (I mean Tonnage) and Age of the Ship —

Capt<sup>s</sup> Ro[d]gers's Commission Shall meet him at Balt<sup>o</sup> —

I am Sir

Y<sup>rs</sup> &c,

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 2, 1799.]

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To James & Ebenezer Watson, Navy Agents, New York, from Secretary of the Navy

[PHILADELPHIA.]

*N. D. June 7. 1799*

Mess<sup>rs</sup> JAMES & E. WATSON

*New York*

GENT<sup>ls</sup> The Frigate building at Portsmouth will be launched in July and the one at Norfolk as soon.

The former was commenced two weeks & the latter about five weeks after the Frigate at New York — Let me request that you will urge dispatch in every part of the workmanship of that Frigate and engage as many additional workmen as can be employed to advantage so that she may be soon afloat. — Please to advise me when you think this will really be the case —

I have the honor to be &c<sup>s</sup>

B[ENJAMIN] STODDERT]

P.S. I am informed that the Ship *Adams* is to be coppered after she is launched — Please to inform me how soon she will be ready to receive her men —

[NDA. GLB, Vol. 2, 1799.]

To Jacob Sheaffe, Navy Agent, Portsmouth, N. H., from Secretary of the Navy

[PHILADELPHIA]

Navy Department June 7, 1799

JACOB SHEAFE Esq<sup>r</sup>

SIR I am honored with the rec<sup>t</sup> of your letter of the 30<sup>th</sup> Ult<sup>o</sup>, and I am pleased to hear that the Ship *Congress* is in such forwardness — You may purchase the forty Tons of Kentledge you mention — The Copper & Nails will be soon with you & M<sup>r</sup> Rush called a day or two ago to inform me that the Head was compleated & would be ready after the Paint was dry —

It shall be sent on without delay.

I am &c<sup>s</sup>

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 2, 1799.]

To Captain Robert Gill, Navy Storekeeper, from Garrett Cottringer for Secretary of the Navy

[PHILADELPHIA]

Navy Department June 7, 1799

Capt<sup>n</sup> ROBERT GILL

SIR M<sup>r</sup> Rush has carved a Head for the Frigate *Congress* building at Portsmouth New Hampshire which you will be pleased to see carefully put on board the first Vessel bound for that place, addressed to M<sup>r</sup> Jacob Sheaffe. —

I am Sir Y<sup>rs</sup>

G[ARRETT] C[OTTRINGER]  
for B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 2, 1799.]

To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Dep<sup>t</sup> 7 June 1799.

STEPHEN HIGGINSON Esq<sup>r</sup>

SIR, I am honor'd with yours of the 30 Ult<sup>o</sup> — Cap Talbot I hope arrived at Boston 2<sup>d</sup> or 3 June, and that being a Man of business & understanding, he has made decisive arrangements for preparing the *Constitution* for Sea; but I fear she will not be in time to execute the service heretofore contemplated for her — I know not by what authority Cap Little has commenced recruiting — I now send on his Instructions on that Subject, & desire him to apply to you for advances of money — but have referred it to Cap. Talbot to judge & determine, when he shall commence recruiting his Crew — Some Men are necessary to assist in Rigging the Ship — but beyond these the Crew should not be recruited, to interfere with the dispatch of the *Constitution*, unless indeed it be seen, that the latter cannot be soon sent to Sea, & that the *Boston* may — in which case the *Boston* had better be dispatched — I hope the affairs of the *Constitution* will never again get into so much confusion as heretofore — I have sent on Iron Ballast, & shall continue to send, untill you have enough for all the Ships from Boston — I am sorry to find from a Letter from

the President, that Brown was to take Merch<sup>t</sup> Vessels under Convoy. It is of great importance that he should be at S<sup>t</sup> Kitts, by the 10. of 12 June, this he must have known from his Instructions.

I am sorry Preble means to quit the Service, he has been appointed a Capt<sup>n</sup> & if he would continue would have a fair chance to rank high in the Navy his Character stands well with the Navy Officers I now enclose a letter for him containing his Commiss<sup>n</sup> & hope he will determine the moment of his Arrival, to accept or reject it. —

I have the Honor to be &c<sup>o</sup>

[NDA. GLB, Vol. 2, 1799.]

To Captain Edward Preble, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 7 June 1799

Cap<sup>t</sup> PREEBLE

SIR, The President has appointed you a Captain in the Navy — I hope you will accept, and continue in the service, — you may justly expect to rank high, & soon to get a good Ship — If however you determine to decline the service, as I have been told you intend to do, be so good as to let me know it speedily.

I have the honor &c.

[NDA. OSW, Vol. 2, 1799.]

Extract from log book of American armed Merchant Ship *Ann & Hope*. Benjamin Page, commanding, Friday, 7 June 1799

First part of this day small winds and Squaley with Rain and thunder @ 1 PM saw a Brigg Baring NWBW standing to the Southward @ 2 PM the wind shifted in a squall @ NE in stering sails Royals worter sail & Ring tale @ 6 PM inclining to the Southward set stering sails Moderate weather.

Latter part of this day Moderate weather. @ ½ pas<sup>t</sup> 3 AM saw a sail Baring N.E. @ 4 AM saw a second sail Baring Noath standing to the Noathward @ ½ pas<sup>t</sup> 4 AM the sail Baring N.E proved to be a Schooner Give Us Chase all sail set to advantage Never altered our Course Moderate Brezes @ 12 MR Chase Rather. Cam up With Us

Latt<sup>a</sup> by Obs<sup>r</sup> 30.42 N

[John Carter Brown Lib.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 7 June 1799

First part of these 24 hours begin with light winds & pleasant W<sup>t</sup> At 2 PM weigh'd anchor & made sail, Fir'd a salute. at 4 d<sup>o</sup> discharg'd our pilot, & scaled off the rest of our guns. At 5 PM Boston light house bore SW by W dist 3 leagues — at 8 Cape Ann bore WNW 6 leagues in Latt 42'. 51°N & Long<sup>d</sup> 70'.04° W.

At Mer<sup>ch</sup> spoke a Schooner from Teneriff bound to Boston 33 days out — Ends with foggy Weather & light airs — No Obs<sup>n</sup>

[Long'de 69.38 W.]

[Latt'de by DR 42.35 N.]

[HS of Old Newbury, Mass., NDA photostat.]

Extract from journal of Lieutenant John Mulowny, U. S. Navy, commanding  
United States Ship *Montezuma*, 7 June 1799

Moderate Breezes

Spoke a brig from Savanna bound to Glasgow

Cloudy appearance of fresh Gales.

[Lat. Obs<sup>d</sup> 34.16N.]  
[Long. 68.51W.]

[NA.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Friday, 7 June 1799

Moderate breeze & pleasant weather — still in chase, coming up with the chase very fast 1 pm. the Commodore bore SWB W<sup>t</sup> T. G. Sails under ½ past 1 pm. saw 2 Strange to Windward; standing to the North<sup>d</sup> (2 Sloops) & a Schooner Stand<sup>s</sup> to the South<sup>d</sup> The chase had every appearance of being a French Privateer & the above mentioned Vessels her prizes — The Commodore having made no signal to give up the Chase Capt<sup>n</sup> Preble continued pursuing her, at this time — 2 pm it was plain to be seen the chase had a tier of Guns & the Sloops bearing down towards her as if to assist her. Cap<sup>t</sup> Preble Judg'd that by capturing this Vessel & her prizes he would Render essential service to the Fleet as it would prevent his annoying them, or making any further Captors, this induc'd him (Capt<sup>n</sup> Preble) to continue the chase — ½ past 4 pm. the schooner standing to the South<sup>d</sup> was out of Sight — the Chase shewed English Colours and the 2 Sloops American colours — We recogniz'd the 2 Latter to be of our Convoy, having left us 3 days previous — 5 pm. spoke the Chase, She proved to be his B<sup>c</sup> M<sup>s</sup> cutter *Cygnat*, of 14 Guns from Jamaica bound to Quebeck, 17 days out — Capt<sup>n</sup> Preble wish<sup>d</sup> him safe in (Wore Ship) as the Commodore when We parted from him had a deep Laden Ship in Tow & many dull Sailors in the Fleet, Capt<sup>n</sup> Preble Judged he would sail about 4 Knots, & Shap'd the course agreeable to the Anex<sup>d</sup> projection — 5 AM. Moderate breeze & Hazy, saw a Strange Sail bearing North, close on board — 6 am. Spoke her, she prov<sup>d</sup> to be a Schooner, from Charlstown, bound to S<sup>t</sup> Christophers, 8 days out — 11 AM Fresh gale & thick weather — Noon D<sup>o</sup> — D<sup>o</sup> — Expended 60 Gallons water

[LC, EPP, 1799.]

To the Secretary of State from Elias VanderHorst, U. S. Consul, Bristol, England

Bristol June 8<sup>th</sup> 1799.

DEAR SIR. The Letter for M<sup>r</sup> Pickering, which I rec<sup>d</sup> in your Note of yesterday's date, I have this moment delivered to Cap<sup>t</sup> Smith of the American Brig *Betsy* bound to Boston — the Vessel is in King-Road and as the Wind is now fair the Cap<sup>t</sup> tells me he expects to go to Sea tomorrow.— Cap<sup>t</sup> Moffatt, of the American Brig *Charlotte*, which arrived here on the 4<sup>th</sup> Inst. with Tobacco from Baltimore, informs me, that about a fortnight since in Lat 50 N. Long 20 W. he was boarded by the Master & part of the Crew of a French Privateer,

of 16 Guns belonging to Bordeaux (name unknown) who after examining his Papers and opening many of his Letters permitted him to pass tho' some of the American News Papers, which the French man read, contained an Acc<sup>t</sup> of the Capture of the *Insurgente* by the *Constellation*, at which however, he appeared much exasperated. I remain very truly. Dear Sir.

Yours most Sincerely

ELIAS VANDERHORST

[SDA. Bristol, Vol. 1, 1791-1799.]

[8 June 1799]

To Captain John Barry, U. S. Navy, from Lieutenant Charles Stewart, U. S. Navy

SIR As you directed I send you an account of the state of the Ship, and men, I musterd them this morning and find all to be on board in as good health as might be expected — I have sent you regularly every two or three days a list of the men as they come on board, but I suppose they have been miscarried and if you choose I will send you a list of the whole on board next Monday — The Caulker's and lumber'd situation of the ship's decks keeps her rather dirtyer than I could wish but it is impossible for it to be much better until they are done with us which will be about the middle of next week — The warter is all fill'd and we are waiting for wood to stow the hold — I received the iron ballast and are now stowing it away about the mid-ships — all the riggin has been over-hauled and put in good order except the lower riggin which you sent word we might let stand and not take it off the mast head's but we will over-haul it and serve it anew in the wake of the futtock-staff's which is the only place it wants much done to it — Edward Terril I send up who you said might come The number of men & boys on board is about one hundred & sixty exclusive of the marines — I have the Honor to remain with sentiments of great Respect & Esteem

Your Obedient Humble Servant

CH<sup>o</sup> STEWARD

Frigate *United States*

June 8<sup>th</sup> 1799

Commodore JOHN BARRY —

[Haverford College.]

To Lieutenant Cyrus Talbot, U. S. Navy, from Secretary of Navy

[PHILADELPHIA]

NAVY DEP<sup>t</sup> 8 June 1799

Cap<sup>t</sup> CYRUS TALBOT

Dighton,

SIR The President having appointed you a Lieutenant Commandant, I enclose your Commission.

You will be pleased to take the enclosed oath & return it to this office.

It is probable Cap<sup>t</sup> [Silas] Talbot will shortly require y<sup>r</sup> attendance at Boston, to which place you'll please repair upon receiv<sup>g</sup> his instructions to that Effect.

Your Pay & Emoluments will commence from the date of y<sup>r</sup> Letter of acceptance.  
Y<sup>rs</sup>

B[ENJAMIN] S[TODDERT].

[NDA. OSW, Vol. 2, 1799.]

To Major Commandant William W. Burrows, U. S. Marine Corps, from First Lieutenant Bartholomew Clinch, U. S. Marine Corps

NORFOLK, June 8, 1799

SIR I writ to you the 2 Ins<sup>t</sup> which I presume is come to hand and to which I beg leave to refer. Your Letter of the 30<sup>th</sup> ult<sup>o</sup> I received yesterday. The recruiting Business (tho slowly) is going on agreeably to the mode pointed out by you —

The Capture of the *Insurgente* has indeed been a glorious thing for Cap<sup>n</sup> Truxtun and I believe America is sensible of his Services: The Marines I assure you Sir participate in the merit, and altho' neither they nor I were mentioned in the Dispatches to Government I am self convinced that the omission arose entirely from the bustle & hurry, The state of things were in at that time — This omission happened to be discovered by myself before any Officer in the Ship or any other in the Universe knew any thing about it; it was thus a very few days after the dispatches had been forwarded I dined in the Cabin while over a tete a tete glass of wine the conversation turned upon the Action, & some occurrence of the Ship together with the time &c the News would reach the Continent. Commodore Truxtun called to the Servant to open his Beaureau and hand him his letter book out of which he read to me the Copy of his Dispatch — I instantly remarked that every Commissioned Officer who was in the Action was mentioned by name but myself & how it happened? The question seemed to embarrass him for untill that moment I am well convinced the omission never ocured to him. He desired however that I would not feel uneasy and that any misconception should be removed when we arrived on the Continent his Conduct towards me on every other occasion has been of such a nature as to make me regard esteem & respect him during Life — independent of the above circumstance. he presented the four Navy lieutenants, the Sailing Master & Myself each with a Sword taken from the French Officers as a token of approbation of our respective Conduct & I protest that given to me was the second best in the whole. — I do herewith likewise annex a Copy of the Commodore's Sentiments delivered to the Ships Company the day after the Capture in —

PUBLIC THANKS.—

“Captain Truxtun returns his thanks in this Public manner to *all* “the Officers, Seamen, Ordinary Seamen and Marines of the United “States Ship *Constellation* for their Zeal Activity and Bravery exhibited in the Action and Capture yesterday of the French National “Frigate *Insurgente* off S<sup>t</sup> Christophers, and assures them, that he has “so lively sense of their Conduct that he will make honorable mention “of them to the President of the United States thro the secretary of



“the Navy as a reward for their Gallant Behaviour on this thro the  
 “blessing of a happy, & to an Infant Navy memorable occasion.

United States Ship *Constellation*  
*off St. Christophers*  
*February 10, 1799.* —

Signed THOMAS TRUXTUN

I have been here prolix to prove that there could not be the most  
 distant Shadow of reflexion intended by my name not having been  
 introduced in the Public Dispatches —

I remain Sir  
 With great respect  
 Your obedient humble Serv<sup>t</sup>

BAT. CLINCH

W. W. BURROWS Esq<sup>r</sup>  
*Major Commandant of the Marine Corps*  
*Philadelphia*

[MCA. LR, 1799.]

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To Thomas Morris, Charleston, S. C., from Secretary of the Navy

[PHILADELPHIA.]  
*Navy Department June 8 1799*

THOMAS MORRIS Esq<sup>r</sup>  
*Charleston S<sup>c</sup> Carolina*

SIR I am honored with the Receipt of your letter of the 17<sup>th</sup>  
 ulto — The Ship *Jno Adams* you will please to cause to be delivered  
 to Capt<sup>n</sup> George Cross taking his receipt for her, and M<sup>r</sup> William  
 Crafts is already fully instructed as to her equipm<sup>t</sup>

The Accounts of her Cost you will please to transmit to W<sup>m</sup> Winder  
 Esq<sup>r</sup> the Accountant of this Department —

I have the honor to be &<sup>c</sup>

[NDA. GLB, Vol. 2, 1799.]

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To Jeremiah Yellott, Navy Agent, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA]  
*Navy Dep<sup>t</sup> 8 June 1799.*

JEREMIAH YELLOTT Esq<sup>r</sup>  
*Baltimore*

SIR I observe that the Ship *Maryland* is Launch'd, it is therefore  
 time to be preparing the necessary Equipments, and as you have  
 consented to give your attention to this Object, I enclose list of Military  
 Stores, Cabin Furniture & provisions which will be required. —  
 Lieu<sup>t</sup> Ro[d]gers late of the Frigate *Constellation* is promoted to the  
 Rank of Captain, and is appointed to command the *Maryland*. —  
 The Estimate of provisions is calculated for 150 Men, which number,  
 I presume the *Maryland* can accommodate on board with a supply  
 of Provisions for six Months — It will be desiraeable that this should  
 be the case, but if when Cap Rogers has viewed the Ship, you and he  
 should be of opinion that a lesser Crew will be more proper, you will  
 provide the provisions only for that number — The Powder can be

supplied out of a quantity the Public are to receive from M<sup>r</sup> Gilmore, & the Muskets Pistols & Boarding Pikes will be sent from hence. Cutlasses you have on hand, I have ordered two Cambooses to be sent to you from Newbury Port, for these Vessels, which I hope you will soon receive.

When you require a further remittance, please to advise me, & it shall be forwarded. The price of Kentledge here is 40 Doll<sup>s</sup> — I contracted with T. Johnson Esq<sup>r</sup> at a higher price, & have desired him to send to you a sufficient quantity for the two Ships, but probably it may not be sent in time. — if you have rec<sup>d</sup> none of it, & cannot immediately purchase, let me know, & I will send enough for the *Maryland*, tho' it will be best to get it at Balt<sup>o</sup> if to be had

I have the honor to be Sir

Y<sup>r</sup>s & c<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

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Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Saturday, 8 June 1799

Strong gale & Thick weather, accompanied with a large Sea from the S S E<sup>t</sup>

4 pm. Handed Top Gallant sails, close Reef'd the top sails, handed square main Sail — and sent down T. G. Yard and Handed the Guns fore & aft

Midnight Strong Gales & Thick weather

8 AM. heavy gale with a large following Sea, Seamen employ'd as per Logg this day

Noon strong gale & thick weather, accompanied with Rain

Water Expended 60 G<sup>s</sup>

Remains 2211 Gall<sup>s</sup>

[LC, EPP, 1799.]

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Extract from log book of American armed Merchant Ship *Ann & Hope*, Benjamin Page, commanding, Saturday, 8 June 1799

First part of this day Moderate Breazes all sail set to advantage. the Schoone[r] in Chase @ 2 PM Got the two after Guns in the Cabbin to the Starne Chase ports @ ½ past 2 PM she Gave Us a Bow Gun with a shot Returnd a starne Chase with a shot. @ 3 PM she Gave Us a second with a shot Returnd a second starne Chase with a shot. @ ½ pas<sup>t</sup> 3 PM she fired a Gun without shot. we did not Answer it [ @ ] 4 she fired a bow Chase with a shot answerd it with a starne Chase with a shot. and then she fired a Gun without shot did not answer it. @ ½ pas<sup>t</sup> 6 AM she Came Up within ha[i]l haled her she Answer<sup>d</sup> from Burmudas on a Crews. @ 7 PM she hawled to the Southward She showed 14 Guns had A English penan<sup>t</sup> @ Mas<sup>t</sup>-head English flagg @ Main peack Union Jack @ F T Mas<sup>t</sup>head full of Men[?] @ 8 PM in stering sails h<sup>a</sup> F & Mizen T G<sup>s</sup> Sails @ ½ pas<sup>t</sup> 8 PM saw a sail s[t]anding to the Southward Barind Wes<sup>t</sup> @ 11 PM h<sup>a</sup> M T G<sup>s</sup> sail

Latter part of this day fresh Breazes @ 4 AM set stering sails and M T G<sup>t</sup> Royal.

Latt<sup>d</sup> By Obs<sup>r</sup> 33.7 Noath

[NOTE.—The following was added in the margin: —“ @3 PM cawld all hands to Quarters Got Every thing in order to Engage hir Guns Doble Shotted Guns primed and priming maned.”]

[John Carter Brown Lib.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 9 June 1799.

Fresh gales & thick cloudy W<sup>t</sup>  
 at 11 PM sounded but got no Bottom — Very rough sea running  
 Middle part heavy gales & rain  
 ½ past 12 tack'd Ship to S & W<sup>d</sup>  
 1 AM close R M T Sail handed Fore & Miz<sup>n</sup> Topsails 5 wore to the S & E<sup>d</sup>

Latter part fresh gales, clear W<sup>t</sup> Rough Sea.

[Long'de ob'd. 65.54 W.]  
 [Latt'de ob'd. 42.16 N.]

[HS of Old Newbury, Mass., NDA photostat.]

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Extract from journal of Lieutenant John Mulowny, U. S. Navy, commanding United States Ship *Montezuma*, 9 June 1799

Hard Gales & rain  
 Hove to up E.S.E. off E. by N. under Main Mizzen & fore stay sail found the ship to lay very safe & dry under those sails —  
 More Moderate up Top G. Masts & yards & out jib boom.

[Lat. Obs<sup>d</sup> 34.48 N.]  
 [Long. 67.16 W.]

[NA.]

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Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*, Sunday, 9 June 1799

Strong gales & thick weather accompanied with Rain — Launch<sup>d</sup> Top Gallant mast — rig'd in Jib boom & secured the Boats — 2 pm. carried away 2 of the main & one fore Shroud, the Larboard side — stop'd them & got up a Runner & Jack forward — Shipping Large Quantities of Water 6 p.m. bro't too under ballanc'd main Sail — 8 pm. made Sail

Midnight Strong Gale & Cloudy

1 AM. Turn'd 2 Reafs out of the fore & main topsails & set up the fore & main rigging — examined the Shrouds found them much strained — and the Seizings in bad order about the mast heads ½ past 8 am. sent up top Gallant Yards & set the Sails saw a Ship bearing S E B E standing to the North<sup>d</sup> — 9 Am Sounded no ground — 100 fm<sup>s</sup> line — & ½ past 9 Wore Ship & stood towards the Strange Sail above mentioned, hoisted a private Signal which the Ship did not answer — Call'd all hands to Quarters & get all clear for action — 11 Am. spoke the chase prov<sup>d</sup> to be the Ship *Louisa*

from Leghorn — bound to Philad<sup>a</sup> belonging to P<sup>a</sup> and Commanded by Thomas Ellis

Noon moderate & pleasant weather

Water Expended 60 G<sup>a</sup>

[LC, EPP, 1799.]

To Captain Thomas Truxtun, U. S. Navy, from Secretary of Navy

[PHILADELPHIA.]

Navy Department June 10. 1799

Commodore TRUXTUN

DEAR SIR I am honored with your letter of the 2<sup>d</sup> Instant, but not till this morning

Your sails are done, also the Cable and Shroud Hauser, and 28, 18 pounders will be ready in 12 days — It appears then that time will be gained by your proceeding immediately to New York where these articles can be sent to meet you, and where you can at once get men —

The Chesapeake, cannot I think furnish men for the two frigates, and for the two Ships at Baltimore, and two Schooners building on the Eastern Shore to be ready in September. — It will be most desirable that you should have 100 Men to get at New York, even if you give up some of those you have already to the *Insurgente*

I shall therefore calculate on your proceeding to New York soon after the Receipt of this & shall make my arrangements accordingly — Before you sail put every thing relating to the *Insurgente* in proper train, and write me what state you leave her in as to Officers, Men and every thing else — Rodgers is too young a Captain for a frigate, and it would excite too much uneasiness if he was to command her —

He must immediately go to Baltimore and take charge of the *Maryland* — I know not yet whether Murray or Decatur is to have the *Insurgente* — I shall take decisive Steps as soon as I know whether you determine to take the New York Ship — perhaps before. — In the mean time the Lieutenant can keep charge of the *Insurgente* — You had better take in Bread at Norfolk for six months, for it is very indifferent at New York, where you can get good Beef & Pork — I shall have Gun Carriages prepared — Should your present Carriages answer for 18 Pounders these preparing will be wanted for another Vessel —

I have not yet heard of the Valuation of the *Insurgente* — Two things are to be avoided by a Public Officer in my situation — not to deal on a scale too penurious with the gallant Defenders of our Rights, nor to be profuse of the Public Money — I hope the Valuation may avoid both extremes, but if I should think it too high, I must object which would give me great pain to do. —

I have the honor to be

Y<sup>r</sup>s &c

B[ENJAMIN] S[TODDERT].

To Captain Robert Gill, Navy Storekeeper, from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department June 10<sup>th</sup> 1799. —*

Cap<sup>t</sup> ROBERT GILL

SIR I have no objection to your lending to the Pursers of the different Vessels of War who may apply for them, Bags for the purpose of conveying Bread on board, but then it must be done under a strict injunction that they be returned, and if this is not complied with the Pursers will be charged and held accountable for the cost of the same. —

I am &c &c

[NDA, GLB, Vol. 2, 1799.]

To Benjamin Lincoln, Agent for U. S. Revenue Cutter *Pickering* and Collector, Boston, Mass., from Secretary of the Treasury

[PHILADELPHIA]

TREASURY DEPARTMENT *June 10 — 1799.*

SIR Captain Decatur of the Navy has given information that during his late Cruize near Cuba he met with the Brig *Dolphin* of Boston William White Master with 140 or 150 Slaves for Sale procured on the coast of Africa.

I request you to take the requisite measures to enforce the Law, against the persons who have been concerned in the traffic.

I am respectfully

Sir

Your obedient Servant

(signed) OLIV. WOLCOTT.

BENJ LINCOLN Esquire

*Coll<sup>t</sup> of Boston*

[TD. Sec. F., Let. to Coll. Boston, Vol. 2, 1797-1808.]

To Tench Francis, Purveyor, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department June 10<sup>th</sup> 1799*

TENCH FRANCIS Esq<sup>t</sup>

SIR In the Indent of Hospital Stores for the Ship *Delaware*, I find are included three Cases of Claret. Port Wine in my opinion will be more proper for the purpose intended, and if you have not already purchased the Claret, you may Substitute an equal quantity of Port Wine. —

I am &c

[NDA. Req. on US T, 1798-1803.]

To James & Ebenezer Watson, Navy Agents, New York, from Secretary of the Navy

[PHILADELPHIA]

Navy Department June 10. 1799. —

Mess<sup>rs</sup> JAMES & E. WATSON

GENTLEMEN Captain Barron goes to New York to view some 32<sup>lb</sup> Carronades imported by M<sup>r</sup> Simon Walker — If he approves of them you will be pleased to make the purchase, with fifty rounds of the Shot, one half of be round and the other half Cannister, and they must be shiped without the least delay, to be delivered on board of the Frigate *United States* laying in the Delaware which Vessel is nearly ready to sail and must not be kept waiting long for them. —

These Carronades are said to be completely mounted on sliding Carriages — the Price mentioned by M<sup>r</sup> Walker is 600 Dollars p<sup>r</sup> pair 30/ [30 shillings] p<sup>r</sup> Cwt. for the round, and 17/6 [17 Shillings 6 Pence] each for the Cannister Shot — but you will be pleased to obtain them on lower terms if in your power. —

I am &c.

[NDA. GLB, Vol. 2, 1799.]

To Rufus King, U. S. Minister to London, from Robert W. Fox, U. S. Consul, Falmouth, England

FALMOUTH 10<sup>th</sup> June 1799

RUFUS KING Esq<sup>r</sup>

ESTEEMED FRIEND Annexed is Copy of a letter reced from James Simpson Esq<sup>r</sup> dated Tangiers the 23<sup>d</sup> Mch I have desired my Agents at Dartmouth and Plymouth to acquaint any Citizen of the U S of America bound from their Ports up the Mediterr<sup>a</sup>

A. Brig & Schooner belonging to Philadelphia loaded with Cocoa from Lagaira & bound to Corunna, was some time since taken by the French & retaken by a Brittish Ship of War — the Vessels & Cargoes are clearly the property of a Citizen of the U S of America — but the Recaptors will not settle on payment of Salvage — indeed we dont apprehend its as much the Act of the Recaptors as the Kings Advocate who orders the Cargoes of both Ships to be prosecuted, in hopes they'l be condemned entirely — I apprehend that the Brit-tish Court do not admit of Neutrals carrying on Trade from the Spanish settlements in the West Indies to Spain — the detention of the Vessels & Cargoes is very injurious to the concernd. I am very respectfully

Thy assured Friend

P<sup>r</sup> ROB<sup>t</sup> W. FOX  
GEO C. FOX

The Schooner *Minerva* Capt<sup>n</sup> Andulle belonging to Joseph Crous-silet of Philadelphia

The Brig *Nymph* Capt<sup>n</sup> Hardy belonging to the same Person, the latter was a letter of Marque & engaged the French Privateer & was retaken & carried into Plymouth. —

LONDON

[SDA. Falmouth, CL, Vol. 1, 1790-1802.]

[Enclosure]

To Edward Fox, Falmouth, England from James Simpson, U. S. Consul, Tangier,  
Morocco

TANGIER 23<sup>d</sup> March 1799

M<sup>r</sup> EDWARD FOX — *Circular*  
*Falmouth*

SIR I consider it necessary to the Good of the Public Service, to Acquaint you for the information of the Commanders of any American Vessels, destined to pass the Straits, that the French Privateers stationed hereabouts have of late not only increased in numbers, but that Several of them have had heavier Guns & more Men put on board of them than they formerly carried — It is not uncommon to see ten or twelve of those Cruisers at a time off the Straits — They are of all Sizes, from open Boats, with Musquetry Swivels, to Mesticos and other Latteen Sail Vessels of twelve Guns, some of them carrying Sixty Men — I have also observed among them an English built Ligger and a Schooner — It does not yet appear that the Emperor of Morocco means to take part in the War declaired against France by some other Mahometan Powers —

I am

Sir

Your most Obed<sup>t</sup> Serv<sup>t</sup>

JAMES SIMPSON

(Copy)

[SDA. Falmouth, CL, Vol. 1, 1790–1802.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy,  
commanding, Monday, 10 June 1799

First part fresh breezes & clear weather & rough Sea at 3 PM set close reef'd F & Miz<sup>n</sup> topsails at 5 Shook out 1 Reef from the T Sails & Set M Sail at 7 out 2<sup>nd</sup> Reef of Topsails

Middle part calm & cloudy at 5 AM sent up T G Y<sup>d</sup>s & set the T G S<sup>s</sup> at 9 hove too & spoke the Ship *Lavina* of Philadelphia from Falmouth (Eng<sup>d</sup>) James Brown Master 42 days out had lost his M T Mast 2 days before

Ends Hazey W<sup>t</sup>

[Long<sup>t</sup> de ob'd. 64.59 W.]  
[Latt<sup>t</sup> de ob'd. 41.'57° N.]

[HS of Old Newbury, Mass., NDA photostat.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Ptckering*,  
Monday, 10 June 1799

Light breeze & pleasant weather seamen Variously employed  
5 pm. call'd all hands to Quarters & seal'd the Guns — saw a large Ship to windward which from her appearance we Judg<sup>d</sup> to be the *George Washington* — made a Signal but it was not answ'd this however was attributed to the approach of Night

Moderate Breeze and pleasant weather, sounded no ground a  
120 fath<sup>s</sup> Line —

4 AM. sounded no bottom 120 fm<sup>s</sup>  
 7 AM. Loosed all the light sails to dry — 3 Sail in Sight  
 Noon fine gale & pleasant Weather  
 Water Expended 60 Gall<sup>s</sup> Remains 2091 G<sup>s</sup>

[LC, EPP, 1799.]

To Secretary of the Navy from Captain Thomas Tingey, U. S. Navy

[U. S. S.] *Ganges*

S<sup>t</sup> CHRISTOPHERS 11<sup>th</sup> June 1799

SIR Foregoing are copies of my correspondence, by the United States Brig, *Pickering* — and the Brig<sup>t</sup> *Lydia* of and for Norfolk, New York, which I fell in with on the morn<sup>g</sup> of the 25<sup>th</sup> to the NNW of Antigua — and who I hope got safe home — which indeed I've little doubt of, provided he follow'd my directions, as I think they would lead him in view of the Convoy, under the *George Washington*.

I would gladly have given this man an escort for a days sail to the Northward, he having a valuable cargo — but neither of the other vessels were in sight except the *Richmond*, and she was at that time in chace of a Schooner of a very suspicious appearance; which however proved to be Danish, and from the Coast of Africa.

We travers'd the passage from S<sup>t</sup> Bartholemews, up toward Barbuda, and under the Lee of Antigua, the course frequented by the French Letters of Marque from Guadaloupe for S<sup>t</sup> Bartholemews, without meeting any success — We then directed our course for the coast of Guadaloupe, and continued to hover on its shores from La Haye, round to Port Louis — thence by Pointe D'Antigua, and the Isle Deseada to Marigalante, and back again, being at dawn of day generally within gun shot of the shore, without being enabled to intercept a single vessel of the French or effect a recapture — On the dawn of the 3<sup>d</sup> instant being close in with the land, we discern'd two vessels and instantly gave chace, one of which soon after shewed French colours and stood in for La Haye, with all the sail he could croud, the *Ganges* follow'd him till it was found impossible to cutt him off, and we chang'd our course after the other, which the *Norfolk* & *Richmond* were both in chace of — This man ran us with every sail we could sett, till past Noon, some miles north of Montserrat; when the *Ganges* having pass'd both Brigs, brought him too — but it prov'd to be an English privateer — We now stood for the North again, intent on getting in the track from Barbuda to S<sup>t</sup> Bartholemews, the general course of the french, as before observ'd — On this night by a mistake of orders & thick weather coming on — we lost sight of the two Brigs — and on the 4<sup>th</sup> stood well out to the Northward, cruising backward and forward till close down with S<sup>t</sup> Bartholemews — done nothing — though only two days have elaps'd, since we sail'd hence the 21<sup>st</sup> ult<sup>o</sup> but what we have been in chace, nor has there been more than one or two instances, in which we have fail'd of bringing the chace too — when to my extreme mortification (shameful as the expression may appear from one, who claims pretensions to some philanthropy and morality) I have invariably found them all friends.

The weather during the last week, has been gloomy, showery, squally and unsettled, bearing too much affinity with the state of



my mind — which is much perturbed and full with chagrin — disappointed in having effected none of the purposes for which I was call'd to the service of my country — while also my own private concerns are suffering by my absence — I am constrain'd, in spite of my vanity to acknowledge that, I am not endow'd with Philosophy sufficient, to justify a declaration that I enjoy contentment.

As I had determin'd not to counteract Capt<sup>n</sup> Truxtun's orders, for the Ships to sail with the convoy on or about the 10<sup>th</sup> it was agreed 'ere we sail'd to meet here again at this time.

Being, by the direction of chasing sundry times got more to leeward with the *Ganges* than I believ'd the others to be, I directed my course for this Island and came in on the 9<sup>th</sup> I found here Capt<sup>n</sup> Bainbridge with the *Norfolk*, who had put in on the 5<sup>th</sup> after having been in chace of a stout French privateer & had carried away both his Topmasts — The rigging of which (from the disposition the Frenchman shew'd to attack him in this disabled state) he was necessitated to cut away — after which however he could not bring him to action, and he was incapable of following her — Captain Bainbridge had procur'd spars for Topmasts, and the rigging was already obtain'd and fitted when I arriv'd — I came timely however to furnish him with spars for Topgallant masts, which have been made on board the *Ganges* for him, to prevent delay; having supplied him also with crosstrees, from the Oak Plank taken on board the *Ganges* at Norfolk — It would be useful to have a supply of this article — and some spars always deposited with M<sup>r</sup> Clarkson — The latter (when to be got) in the West Indies, come extremely high, and of oak plank there is seldom a foot to be obtain'd at any price.

Yesterday Capt<sup>n</sup> Barron came in, and the *Richmond* steer'd for Old Road, to Water.

The *Baltimore* in company with the *Eagle*, who has come in this morning, had some days past captur'd a very small French Privateer — which in conformity with Capt<sup>n</sup> Truxtun's directions should be brought to Norfolk with her crew — as Letters of Marque *only* were by his orders to be dispos'd of here. These orders would most assuredly have been implicitly obey'd, but really this vessel is not worth the trouble of bringing; we have therefore concluded to sell her here — and M<sup>r</sup> Clarkson has directions accordingly — Capt<sup>n</sup> Barron will dispatch in obtaining what he is necessitated for, and with the *Eagle* & *Richmond*, be able I expect to depart on thursday with the convoy, which is already large, the vessels from Antigua, and some from Martinico being already here — and they will call also for those at S<sup>t</sup> Bartholemews, S<sup>t</sup> Croix & S<sup>t</sup> Thomas

Capt<sup>n</sup> Bainbridge will proceed early on the morrow for Old Road, to complete his water, which had been quite exhausted — and I shall put out with the *Ganges*, leaving order for him to join me off S<sup>t</sup> Bartholemews, or S<sup>t</sup> Martins, where I hear the French have been too successful, in carrying in some captures, while we have been up on the coast of Guadaloupe — I shall endeavor all in my power to effect some goods — but the business appears to be too much a lottery, in which I fear the *Ganges*, or Myself — are destin'd to perpetual blanks.

When last here Capt<sup>n</sup> Campbell was destitute of an officer, in whom he could repose any confidence — and having applied to me on that business, I gave M<sup>r</sup> Will<sup>m</sup> Knight — Masters mate of the *Ganges*,

written order to act as lieutenant on board the Brig, till you shall be pleas'd to order otherwise, or confirm him in the situation — Thomas Little one of the Seamen of the *Ganges*, was also appointed Boatswain of the Brig till Your pleasure is known.

My People are in high health — and my own tolerable — but not so in spirit — With anxiety to hear from You

I have the honor to be Sir &° &° &°

T. T. [THOMAS TINGEY]

Hon<sup>ble</sup> BENJ<sup>ts</sup> STODDERT —

[NDA. Tingey LB, 1798–1800.]

To Lieutenant Isaac Chauncey, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department 11<sup>th</sup> June 1799*

M<sup>r</sup> ISAAC CHAUNCEY

SIR The President having appointed you a Lieutenant in the Navy, I have the honor to enclose your Comm<sup>ns</sup>

As you are intended for the Frigate building at N York, so act, and your services being represented as immediately necessary, you will please bestow every necessary attention to this object.

Your Pay & Emoluments, will commence from the date of your Letter of acceptance.

I have the honor &°

M<sup>r</sup> ISAAC CHAUNCEY  
*New York*

[NDA. OSW, Vol. 2, 1799.]

To Major Commandant W. W. Burrows, U. S. Marine Corps, from Secretary of the Navy

[PHILADELPHIA]

*N. D. June 11. 1799*

W. W. BURROWS ESQ<sup>r</sup>

SIR A french Brig<sup>s</sup> called the *James*, laying off Market street Wharf has a few french Prisoners on board & the officer thinks a Guard necessary to prevent their leaving the Vessel — Please to order two or three of your Marines to perform this service. —

I am Y<sup>rs</sup> &°—

[NDA. GLB, Vol. 2, 1799.]

To James & Ebenezer Watson, Navy Agents, New York, from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department June 11. 1799*

Mess<sup>rs</sup> JAMES & E. WATSON  
*N York*

GENT<sup>ls</sup> I have sent to Capt<sup>ts</sup> Chauncy a Commission of Lieu<sup>ts</sup> — All are first Lieutenants, and they act as 1<sup>st</sup> & 2<sup>d</sup> & so on on board, from

date of Commission — I have inserted in Capt<sup>s</sup> Chauncys to take rank from the 17 Sept. last, which will make him an old Lieutenant, and first Lieutenant of the Frigate which he is desired to superintend —

I was before acquainted with the accidents which had retarded the progress of the Frigate, but I did not think of them when I wrote to you —

You must not suppose when my anxiety to get the different vessels into Service occasions me to express myself Strongly, that I mean to convey any thing like reproach to you — In order to make proper arrangements for the employment of the Captains, I wish to have it ascertained whether the Frigate if no contagious disorder should prevail to interrupt the work, can be got into Service, before the last of December — In this case it is probable, Cap. Truxtun when he gets to New York may remain there, to take that Frigate, [*President*] as he has private affairs of great Consequence to himself to attend to — But if the Frigate cannot probably be got into Service this year, he will remain in the *Constellation* —

You must settle for the alterations &<sup>cs</sup> made in the *Adams*, as you would do, if she was your own Ship — I want to set the Capt<sup>s</sup> to recruiting so as to get his Men in full time, but not too soon for the *Adams* — I understand there is still a good deal to be done to her before she can be ready for sea —

I have the honor to be D<sup>r</sup> Sir

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 2, 1799.]

To James & Ebenezer Watson, Navy Agents, New York, from Secretary of the Navy

[PHILADELPHIA]

June 11. 1799

Mess<sup>rs</sup> JAMES & E. WATSON

GENT<sup>s</sup> You have in your possession 17. Eighteen Pound Cannon, received by the *Sally* Capt<sup>s</sup> Lockyer — seven of them are 9 feet, and ten of them 8 feet long — These last are wanted for the Frigate *Constellation*, which Vessel will be at your port in the course of ten or twelve days — I request if good Seasoned Timber for the purpose can be had, that you will please to have Carriages immediately made for these ten Guns in order that they may be ready in time — If you cannot get the proper Timber — Please to advise me in order that I may make other arrangements — You will find annexed the dimensions of the Ports, &<sup>s</sup> to govern in making the Carriages. —

I have the honor to be Y<sup>rs</sup>

B[ENJAMIN] S[TODDERT]

Height of Port Cills on Gun deck.....	2 ft. 4 In.
Ports up & down.....	2 " 11
" fore and aft.....	3 " 5
distance between the Ports.....	7 " 4½

[NDA. GLB, Vol. 2, 1799.]

To Bethanath Hodgkinson, Keeper of Burlington Gaol, from Secretary of the Navy

[PHILADELPHIA.]  
N. D. June 11. 1799

M<sup>r</sup> BETHANATH HODGKINSON  
Keeper of Burlington Gaol

SIR An Opp<sup>r</sup> will offer in a few days by which the five french Prisoners remaining in your possession may be sent — You will please to liberate them in order that they may come to this place & I will thank you to see them put on board one of the Burlington & Philadelphia Boats —

I am Sir Y<sup>r</sup>s &<sup>ca</sup>

B[ENJAMIN] S[TODDERT.]

[NDA. GLB, Vol. 2, 1799.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding United States Ship *Montezuma*, 11 June 1799

Pleasant  
Spoke Schooner *Delaware* from Charleston —

[Lat. Obs<sup>d</sup> 32–37N.]  
[Long. 66–6W.]

[NA.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*.  
Tuesday, 11 June 1799

Fresh Gale & pleasant weather, Seamen variously employed Made & Shortened Sail occasionally — saw several Sails in various directions  $\frac{1}{2}$  past 4 P M. sounded 17 fathoms Yellow & white Sand — Bent Cables

9 pm — 18 Fathoms water

Midnight, pleasant weather 18 fm<sup>s</sup> water — 3 Sail in sight — Light air Standing towards the Land

7 AM. spoke a Schooner which was one of the Fleet, that came from S<sup>t</sup> Thomas with us, (The *Dolphin* of Portland bound to New York, she left the Commodore in Latitude 33 @ 8 in the last Gale

Noon, the high land Never Sink bore NW<sup>t</sup> B N<sup>s</sup> 8 Leagues distance — Broach<sup>d</sup> a Cask Port 37 Pieces

Water on board 2000 Gall<sup>s</sup>

[LC, EPP, 1799.]

To Captain Samuel Nicholson, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 12 June 1799.—

Captain SAM<sup>l</sup> NICHOLSON  
Boston.

SIR In answer to your Letter of the 16<sup>th</sup> May, I have the honor to inform you, that the United States claim no part of the money received for Salvage on recaptured Vessels. — The Law gives the whole of such money to the Captors, to be distributed as directed in

the Act for the Government of the Navy, which I now enclose. — You will please to send to this Office, as soon as convenient, a correct list of the Officers and Men, inserting the quality of every person rating on board the *Constitution*, at the time the recaptures were made, agreeably to the 10<sup>th</sup> Article of the 6<sup>th</sup> section of the said Act.—

I am &c &c

[NDA. OSW, Vol. 2, 1799.]

To Major Commandant William W. Burrows, U. S. Marine Corps, from First Lieutenant Henry Caldwell, U. S. Marine Corps

UNITED STATES SHIP OF WAR *George Washington*  
Newport 12th June 1799

Major W W BURROWS

SIR I arrived here this day from the West Indies & now comply with your request of transmitting a statement of my expences, which my ill health did not permit me to do after my return from apprehending those two deserters — Those charges which it will be improper to allow you will be pleased to erase — In pursuit of the deserters I was obliged frequently from the depth of Snow to procure a fresh horse, which makes that charge come high — The detachment has not as yet lost any by death, tho it has suffered considerably by sickness, they are all at present in a convalescent state except Strong the fifer, whose case is doubtful Lacey the Ex Sergeant deserted again in Dominique was apprehended recd thirty nine lashes & was drummed on shore by order of Commodore Barry — If it were consistent with the good of the Service I would beg a short furlough to arrange some business of consequence which I fear will suffer by my longer absence.

I have the honor to be  
Y<sup>r</sup> very obed<sup>t</sup> Ser<sup>t</sup>

HENRY CALDWELL  
L<sup>t</sup> Marines

NEWPORT 12 June 1799

[MCA. LR, 1799.]

To William Pennock, Navy Agent, Norfolk, Va., from Secretary of the Navy

[PHILADELPHIA.]  
Navy Dep<sup>t</sup> 12 June 1799

W<sup>m</sup> PENNOCK Esq<sup>r</sup>

SIR, I have your Letter on the subject of M<sup>r</sup> Myers Vessel [*Augusta*] — I wish him to suspend for three days after the Receipt of this Letter, doing any thing with her — It is probable we shall buy her for the Public — but you have said nothing about price.

I am &c<sup>o</sup>

[NDA. GLB, Vol. 2, 1799.]

To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department June 12. 1799.*

STEPHEN HIGGINSON Esq<sup>re</sup>

*Boston*

SIR To make the contemplated changes in the *Herald* on her arrival at Boston about the 10<sup>th</sup> July will be attended with considerable expense, some delay, and after all, she will be but a very bad Cruiser —

I contemplate therefore to have her sold, reserving all her Warlike equipments, to be put on board a very fine Brig<sup>g</sup> at Norfolk — in this event to be sent to Boston — Do you think the Hull Masts, Sails & <sup>ca</sup>, in short every thing necessary for her as a Merchant Vessel, will sell at Boston for a tolerable price? —

I have the honor to be

With great Esteem

Y<sup>rs</sup>

B[ENJAMIN] S[TODDERT.]

[NDA. GLB, Vol. 2, 1799.]

To Nehemiah Hubbard, Navy Agent, Middletown, Conn., from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department June 12. 1799*

NEHEMIAH HUBBARD Esq<sup>re</sup>

*Middletown Connecticut*

SIR I have received your letter of the 8<sup>th</sup> Ins<sup>t</sup>, and am glad that the *Connecticut* is at length launched — The Leak you mention may I hope be discovered and stopped while the Ship is heaving down. — It appears that M<sup>r</sup> Overton is fond of creating disputes. — As to the Claim he now makes, and which you say is an improper one, you will of course not allow it. —

The term “moulded breadth of Beam”, means the Moulded breadth of the Vessel, as I am informed by M<sup>r</sup> Joshua Humphreys one of our first Ship builders here — I have directed \$3000 to be remitted to you in the mode you desire — Cap Tryons recruiting Instructions have been sent to him & I hope he will soon get his full Complement of Men. —

Y<sup>rs</sup> & <sup>ca</sup>

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 2, 1799.]

To John Coffin Jones, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 12<sup>th</sup> June 1799.—*

JOHN C. JONES Esquire

SIR I am honored with your letter of the 7<sup>th</sup> instant — I must not complain of the zeal of the Committee to get off the *Boston*, and had I imagined she was in forwardness enough to receive her Men, I should have sent earlier the Captains recruiting Instructions — or should have written him to delay recruiting until the *Constitution* had got

her Men. — enclosed is the copy of a letter I wrote Captain Talbot on the 6<sup>th</sup> instant. —

I know not that I can now add to it — From my information from Boston, I should judge, that altho the *Boston* may at once get her men, yet that she will not be prepared for sea before the 15<sup>th</sup> July if so soon — I hoped the *Constitution* might have been dispatched by the 15<sup>th</sup> instant — but in this hope I perceive I must have been disappointed without any interference of the *Boston* — But with Cap<sup>t</sup> Talbot's activity I should suppose she might easily be got out in June, if she does not wait for Men —

If then the *Boston* must be delayed until the 15 July, altho she may have her Men, and the *Constitution* cannot get out in June if she cannot get Men, the *Boston* ought not to recruit until the *Constitution* is dispatched. — This matter however must be settled at Boston & I presume will be settled before the arrival of this Letter. — M<sup>r</sup> Higginson will deliver any Cannon you may want for the *Boston*

I am &c

[NDA. GLB, Vol. 2, 1799.]

[12 June 1799]

Dimensions of the French Frigate *L'Insurgente*, captured by U. S. Frigate *Constellation*

Dimensions of the Frigate *L'Insurgent*, Captured by Frigate *Constellation*, Commodore Truxtun.

	Feet	In.	
Length on Gundeck, from the Forepart of the Rabbet of Stem to the after part of Post.....	148.	—	
Breadth extreme, at the wale.....	37.	5	
[manuscript mutilated] on the inside from port to port....	31.	5	
Depth of Hold, from Cieling to lower deck plank.....	11.	9	
Height between decks.....	5.	9½	
Depth of Waiste.....	5.	9½	
Draught of Water Forward.....	13. 10		} French Feet —
d <sup>o</sup> ..... Aft.....	16. 2		

NAVY YARD 12 June 1799 —

[Fox Papers. Peabody Museum of Salem.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 12 June 1799

First part Steady breezes and cloudy weather at 4 PM saw a sail and gave chase — — —

at 8 lost sight of our chase at 11 in T G Sails & S[?] Reef'd the topsails. fresh Breezes & cloudy

at 5 AM spoke a Danish dogger from Lisbon bound to Baltimore. at 7 spoke a brig from Georgetown bound to Hamburg — Ends with fresh breezes & clear W<sup>r</sup>

[Long'de Ob'd. 61.7 W.]  
[Latt'de Ob'd. 37.30 N.]

[HS of Old Newbury, Mass., NDA photostat.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding  
United States Ship *Montezuma*, 12 June 1799

Pleasant Breezes

Spoke a Brig\* from New York bound to Jamaica out 12 Days.

\**Neutrality* Cap<sup>t</sup> Cunningham —

[Lat. Obs. 30.8 N.]
[Long. 65.10 W.]

[NA.]

Extract from log book of J. Ingraham, U. S. R. C. Brig *Pickering*,  
Wednesday, 12 June 1799

Light breeze & pleasant weather — seamen Variously employed  
Caught a number of Macaril — 3 pm. fell in with a Wreck — sent  
M<sup>r</sup> Hiller (the first Lieut<sup>t</sup>) to examine her she appeared to be  
a Whale ship — her main Mast along side — and a chest on the  
Quarter deck — Mark<sup>d</sup> AT — this is all that could distinguish  
what Vessel she was — The lower part of her stern and Name  
being under Water — 4 pm. the high land never sink bore N W<sup>t</sup>  
3 Leagues distance 5 pm. a pilot came on board — Several sail  
in sight — made all sail for Sandey Hook ½ past 7 Shortened  
sail — @ 8 pm. came to anchor with the best bower in 5 fm<sup>s</sup> Water,  
Sandy bottom The Lighthouse bearing E B S<sup>o</sup> 1½ Miles, moored  
Ship — found Riding here 3 Ships, and several bound thro' the  
Narrows — The Cap<sup>t</sup> and Purser got in Readiness to go up to  
New York —

At anchor in Sandy hook

[LC, EPP, 1799.]

To Secretary of the Navy from Gibbs & Channing, Navy Agents, Newport, R. I.

NEWPORT June 13 1799 —

The Ship *George Washington* arrived in this Port yesterday, we  
immediately communicated to Capt. Fletcher what you say in your  
favor of y<sup>s</sup> 25 ulto. — Cap<sup>t</sup> Fle[t]cher has this day delivered to  
us a list of the Provisions & Stores necessary, which shall be ready  
and delivered in the course of next week. —

Cap<sup>t</sup> F informs us, that it will be necessary to make payments on  
account of wages due — it may also [be] necessary to give directions  
for the payment of the half monthly pay. — The remainder of our  
accounts against the *Gen. Green*, we shall forward to the Accountant  
by next Post. —

Hon<sup>e</sup> BENJAMIN STODDERT Esq.

[Newport HS. Gibbs & Channing LB, 1799.]



To Captain John Rodgers, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 13. June 1799. —

Cap<sup>t</sup> Jn<sup>o</sup> ROGERS

SIR I do myself the honor to enclose your Commission as Cap<sup>t</sup> in the Navy Service of the United States. —

It is the Presidents desire that you take the command of the *Maryland*, at Baltimore. — You will be pleased therefore to take charge of that Ship — assist M<sup>r</sup> Yellot in having her fitted; and as soon as you think her in a condition to receive her Men, let me know it, that the recruiting service may commence. — The Men ought not to be engaged too soon for the Ship, nor must the Ship, after she is ready, wait for the Men — You will know how to avoid both extremes. —

I am &<sup>c</sup>

[NDA. OSW, Vol. 2, 1799.]

To Jeremiah Yellott, Navy Agent, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 13<sup>th</sup> June 1799. —

JEREMIAH YELLOT Esq<sup>r</sup>

SIR I expect Cap<sup>t</sup> Ro[d]gers may be in Baltimore by this time — and not knowing whether he received before he left Norfolk, orders sent him thither to repair to Baltimore to take command of the *Maryland* — I now enclose a Letter for him to that effect — His services I presume will be immediately necessary to assist in superintending the equipment of that Ship. — When do you think she will be ready to receive her Crew? It will be good economy not to get the Men before they are wanted — yet it is desirable that the ship should not wait for Men

I am &<sup>c</sup>

[NDA. GLB, Vol. 2, 1799.]

To Major Commandant William W. Burrows, U. S. Marine Corps, from Garrett Cottringer for Secretary of the Navy

[PHILADELPHIA]  
Navy Department 13<sup>th</sup> June 1799. —

Major W. W. BURROWS

SIR You will be pleased to take immediate measures to supply the Frigate *Boston*, Cap<sup>t</sup> Little with Officers of Marines and Twenty five Privates — and let them repair immediately to Boston. —

I am &<sup>c</sup>

[NDA. GLB, Vol. 2, 1799.]

To Midshipman Jacob Jones, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA.]

Navy Department 13<sup>th</sup> June 1799.

M<sup>r</sup> JACOB JONES.

SIR, Immediately upon Receipt of this, you will repair to this place, to enter on board the Sloop of War the *Delaware*.

If the Persons you have recruited, are either Able Seamen, or Marines, you will be pleased to bring them along with you.

I am &c

[NDA. OSW, Vol. 2, 1799.]

To Hon. Jacob Reed of South Carolina from Secretary of the Navy

[PHILADELPHIA.]

Navy Department 13<sup>th</sup> June 1799

HON. JACOB REED Esquire

S<sup>c</sup> Carolina.

SIR I am honored with your favors of the 30<sup>th</sup> May & 1 June — and in consequence, now enclose appointments for the Young Gentlemen recommended as Midshipmen — They are desired to repair to Norfolk, and put themselves on board of the *Insurgente* — to be commanded by Captain Murray, a Man of good temper — good sense — honor and Bravery, with whom they will be happy and from whom they will receive Instruction. — I mention because I am sure it will give you pleasure that intercourse with S<sup>t</sup> Domingo will not be allowed in consequence of the arret of Roume — nor I believe on terms short of putting a total end to the privateering system in that Island, and allowing the British to participate in the trade. — Without both these conditions the American Merch<sup>t</sup> can never be secure — and without the last, the United States might be involved in quarrels with England, which it is our Interest to avoid provoking, altho we have too high a sense of national honor to decline them if the occasion be given. — I say an exclusive Trade with S<sup>t</sup> Domingo might produce quarrels with England, because they would not like to see that formidable Island, supplied, while in a state of hostility with them, with the means of destroying their possessions in the neighbourhood — and their refusing the Trade of England if that should be the event, and courting ours, would be pretty good proof not only of hostility to England, but devotion to the directory.

I am &c

[NDA. GLB, Vol. 2, 1799.]

To Regis LeBlanc, Envoy of General Desfourneaux, at Guadeloupe from Secretary of the Navy

[PHILADELPHIA.]

N. D. June 13. 1799

M<sup>r</sup> REGIS LEBLANC

SIR The balance of Prisoners being very much in favor of the United States, I am not desirous of returning any to Gaudaloupe — yet if you choose to be at the expense of sending those lately arrived from Wilmington, and the few who were left behind being sick at

the Sailing of the last Cartel, I shall not object to it, otherwise those brought in the Vessel from Wilmington may be landed, and will be supported at the Expense of the United States. —

I am &c

B[ENJAMIN] S[TODDERT.]

[NDA. GLB, Vol. 2, 1799.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding United States Ship *Montezuma*, 13 June 1799

Pleasant weather  
Called all hands to Quarters  
exercised the crew at their  
proper Stations

[Lat<sup>d</sup> Obs<sup>d</sup> 28.55 N.]  
[Long. 64.9 W.]

[NA.]

To Captain Robert Gill, Navy Storekeeper, from Garrett Cottringer for Secretary of the Navy

[PHILADELPHIA]  
N. D. June 14. 1799

Cap<sup>tn</sup> ROBERT GILL

SIR You will please to deliver to the order of M<sup>r</sup> Francis Higgins, six Shirts & six pair of Linen Trowsers for the use of three french Prisoners under his care in the Penns<sup>d</sup> Hospital

Y<sup>rs</sup>

G[ARRETT] C[OTTRINGER] for Sec<sup>y</sup>.

P.S. M<sup>r</sup> Higgins says he has recieved two of each, you will therefore only deliver to him *now* four of each

[NDA. GLB, Vol. 2, 1799.]

To James & Ebenezer Watson, Navy Agents, New York from Secretary of Navy

[PHILADELPHIA]  
Navy Department June 14. 1799

Mess<sup>rs</sup> JAMES & E. WATSON

GENT<sup>ls</sup> I wish the *Pickering* now in your Harbour to be dispatched without the least delay. —

Cap<sup>tn</sup> Preble who remains by her only until she is ready for Sea will be able to make the best Arrangements from his knowledge of the situation of the Vessel — She wants some Provisions — some Rigging — a little Copper, and perhaps a few Men — Cap<sup>tn</sup> Preble thinks every thing necessary may be done in three or four days — I beg the favor of you to supply all his wants, and give all the aid necessary to his efforts to get her prepared for a Cruise — Perhaps some money may be wanted which you will also please to supply. —

I have the honor to be &c<sup>rs</sup>

B[ENJAMIN] S[TODDERT.]

[NDA. GLB, Vol. 2, 1799.]

To Jeremiah Yellott, Navy Agent, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA.]

Navy Department June 14. 1799. —

JEREMIAH YELLOT Esquire

SIR I am honored with the receipt of your letter of the 12<sup>th</sup> instant, and altho I shall regret very much the loss of your Agency, I will not after the two Ships and two Schooners are completed call for your services in that line, you must expect however that I shall avail myself of your obliging offer and occasionally request that advice and assistance which your judgement and experience enables you to give. — The quantity of Beans mentioned in the Estimate is the proportion usually allowed, but as Potatoes and Fish are articles which have been found to be of too perishable a nature in warm climates, you will be pleased to substitute in lieu of them an additional quantity of Beans and Rice. — I enclose you lists of Hospital stores and Medicines which the Surgeon Doct<sup>r</sup> Warfield will assist in procuring, particularly the latter. —

You may put on board the double headed Shot you have provided, lessening the quantity of round if adviseable to do so. — The Spikes, I will endeavour to send you from hence or New York. —

With respect to the Guns, I rely on your judgement and shall therefore send you the dimensions of six pounders which are cast here and ready for proving, in order that you may have the Carriages made. — They will not weigh more than 12.<sup>ct</sup>. each, and if you think the Schooners can carry to advantage Twelve instead of ten, I will send that number. —

It is essential that our Vessels employed in the West Indies should carry a supply of Provisions for six months, and to this object the supply of water when necessary must yield, as they can water in the Islands, whither provisions cannot be sent without great expence. — Two months water if the Vessel cannot carry more with six months Provisions will be sufficient, but if more can be carried so much the better — Pray when will the *Maryland* be ready to sail if she does not wait for Men? When will the other Ship be launched? I ask these questions to enable me to make my arrangements.

I am &c

[NDA. GLB, Vol. 2, 1799.]

To George Latimer, Agent, U. S. Revenue Cutter *Eagle*, from Secretary of the Navy

[PHILADELPHIA.]

Navy Department June 14 1799. —

GEORGE LATIMER Esq<sup>r</sup>

SIR In reply to your favor of this date, I have the honor to enclose you a list of the component parts of the Ration for the Navy. — It has never been supplied by contract, but the value in settlements with the Officers &c has been estimated at 28 cents, which is considered as a liberal allowance. — All our Captains think the allowance of Spirit too great — half the quantity would be enough. But the Law allowing it in the Navy, it cannot be reduced in that service. —

I am &c &c

[NDA. GLB, Vol. 2, 1799.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday 14 June 1799

First part fresh breezes & cloudy weather at ½ past 1 PM spoke a Schooner from Wiscasset bound to Dominico out 13 days. at 8 in T G Sails at 10 Reef'd the Topsails

Middle part fresh breezes & squally at 3 AM in M Sail at 5 down T G Y<sup>ds</sup> at 10 Split the M T Sail unbent him & bent a new one Close Reef him & Fore Topsail in Miz<sup>n</sup> topsail

Latter part fresh gales & rain & rough sea

[Long'de 58.02 W.  
Latt'de DR 34.09 N.]

[HS of Old Newbury, Mass., NDA photostat.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department 15. June 1799.*

JOHN ADAMS Esquire

*President of the U. S.*

SIR The *Pickering* Cap<sup>t</sup> Preeble, arrived at New York two or three days ago — I expect the *George Washington* Fletcher, is at New Port by this time. — I will take the most decided steps to get both these Vessels out immediately. — Cap<sup>t</sup> Preeble thinks the *Pickering* may be dispatched in a week — She will be sent near Gaudaloupe — where there remain

The *Ganges* — Tingey —

The *Baltimore* — Barron —

The *Norfolk* — Bainbridge —

The *Richmond* — Speake —

The *Eagle* — Campbell —

All the three last very fine sailors — The *Merrimack* and the *Montezuma* are on their way to the same place. — Lieu<sup>t</sup> Speake in the *Richmond* has captured one small French Vessel, and recaptured two American Vessels — Campbell has also captured one Privateer and recaptured one American Vessel. —

I am &c &c

[NDA. Nom. Appts. LB, 1798-1820.]

To James & Ebenezer, Watson, Navy Agents, New York, from Secretary of the Navy

[PHILADELPHIA]

*Navy Departm<sup>t</sup> June 15. 1799*

Mess<sup>rs</sup> JAMES & E. WATSON

GENT<sup>rs</sup> The Powder in the *Pickering* being damp must be changed — It is fine Powder & only wants airing which the *Pickering* has not time to perform. —

Please to exchange as much of the *Adams* Powder as the *Pickering* has to give, or if this cannot be done take Measures to have the

Powder exchanged with the Officer having the care of the Public Powder. —

Y<sup>rs</sup>

B[ENJAMIN] S[TODDERT.]

P. S. If Ca<sup>p</sup> Preble should determine to take Carronades on board the *Pickering*, please to get them, Ball &<sup>cs</sup> for him & receive his Guns & shot on board —

[NDA. GLB, Vol. 2, 1799.]

To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA.]

Navy Department 15 June 1799. —

Cap<sup>t</sup> THOMAS TRUXTUN  
*Norfolk*

D<sup>r</sup> SIR Talbot was sent to the *Constitution* because you were not here, nor expected to be here, when the arrangement was made, and delay was to be avoided. — I gave him my opinion fully and freely, that his Commission would only bear date from his last appointment — that you were his Senior Officer, but promised him, that so far as the good of the Service would justify, you should be kept in separate stations. — He agreed on these terms — reserving however the chance of the Presidents determining hereafter the priority for him — This I considered, as a thing not relied on by himself. — Thus then it stands — your Commission bears date 1794 — his 1798. if you meet, the date of Commission settles the command. — I believe him (tho' not an experienced) a valuable Man, for he has firmness and good sense — and pride. — Such Men we want — and such Men if possible we must keep — in a little time, I have no doubt he will feel less hurt at your commanding him, — and I think it due to his feelings, to keep you separate, as long as it can be done without injury. — My register stands — Barry — Truxtun — Talbot &<sup>s</sup> Nicholson is well content to remain on shore — where I think he will certainly remain, as long as I remain in Office. —

I am &c &c.

[NDA. OSW, Vol. 2, 1799.]

To Captain Patrick Fletcher, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA.]

Navy Department 15. June 1799. —

Captain PATRICK FLETCHER  
*New Port*

SIR I judge from the information of Captain Preeble, that you must be at New Port, with the *George Washington* by this time —

I shall on Monday, send your orders to proceed again on a Cruize. — I cannot figure to myself, any circumstance which can delay you more than one week in port. — Your Cruize will be on the Coast, & probably to put into New Port again in 5 or 6 weeks. — Your Ship I understand is a very dull sailor — that her masts are too short and her sails too small — She cannot now wait for alterations, nor is it necessary that she should, the object of your next cruize, being more

to quiet causeless apprehensions of our Citizens on the Coast, than any thing else, and a dull sailor will answer that purpose, as well as a good one — But I want before your sailing, your candid opinion of the Ship — and whether any alterations, and what can make her a good Cruiser — that the preparations may be made by the time you return. — Give me also, if you please in confidence, your candid opinion of your Officers. — Mess. Gibbs and Channing will supply at once, any articles of Provisions and stores you may want — but I suppose, you can only want partial supplies of Provisions, and under the Idea of returning to Port in five or six weeks, perhaps you want neither Bread, nor Meat — however, as you may possibly go to the Havanna, to convoy from thence, Merch<sup>t</sup> Vessels — & as we shall have Cruisers there which may want Provisions, you will take Beef, Pork, Bread, Cheese, Beans Peas and Rice — for six months — with a view of supplying from your stores, the Cruisers on that station. If you go to the Havanna you will immediately return. —

I am &c &c

[NDA. OSW, Vol. 2, 1799.]

To Lieutenant Benjamin Hillar, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 15 June 1799*

M<sup>r</sup> BENJ<sup>n</sup> HILLAR

SIR You have heretofore received your Commission as a Lieutenant in the Navy.

You will hereafter consider yourself, until further orders, as commanding the *Pickering* under your present Commission; and while you continue in such Command, you will be entitled to fifty dollars pr. month & 4 rations p<sup>r</sup> Day.

[NDA. OSW, Vol. 2, 1799.]

To Secretary of State from President John Adams

QUINCY *June 15, 1799*

SIR I received yesterday your important Letter of the 7<sup>th</sup> The Form of a Proclamation is sufficient I believe for the Purpose and I have Signed it, that it may be compleated and published at a proper Season without loss of time.

I am glad the heads of departments did not form a definitive opinion, on the very important Question, whether it will be expedient to renew the Commerce, without a Concurrence of the British. My Judgment inclines the Same Way, at present with theirs. But we had better wait for further Information, I am afraid that the Jealousy and Avidity of the English will do an Injury to themselves as well as to us. But we cannot help it. — My opinion is, that if the Powers of S<sup>t</sup> Domingo will not admit British Ships of War or Commerce into their Port, the British Government ought to be contented with Sufficient assurances of the Neutrality of that Island, during the War between England & France, and not insist on defeating the Connection between the United States & S<sup>t</sup> Domingo. It is my earnest desire, however, to do nothing without the Consent Concert and Cooperation of the British Government in this Case. They are so deeply interested,

that they ought to be consulted and the Commerce of the Island is not worth to us, the Risque of any dispute with them.

No time ought to be lost, in transmitting to Dr. Stevens Instructions concerning the Part he is to act and the Language he ought to hold. I fully agree with you & the heads of departments in the opinion of the Propriety of the sentiments suggested by you to be communicated to him.

Dr. Stevens's Letters public and private have opened the Politicks of S<sup>t</sup> Domingo, in a very intelligible manner. The whole is so natural, that it is easily to be believed.

I have the Honor to be, Sir your very  
humble Serv<sup>t</sup>

J. ADAMS.

SECRETARY OF STATE.

[SDA. Misc. L, Jan–Jun. 1799.]

To Vlack & Company, of Baltimore, Md., owners of Ship *Aurora*, from Secretary of State

DEPARTMENT OF STATE

*Philad<sup>a</sup> June 15<sup>th</sup> 1799*

Mess<sup>rs</sup> VLACK & COMP<sup>y</sup>

GENTLEMEN I have this morning received a note from the British Minister, M<sup>r</sup> Liston, with the copy of a letter dated the 8<sup>th</sup> of February last, from Capt<sup>n</sup> Sotheron, commander of the British Frigate *Latona*, from which was fired a broadside into your ship the *Aurora*, in September last. This letter to the British Admiralty manifests Captain Sotheron's deep regret at the accident, as well as great anxiety to vindicate himself from the reproach of having fired without cause and intentionally into the *Aurora*. With this view it must have been forwarded to America, and transmitted to me by the British minister. — I think there can be no doubt that the broadside was fired without his orders. His subsequent proceedings, on discovering the *Aurora* to be an American vessel justify that opinion, and evidence his humanity. The inclosed extract from our Consul Appleton's letter confirm these ideas. — I also inclose a copy of Captain Sotheron's letter; and am,

Your most obed<sup>t</sup> servant

TIMOTHY PICKERING.

[SDA. Dom. L., Vol. 11, 1798–1799.]

To Robert Liston, British Minister and Envoy Extraordinary to the United States, from Secretary of State

[PHILADELPHIA]

*Department of State June 15<sup>th</sup> 1799*

ROBERT LISTON Esq<sup>t</sup>

SIR I have received your note dated yesterday. On comparing Captain Sotheron's account of the unfortunate firing of his ship the *Latona*, into the American ship *Aurora* Captain Spriggs, with the protest of Captain Spriggs, of his two lieutenants and boatswain, I find an important difference in their statements. — Hence I cannot publish one without the other: and their diversity would not remove



any ill impressions which may exist against Captain Sotheron. At the same time I am satisfied that the broadside from the *Latona* was fired without his orders; and the distress he manifested at the accident, and his zeal to repair the damages done to the *Aurora*, as far as it was practicable at sea, are proofs of his humanity. This opinion of Captain Sotheron is confirmed by a passage in a letter from M<sup>r</sup> Appleton, American Consul for Leghorn, who was a passenger on board the *Aurora*: a copy of the paragraph you will find inclosed. I also inclose an extract from the long protest of Captain Sprigg and his officers, to exhibit to you the differences in the statements of facts, on the only points from which blame may be inferred. The protest and Cap<sup>t</sup> Sotheron's letter substantially agree with regard to the aid rendered by the *Latona*, and by the *Shark* sloop of war, Captain Warren, in repairing the damages done by the broadside from the *Latona*; from the extent of which, as minutely detailed in the protest, there is no doubt, that every shot, as Cap<sup>t</sup> Sotheron says, took effect. These damages, as stated in the survey made at Leghorn, and certified by the Consul Appleton, amount to near five thousand dollars.

I will send to Vlack & Co. of Baltimore, the owners of the *Aurora*, a copy of Captain Sotheron's letter, and the extract from Consul Appleton's. I do not see what more can be done.

I have, the honor to be, very respectfully, &c &c

TIMOTHY PICKERING

(SDA. Dom. L., Vol. 11, 1798-1799.)

To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 15. June 1799.*

STEPHEN HIGGINSON Esquire

SIR I wrote you a day or two ago respecting the *Herald* — the *George Washington*, arrived I suppose by this time, at New Port, I have reason to believe, is a worse sailor than the *Herald*. — Very dull Vessels are worse than useless, and we must get clear of them. It is not likely that I shall send the *George Washington* for sale to Boston — I think she will sell better here, or at Baltimore — still I should be glad to have your opinion, how she would sell at Boston — She will be sent out again immediately — but I believe on the coast — Six or eight weeks hence, it is probable, I shall endeavour to put her Men, Guns &c. into a better Vessel and sell her. — The *Herald* has never yet had a fair trial. — Not hoping that she would be made a Capital Vessel — I thought and still think of selling her on her return to Boston — but the *George Washington* proving so indifferent — and as we can only sell as better Vessels can be obtained, — possibly the *Herald* must be kept. — I wish your opinion however on the subject. — The *Pickering* fortunately put into New York — I have seen Cap<sup>t</sup> Preeble — He appears a valuable man, and I shall lament, if he leaves the service, which I am glad to find he does not wish, if he can arrange with the Gentleman to whom he is engaged. He will remain with the *Pickering* until she is dispatched back to the Islands, which I expect will be in one week at most — Hillar to command her

as Lieu<sup>t</sup> — Preeble will return to Boston, and wait for a Ship — He says the *Pickering* is one of the best sailors we have. — We have still about Gaudaloupe a Ship of 26 Guns — one of 24 — and three very fast sailing brigs of 18.16 & 14 — which in fact is enough — tho I never intended there should be so few — All my Letters to Barry and Truxtun, since the 15. March, containing all my arrangements for the Vessels under their command, were brought in by the *Pickering* unopened — These Gentlemen having left the Islands before their arrival — & to my great mortification the *Merrimack* and the *Montezuma* will join the Vessels near Gaudaloupe — Three are sent, and ought now to be at the Havanna — M<sup>c</sup>Neill to Surinam — The *Scammel* will soon follow him. — The *Delaware* of 22 Guns will in a few days sail for Curricoa, — and will be joined there soon, by at least one more Vessel when the Frigates, and the new Vessels at New York, Connecticut, Boston and Baltimore will get to sea I cannot tell — but I hope within a month. —

I find I have erred the last Winter in pursuing European Ideas — instead of putting all the Vessels under one or two Commanders, with orders to them to distribute them, where most wanted — I should have made several small squadrons myself. — I shall not commit the same mistake again. —

I have given you this hurried scrawl, presuming that you are often applied to for information as to the employment of our Vessels, & that it may be supposed at Boston we have none in the Islands.

Cap<sup>t</sup> Talbott mentions that his Frigate is four miles from Boston, in an open Bay, and subject to be delayed in her supplies, by wind. — Was it necessary that she should lie at such a distance from the Town? — You must exercise more authority with the Vessels at Boston. —

I am &c &c

The Vessels near Guadaloupe are

The *Ganges* — Tingey. —

The *Baltimore* — Barron

The *Norfolk* — Bainbridge

The *Richmond* — Speake

The *Eagle* — Campbell

[NDA, GLB, Vol. 2, 1799.]

To William Pennock, Navy Agent, Norfolk, Va., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 15. June 1799. —

WILLIAM PENNOCK Esq<sup>t</sup>

SIR I wish you had been more particular as to the equipments and price of M<sup>t</sup> Myers' Brig. [*Augusta*] — The price you know was a material circumstance, and I wonder therefore you did not mention something on the subject. —

If you can buy the Brig at a fair price, please to do so — but nothing is to be paid beyond her fair Value, on account of imaginary qualities She may possess. — After buying her, send me a complete Inventory of every thing she possesses — also let me know whether she is coppered — and what she will want to equip her for sea. — But take no step for her equipment until farther directions on that subject —

procure no Sails, Rigging or anything else as I may send a Brig of equal size & already equipped to Norfolk, and have the equipments removed to the New Brig. —

If you buy, draw on me for the amount, it being so difficult to send money to Norfolk. —

I am &<sup>r</sup> &<sup>r</sup> &<sup>r</sup>

[NDA, GLB, Vol. 2, 1799.]

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To Lieutenant George Cox, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department 15. June 1799*

M<sup>r</sup> GEO: COX

SIR Herewith you will receive your Commission as Lieu<sup>t</sup> in the Navy of the United States — You will repair, without delay to Baltimore, and put yourself under the Command of Cap<sup>t</sup> Rogers should he be there on your arrival, and if Cap<sup>t</sup> Rogers should be absent, in that case you will bestow the necessary attention to the *Maryland*.—

I am &c.

[NDA. OSW, Vol. 2, 1799.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 15 June 1799

First part of these 24 hours begin with fresh breezes & Squally W<sup>t</sup> attended with rain at 3 PM out 2 reefs of the T Sails & set Main sail & Miz<sup>n</sup> Topsail

Middle part fresh breezes & cloudy at 6 AM let 1 reef out of the Topsails at 7 saw a sail standing to the East<sup>t</sup> sent up T G Y<sup>ds</sup> at 8 hove to at 9 boarded the brig *Anna Catharina* from S<sup>t</sup> Bartholemews Bound to Hamburg Hieronymus Jacob Linning master

[Long'de ob'd. 56.39W.]  
[Latt'de ob'd. 32.10N.]

[HS of Old Newbury, Mass., NDA photostat.]

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[16 June 1799]

To Secretary of the Navy from Captain Thomas Tingey, U. S. Navy, including account of the capture of the French Privateer *Vainqueur* formerly the British *Harlequin*, by the U. S. Ship *Ganges*

[U. S. S.] *Ganges* OFF S<sup>t</sup> BARTHOLEMES

26<sup>th</sup> June 1799

SIR Agreeably to the tenor of my correspondence by the *Baltimore* Cap<sup>t</sup> Barron, of the 11<sup>th</sup> ins<sup>t</sup> I proceeded with the *Ganges* to the coast of S<sup>t</sup> Bartholemews, where I met as heretofore only fruitless chases, till the morn' of the 16<sup>th</sup> after being join'd by Cap<sup>t</sup> Bainbridge with the *Norfolk* — when, rather before day a sail was discover'd under our lee — chace was immediately given to the NW, the course the vessel took; our situation being about NE b N of S<sup>t</sup> Bartholemews 16 or 18 leag<sup>s</sup>

As the day open'd we knew or believ'd her to be, a French privateer Sloop of 10 Guns, which we had seen a few days before in the harbour of that Island, and she was scarce more than 3 or 4 guns shot distance. She led us however with every sail in the Ship sett, 'till 3 in the Afternoon, having ran near 90 miles, & discharg'd upward of 40 Guns at him, some of the last of which were charg'd with canister shott, which went round him like hail, without doing him any material damage, and fortunately for him, none of his numerous crew were hurt — During the chace he had cast overboard (in order to lighten his vessel & facilitate her sailing) his boat, some of his provision, all his Guns except two, and much other heavy materials, but to no effect. After — or about 1 PM finding we approach'd him & that he must fall — he hoisted French colours & fir'd a Gun to the windward, to give him opportunity of striking in form, which he at length did, but so near that a broad-side from the Ship would probably have totally destroy'd him — It proved to be the Privateer Sloop *Vainqueur* of Guadeloupe of 8 Guns & 85 men — She is Bermudian built & coppered up to the Bends — was most completely fitted, and from her rate of sailing (being by their own accounts, the swiftest privateer of Guadeloupe excepting one) and the number of her men, she would have prov'd extremely mischievous to our trade — She had been 14 days from Guadeloupe & taken nothing

The direction of the wind being unfavorable, it took up till the evening of Thursday the 20<sup>th</sup> ere we arriv'd again at S<sup>t</sup> Christophers — It requir'd near the whole of the 21<sup>st</sup> to arrange the situation of the Sloop, and the Prisoners — the time was however improv'd by the *Ganges* receiving water thro'out the day — the consumption of which for a few days past had been extreme indeed — for from the heat of the hold, where the Prisoners were kept, their thirst was incessant, and humanity would have shudder'd to refuse them the means of allaying it — They were treated with all the lenity in my power, and the most minute article of property of every individual held sacred & unmolested by any of our crew.

Seventy five of them were lodged in the Goal at S<sup>t</sup> Christophers, and ten landed at S<sup>t</sup> Bartholemews on Parole of honor to effect the release of a like number of Americans from Guadeloupe — During our being to leeward, in consequence of the chace and capture of the Sloop — No less than 3 Prizes were carried into S<sup>t</sup> Bartholemews, a harbour in my opinion, the most hurtful to our trade of any in the West Indies — For, it has been reported to me, that the French lay generally at the mouth of the port, have persons on the hills to look out, and on observing a defenceless American running down, they are instantly out, capture them, and carry them into that port, (though bound there) or into S<sup>t</sup> Martins, in either of which, they are instantly condemn'd and sold — We have found ourselves necessitated of course (Capt<sup>n</sup> Bainbridge & myself) on meeting with any of our outward bound vessels, to run down with them & see them safe to Anchor —

On Sunday 23<sup>d</sup> we fell in with the Schooner *Regulator*, Capt<sup>n</sup> Jonath<sup>n</sup> Shockley, from Wilmington (Del<sup>o</sup>) bound for S<sup>t</sup> Bartholemews and the *Norfolk* was sent down to see him safe to anchor which he accomplish'd. At same time a sail was discerned to the windward and the *Ganges* gave chace — on coming near, it was discover'd to be the *Montezuma*, and on speaking, Capt<sup>n</sup> Mullowny, he came on

board with your several dispatches to my address — It gave me pleasure to find that I had (by keeping the *Ganges & Norfolk* here) anticipated Your wishes so far; I should most willingly have retain'd the others, had I not conceived it arrogating a power, with which I was not invested

During my interview with Capt<sup>n</sup> Mullowny, we steer'd under easy sail for the Station to the windward of S<sup>t</sup> Bartholemews, where Capt<sup>n</sup> Bainbridge was to meet me again — We were also join'd by the Schooner *Olive-Branch* of & from Norfolk, he had been fired at by a small English privateer, and seeing our colours bore down to us — He was bound to Antigua, but being now so far to the leeward, prefer'd going to S<sup>t</sup> Christophers, he was therefore put under care of Capt<sup>n</sup> Mullowny, to see him safe within the reach of the Forts of that Island, when he (Capt<sup>n</sup> Mullowny) would instantly make sail for Kingston, Jamaica agreeably to your orders. —

The 24<sup>th</sup> & 25<sup>th</sup> the *Ganges & Norfolk* continued cruising to the NE of S<sup>t</sup> Barthol<sup>m</sup> — and saw nothing till the afternoon of the latter, we met one of the British Frigates, and toward evening the Schooner *Experiment* of & from Norfolk (Capt<sup>n</sup> Canby bound to S<sup>t</sup> Bartholemews) was brought too by us — I kept him under protection during the night — and this morning bore down with him & saw him safe to Anchor —

Having the last time I was in sight of the Harbour rece'd a letter from M<sup>t</sup> Wall, the United States Consul, that he wish'd much to have an interview with me; I embrac'd this opportunity, to bring too at the harbours mouth and go on shore — On seeing M<sup>t</sup> Wall he describ'd to me several matters, the particulars of which will be transmitted you in a correspondence from himself — On his representation — and on reports before made me, I waited on the Governor, inform'd him what I had heard; and represented to him my opinion on the various reports, — He denied the charge of partiality against us, and also that no vessels under our flag, were ever taken within the jurisdiction of the Island, but what he had claim'd, even in a case or cases, where they had been sent to S<sup>t</sup> Martins — And farther declar'd that he had always stopped the French arm'd vessels from sailing after any of ours, either inward or outward bound — provided application was made in time. — I convinc'd him how much our trade suffer'd by the easy access of his port, to the French privateers — and concluded with saying that, as I expected our force in these seas would soon be very considerable; I should if I remain'd commanding officer, cause a Ship to anchor every evening before the Port, for the protection of our trade, and annoyance of the French who harbour here & depradate upon us. — His answer to this was, that he should be well satisfied with the measure, that it had his full concurrence, as it would enable us to judge for ourselves, and rid him of much trouble and uneasiness. — M<sup>t</sup> D. M. Clarkson being at S<sup>t</sup> Barthol<sup>m</sup> from S<sup>t</sup> Kitts, I deliver'd him Your letters; and as he was in want of a safe conveyance over, as did also our consul M<sup>t</sup> Wall — add to this a desire I have to send the Sloop home to You express if I can procure American Navigators (for I can spare none from the *Ganges*), and the necessity of a few hours work at the *Ganges's* rigging (the principals of which it will require all our attention to make last thro'out the Cruize) which cannot conveniently be done at Sea — I am now standing over for S<sup>t</sup> Christophers — holding this letter ready to

send You by any probable safe conveyance — and with assurance that I shall be strenuously attentive to your orders

I have the honor &c &c

T.T. [THOMAS TINGEY]

The Hon<sup>ble</sup> BENJ<sup>ts</sup> STODDERT  
Sec<sup>y</sup> of the Navy

P.S. Captain Bainbridge was immediately on my receiving them, furnish'd with copy of your letters of 24<sup>th</sup> May.

[NDA. TingeY LB, 1798-1800.]

To Alexander Campbell from Prichard Lang, Surinam

SURINAM June 16<sup>th</sup> 1799

M<sup>r</sup> CAMPBILL

SIR this will inform you that I have Sold your boots 1 P<sup>r</sup> at 5 dollars the Rest at 15/ your Shoes from 9/ to 12 Shillings I Sold my hatts for four dollars each and potatoes for Seven dollars p<sup>r</sup> lb. This market is crowded with Shoes and boots, and cheaper than in America. I have engaged Mis Fowlers indigo for 21/ p<sup>r</sup> lb. but it is unsirtain wheather thay come for it or not for it is the fation hear to make a bargon one minute and Sware thay did not the next M<sup>r</sup> Woods work will not Sell for more then the first cost if for that I expect to Try out your money in Sugar for I think it will pay the best frate of any thing hear Sugar is from 5 to 8 dollars Coffee from 14 to 20 Cotten 34 best irish beef is Selling for eight dollers lumber 40 pork 16 flower 9 butter 1/2<sup>d</sup> there is five or Six and twenty american vessells hear and every thing plenty the [illegible] french Sloop of Wore brott in last week an english brigg and Schooner from bedford [illegible] and a brigg *lion* of Portland is Cleared the others condened Schooner *Goram* of Boston to Sale in tow or three days brigg *Fitzwilliam* of D<sup>o</sup> in four days Cap<sup>t</sup> Smith of Newburyport in few days we are all in good halth and expect to Sail in three or four weeks the only american that has bin lost Sence we lay hear was drowned out of the *Goram* of Boston I wrote by Cap<sup>t</sup> Orm who Sal<sup>d</sup> from hear the 3<sup>d</sup> of May for Newburyport I Shell write further before we Sale So remain

Yours with respect

PRICHARD LANG

[HS of Old Newbury, Original.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday 16 June 1799

First part moderate breezes & pleasant weather all sail set on a wind —

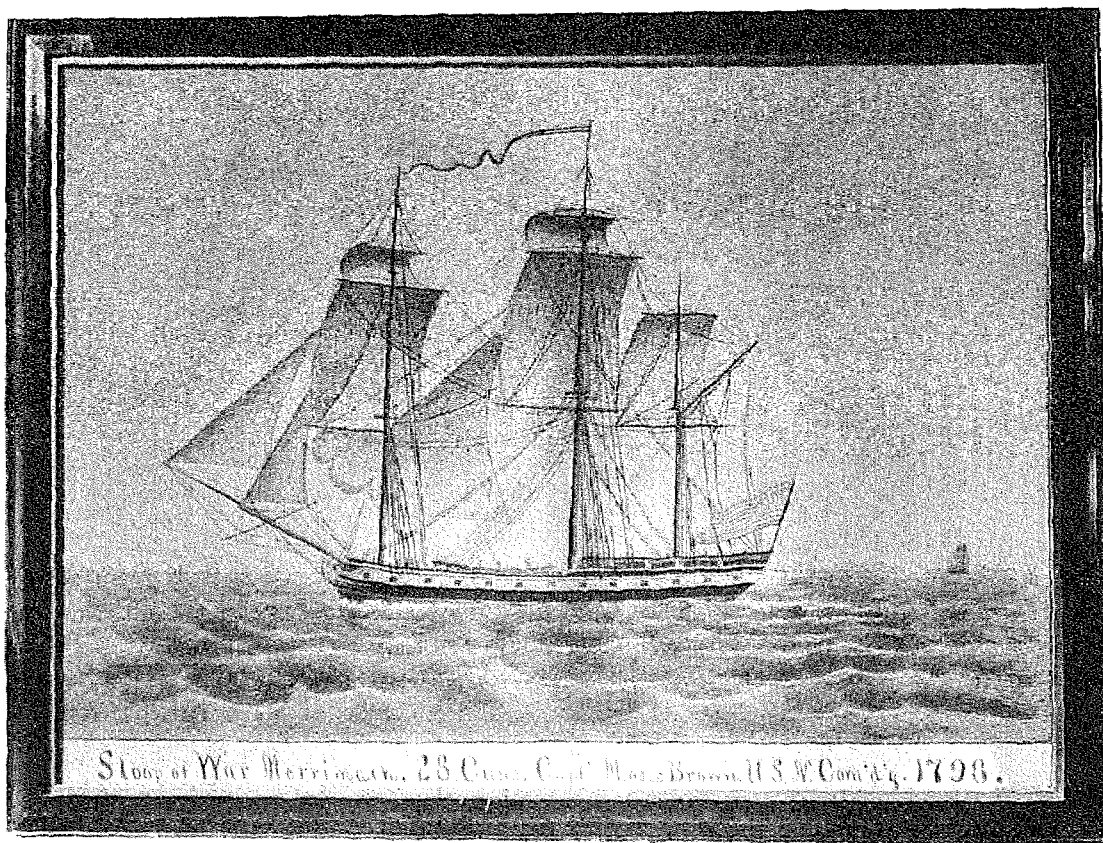
Middle part D<sup>o</sup> wind & weather took in & made sail as was necessary

At 5 AM saw a sail to the South<sup>d</sup> at 6 bore away for her & made sail

Ends with D<sup>o</sup> weather

[Long'de ob'd. 55.29W.]  
[Latt'de ob'd. 30.54N.]

[HS of Old Newbury, Mass., NDA photostat.]



U. S. SLOOP OF WAR MERRIMACK





Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding  
United States Ship *Montezuma*, 16 June 1799

Pleasant Weather —  
Looks likely to blow —  
Cloudy & Light winds —

[Lat. DR 26.5N.]  
[Long. 61.5W.]

[NA.]

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To Captain John Barry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department June 17, 1799.*

Commodore BARRY

SIR The French Privateers have renewed their depredations on our Commerce, and the the Public mind has become very uneasy, that the Frigate *United States* is not now in a position to afford it protection. — Let me therefore urge you to hasten your departure. — If any thing on my part is necessary to accelerate it, inform me, and it shall instantly be done. — I hope you will be able to sail in the course of this week. —

I am &c

[NDA. OSW, Vol. 2, 1799.]

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To Captain Richard Valentine Morris, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department 17 June 1799*

Cap<sup>t</sup> RICH<sup>d</sup> V. MORRIS

*New York.*

SIR I sent you recruiting instructions under a hope, that as the *Adams* was launched, she might soon be ready to receive her Men. — M<sup>t</sup> Watson however informs me, that she will not probably be ready sooner than 60 days — It will not therefore be proper to recruit the men before they can be received on board, except such as will be wanted to assist in rigging the Ship. — You will please to govern yourself accordingly — I request that you will be pleased to keep me advised of the progress of the Ship — once in each week I shall hope to hear from you on this subject. —

I am &c.

[NDA. OSW, Vol. 2, 1799.]

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To President John Adams from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department 17. June 1799.*

JOHN ADAMS Esquire

*President of the U. S.*

SIR From information from Boston, I find that order can be best promoted on board of the *Constitution*, which Ship has been most

miserably managed heretofore, by removing some of the Officers into other Ships, and filling their places with others. — Lieu<sup>t</sup> Beale is said to be a young Man, who promises well, but is too young and inexperienced to act as first Lieutenant on board of such a Ship — L<sup>t</sup> Jarvis is unpopular with Officers and Men. — I have therefore directed them both to remain at Boston until further orders. — Employment will soon be found for them. —

Cap<sup>t</sup> Peleg Tallman, and Cap<sup>t</sup> Doble were both in service last war — the latter I have seen, and he appears to be a well qualified Man — the former lost an arm in an action, in which he distinguished himself — they are both recommended from Boston in strong terms — and I believe they will both be wanted by Talbot — and perhaps Parker, who was lately appointed also. — I enclose Letters enclosing Commissions for these Gentlemen — to be forwarded to them should they meet with your approbation. —

I am &<sup>c</sup>

[NDA. Nom. Appts. LB, 1798–1820.]

To Captain Silas Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 17. June 1799. —*

Cap<sup>t</sup> SILAS TALBOTT

*Boston.*

SIR I am honored with your letter of the 7<sup>th</sup> Instant — I have ordered M<sup>r</sup> Beale and M<sup>r</sup> Jarvis on shore. — There are not Lieutenants now in the Country senior to Lieu<sup>t</sup> [Isaac] Hull, — he must therefore be the first — Lieutenant [Robert W.] Hamilton the second — I have ordered Lieu<sup>t</sup> [Joseph] Doble [\*] from hence, on board, he will be third, unless you call on L<sup>t</sup> Tallman, which you may do if you think proper, then he will be third, and Doble fourth — Torry may in this case be fifth — but if you do not call on Tallman, he will be fourth — but both Tallman and Doble having been in service last war, and being well spoken of, I think you had better take both. — In this event, M<sup>r</sup> Bosworth, must remain until the end of the cruise, for promotion. —

I have directed Tallman at Kennebeck to repair to Boston, and apply to you to know if you want his services. — I have no doubt that you will do all in your power to expedite the sailing of the Ship — I will not therefore say any thing on that subject — I was in hopes M<sup>r</sup> Higginson had caused to be made a foremast — If not yet too late one should be made, and I have no objection to your having it placed where you please. Would it not be better to move the Ship at once nearer to Boston? —

I am &c &c

L<sup>t</sup> Parker, is said by the President to be a clever Man — If you prefer, you may call on him as 5<sup>th</sup> Lieu<sup>t</sup> and let Torry remain for another Vessel. —

[\*The President did not confirm his appointment.]

[NDA. OSW, Vol. 2, 1799.]

To Lieutenant Richard Beale, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA.]

Navy Department 17. June 1799 —

Lieut<sup>t</sup> RICHARD BEALE

Boston.

SIR Your services will be quickly required on board of another Vessel. — You will therefore on receipt of this, please to relinquish your command on board of the *Constitution*, and station yourself in the neighborhood of Boston, until you hear from me again. —

I am &c

[NDA. OSW, Vol. 2, 1799.]

To Lieutenant Thomas Wilkey, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA.]

Navy Dep<sup>t</sup> 17<sup>th</sup> June, 1799 —

Lieut<sup>t</sup> Tho<sup>s</sup> WILKEY

SIR; You will proceed immediately to N York, & exert y<sup>r</sup>self to engage 40 able Seamen, for the *Delaware* —

They are to be allowed 17 doll<sup>s</sup> p<sup>r</sup> month, & to be entered to serve one year from ye Ships first weigh<sup>g</sup> anchor on a Cruise.

You'll recruit none but such as are sound & healthy, & suffer no indirect or forcible means to be used to induce them to enter into the service.

It may be necessary that you advance two months pay, but you'll be careful to obtain responsible security to resort to in the Event of Desertion.

You will have a regular acc<sup>t</sup> kept of the name & station of each Recruit, together with a Description of his Person, & his usual place of Residence, so that he may be identified at any future period.

Every man ent<sup>d</sup> must take an Oath agreeably to the form you'll receive herewith.

I Enclose blank forms of a Shipp<sup>g</sup> Paper & a Bond to be signed by the Sureties for y<sup>e</sup> Seaman &c.

You will be allowed your reasonable expences — between this & N. Y. in addition to your Pay & rations — but nothing at N York except two Dollars for each Man you recruit and the expense of maintaining the men there, and the expense of sending them to the *Delaware*. — You will take Vouchers for these expences to settle with the Accountant on your return. — Should your money fall short apply to Mess. James & E. Watson<sup>r</sup> who will furnish you — I hope you will be able to get these Men in two or three days after arrival, and let me hear your prospects. —

I am &c &c

[NDA. OSW, Vol. 2, 1799.]

To Mr. Carson (Presumably Lieutenant John Carson, U. S. Navy) from Captain Thomas Truxtun, U. S. Navy

U: S. SHIP *Constellation* H: [AMPTON] ROADS  
June 17, 1799.

SIR, The following Officers and Men are all that is wanted for the *Constellation* at present, and I request that you will procure them as soon as possible, and send them on Board as I am preparing to depart for New York.

You will on no Acc<sup>t</sup> ship any indifferent Men, nor Ordy Seamen or Boys, the Seamen wanted *are all able*. I am

Your Obed<sup>t</sup> Serv<sup>t</sup>

List of Officers and Men yet wanting.

to Viz<sup>t</sup>

One Masters Mate

One Carpenters D<sup>o</sup>

One Gunners D<sup>o</sup>

One Armourer

Seven Q<sup>t</sup> Masters

Eight Q<sup>t</sup> Gunners

Thirty Seamen —

The above will complete my Crew

M<sup>t</sup> CARSON

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

[17 June 1799]

To Lieutenant John Archer, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

SIR, We must have no more Ordinary Seamen or Boys entered. Seamen only can be rec<sup>d</sup> with the following Officers to Viz<sup>t</sup>

One Master's Mate (do not send Malat.

One Carpenter's Mate

One Gunner's D<sup>o</sup>

One Armourer (do not send Dewney)

Seven Q<sup>t</sup> Masters

Eight Q<sup>t</sup> Gunners

Thirty able Seamen

You will attend to the above minutely, and make all the Expedition possible; 14 Men I am told was ready to come down this Morning, instead of which only 6 came. Remember I am now waiting only for Men to depart for New York, and the Number in from Sea is such, that I am sure with proper Exertion, they may be got in a Day or Two. I am Sir

Your Ob<sup>t</sup> Serv<sup>t</sup>

Lieutenant ARCHER

U: S: SHIP *Constellation* }  
H. Roads 17. June 1799 }

P. S. Write me particularly to Morrow, and send down every Man that has entered—

[HS of Pa. NDA photostat. Truxtun's LB, 1798-1799.]

To James & Ebenezer E. Watson, Navy Agents, New York, from Secretary of the Navy

[PHILADELPHIA.]

Navy Department June 17. 1799

Mess. JAMES & E. WATSON

Gent. I have agreed to purchase from M<sup>r</sup> Walker all his Carronades and Appurtenances at New York. — Perhaps the *Pickering* might without delaying her mount a few to advantage — I should not object to Cap<sup>t</sup> Morris' putting a few on the quarter deck, if he thinks them better than long Guns. —

I pray you to let nothing in your power to afford, be wanting to dispatch the *Pickering*. — Our Commerce is suffering in the West Indies for want of the Protection which we have Vessels enough to give, and which they ought to afford. —

I am &<sup>c</sup>

[NDA, GLB, Vol. 2, 1799.]

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To James Watson, Navy Agent, New York, from Secretary of the Navy

[PHILADELPHIA.]

Navy Department 17. June 1799. —

JAMES WATSON Esquire

SIR M<sup>r</sup> James Haight shall have an appointment of Midshipman, whenever you think the Frigate *President* is within two months of being ready to receive him — He should have it before, but really I am ashamed of having already been the means of appointing too many Officers to remain idle at home, and at the public expense the unnecessarily paid is the least evil in such cases. — We have now six Vessels, and good ones in the neighbourhood of Gaudaloupe — which I believe, well employed, nearly enough for that station — Yet we shall soon send more —

One has gone to Surriman and to be joined by at least one more, to remain on that station — three to the Havanna — and we shall shortly have two about Curricoa — We have now too many in Port — when they can be got out, these points will be reinforced and others attended to — We have not for six months past, had so few as at present near Gaudaloupe, and for six months to come I hope we shall not have less. — I mention this, presuming that the information may be useful at New York. —

I am &<sup>c</sup> &<sup>c</sup>

[NDA, GLB Vol. 2, 1799.]

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To William Pennock, Navy Agent, Norfolk, Va., from Secretary of the Navy

[PHILADELPHIA.]

Navy Department June 17. 1799

WILLIAM PENNOCK Esquire

SIR Captain Murray is to have the command of the Frigate *Insurgente*, but will not be at Norfolk for some time — Lieu<sup>t</sup> Jeremiah Barton will receive orders by this mail to repair on board and use the utmost diligence to get her ready for sea; and I request

that you will provide him with what may be necessary, and urge on her complete equipment as far as may be in your power. —

Please to inform me the exact calibre of the *Insurgents* Guns in order that the Ball may be provided for them. —

I am &c

[N.D.A. GLB Vol. 2, 1799.]

To Lieutenant Jeremiah Barton, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 17. June 1799. —

Cap<sup>t</sup> JEREMIAH BARTON  
Williamsburgh.

SIR AS soon after the receipt of this Letter, as you can make it convenient, you will repair to Norfolk, and take the command of the Frigate *Insurgente* until the arrival of Cap<sup>t</sup> Murray. — Your Commission entitling you to precedence over M<sup>r</sup> Welles, he must act under your orders. — You will in conjunction with M<sup>r</sup> Pennock, exert yourself to the utmost to prepare the Frigate for receiving her men, & to equip her for a Cruise. —

I am &c.

Be pleased to make a return of the Calibre of the Guns of the *Insurgente*. —

[NDA. OSW, Vol. 2, 1799.]

To Captain Robert Gill, Navy Storekeeper, from Garrett Cottringer for Secretary of the Navy

[PHILADELPHIA]

Navy Department June 17. 1799

Cap<sup>t</sup> ROB<sup>t</sup> GILL

SIR Cap<sup>t</sup> Barry will deliver to you five of the 24 pound Cannon now on board the *United States* which you will please to receive, and deliver him five of the 24 pounders arrived in the *Connecticut* from London. —

I am &c &c

G[ARRETT] C[OTTRINGER.]

[NDA. GLB, Vol. 2, 1799.]

[17 June 1799]

Protest of George Wakefield, Captain of the Brig *Robertson* captured by two French Privateers, one of them named *Lodolph*

Copy

By this Public Instrument of Protest be it made known & manifest unto all whom these presents shall come or may in any wise concern that on the 21<sup>th</sup> day of June in the Year of our Lord 1799 & of the Independence of the U. S. of America the twenty third Before me Joseph Yznardy Pro Consul for said U. S. personally appear'd George Wakefield master of the American Brig *Robertson* who being duly sworn according to law declared to the following purport —

Said Vessel or Brig sail'd from Norfolk in the State of Virginia on the 13<sup>th</sup> day of May last with a Cargo of Sugar, Cocoa, Snuff, & Cigars bound for Malaga & continued her voyage without any thing particular occurring until the 17<sup>th</sup> ins<sup>t</sup> when between this Port & the Streights of Gibraltar she was captured by the french about six miles from the land in the following manner; About 10 oClock A. M. a Sail hove in sight & stood immediately for us at which we were allarmed & supposed it to be a french Privateer, & when she approached near us we hoisted our Colors & fired a gun & instead of her hoisting her Colors she bore away, we stood in our course without paying any further attention to her, & in the course of half an hour she stood again for us — without hoisting any Colors to let us know what she was & when geting within gun shot we again fired. She still continued coming down on us & when we found or supposed they were Determin'd to come alongside we then fired, seven or eight guns at her one after another, at which she run off & we gave her chase for about an hour, & finding we could not overtake her we stood on our course without Knowing who she was tho we suspected her to be a french Privateer. She after seeing that we gave over chase stood a third time for us, & then hoisted french Colors, & began to fire & continued doing so untill we got out of the reach of her guns. We continued our course until between 12 & 1 P. M. when we discover'd Six Sail standing for us, & the former also standing after us, finding it impossible to enter the Streights without being surrounded by the six which were standing for us we thought it prudent to alter our course & stand for Cadiz but the weather being moderate with light winds they came up with us very fast, & about 3 o'Clock P. M. we discover'd from their Colors that they wer french Privateers two of which as soon as they were withing gun shot began firing on us & continued doing so until we struck our Colors. We in our own defence whilst endeavouring to get away fired two guns at them from our storm ports. By this time the two which we had struck to were close alongside. At about 6 oClock P. M. the Captain of the *Lodolph* Privateer (one of said two) sent on board of our Brig a prize Master & a number of Seamen, & took possession of the Brig & sent a part of her Seamen, the 2<sup>nd</sup> Mate, & Supercargo on board said Privateer, as soon as this was done they made sail & stood for Cadiz, when they arrived on the 18 ins<sup>t</sup> being obliged to ride quarentine until the 21<sup>th</sup> when we discover'd that the Brig has been plunder'd of a good part of the Spare, rigging, Gun, Powder, Shot, & three Boxes of Segars during the time between our arrival in this Bay & getting prattic several American boats attempted coming alongside but were prevented by the french men on board who seem'd angry & gave the crew of the Brig strict orders not to speak to any person that would approach the vessel.

After geting prattic & being permitted to come on shore by the health office the french men on board would not suffer any person to go on shore until they sign'd a Declaration the purport of which they said was merely to settle any dispute which might arrise betwen any of the crews of the Diff<sup>t</sup> Privateers that claim'd a share of condemned. this Declaration being wrote in French we were suspicious that from their taking it on board the interpretation may not have been just as no person was suffered to be present in our behalf In Consequence of which the said George Wakefield Publickly & Sol-

emply protests in the most ample & extensive manner & by these presents Doth protest against said Privateers their respective Captains & owners as also against the french Government for Commissioning them & against every person or persons concerned in the Capture of his said Brig for all damages detentions losses &c<sup>s</sup> sustain'd, or that hereafter may be sustained by him & all others interested or concerned in said Brig *Robertson* & Cargo by said violation of the laws of Neutrality as far as in Justice he has a right declaring that nothing on his part or that of the crew was omitted to escape until it was deem'd prudent to make no further resistance All which I confirm to be the truth by virtue of the Oath I have taken reserving always the liberty of extending this protest hereafter in case of need & done within 24 hours after being suffer'd to come on shore —  
Sworn before me Day & Year first above written —

(Sign'd) GEORGE WAKEFIELD

After concluding the foregoing James M<sup>c</sup>Connell 1<sup>st</sup> Mate & William Farr 2<sup>nd</sup> Mate of said Brig & James Scott Seaman personally appear'd before me in this Consular Office & the foregoing protest being read to them they respectively declare under Oath that it is a true & faithful account of the occurrences that happened with said Brig; In consequence of which they sign the present day & year before mention'd

(Sign'd) JAMES M<sup>c</sup>CONNELL  
his

(Sign'd) JAMES X SCOTT  
mark

(Sign'd) WILLIAM FARR

I Joseph Yznardy Pro Consul for the U. S. of America in the Provinces of Andalucia Galicia &c<sup>s</sup> &c<sup>s</sup> Resident in Cadiz —

Do hereby Certify that the foregoing is a true & faithful Copy of the Original protest made by George Wakefield Master of the American Brig *Robertson* & corroborated by three individuals of the crew of said Vessel Registered in the Consular Book of this Office on Pages 362 to 365 thereof the signatures annexed said Original of George Wakefield, James M<sup>c</sup>Connell James Scott & William Farr are respectively their true & lawful ones —

In Testimony whereof I hereunto set my hand and affix the Consular Seal of my Office in Cadiz this 1<sup>st</sup> day of July 1799 & of the Independence of the U. S. the Twenty third.

In absence of M<sup>r</sup> J. Yznardy

ANTHONY TERRY [?]  
Vice Consul.

[SDA. Spol. Cl. SC, 1819, Vol. 83.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 17 June 1799

First part light winds & pleasant W<sup>t</sup> all set in chase of the above sail a[t]5 Came up with & boarded her the Brig *Forsoket* Peter Berg Master from S<sup>t</sup> Bartholomews bound to Gottemburg 17 day out. ½ past 5 set all drawing sail on a wind



Middle & latter part Moderate & pleasant all hands employ'd at necessary Jobs —

[Long'de 53.04 W.  
Latt'de DR 29.41 N]

[HS of Old Newbury, Mass., NDA photostat.]

[18 June 1799]

To Secretary of State, from Turell Tufts, U. S. Consul, Paramaribo

SIR, I have the honor to refer you to my Letter of the 9<sup>th</sup> instant per Captain Boyd Schooner *Nymph*, the Duplicate of which was intrusted to the care of M<sup>r</sup> Purviance in the Ship *Carolina*, both of Baltimore. This is to communicate more sad news.

June 16

I have the story from Capt Elisha Higgins, of the Brig *George*, owned by M<sup>r</sup> Archibald Stewart of Baltimore — who was taken the 12<sup>th</sup> off — a place called Mudfort on this Coast by the Privateer Sloop from Cayenne which I have mentioned in former Letters. Capt H. says — She has 100 Men armed with 4 — 4 Pounders, 2 brass Nine's, and one long 18 Pounder, Swivels &°&° She sails rather dull, is American built, is commanded by one Malvin — or better known by the name of — Tom Pique — This large Gun does great execution, & would probably disable the strongest Letter of Marque. She should therefore be the principal object of our Cruises on this Coast. The Brig *George* — as she sails well, will also be equipped for a privateer immediately on her arrival at Cayenne. — The Schooner *John*, Captain Ford, belonging to M<sup>r</sup> Gardner of Phil<sup>a</sup> was also taken by the same Privateer:— both these Captains and their Crews were put on Shore, excepting M<sup>r</sup> R Nichols the Super Cargo of the *George*, whom they took to Cayenne — & two Sailors. The Brig had on board 700 bls Flour. Here is a great harvest for Privateers. I suppose the Property captured on this Coast within the last month amounts to 70,000 D<sup>rs</sup> How many Vessells have been carried in to Cayenne from the Windward is not known — and is purposely concealed.

Were our Ships here — they also would have a good Harvest, either in retaking Prizes, or in Capturing these Privateers. The Ship, a Corvette of 20 Guns which I mentioned in my last will lay here probably two months, so it is said. Should this Letter have a fortunate [or fortun'd] passage — a Ship might come out here and catch Her, just as She might be departing. Could it be done it would be exceedingly gratifying. But — we are almost in despair of receiving any protection. If you receive the aforementioned Letter it will give you an impression of the State of the minds of the Americans here at that time, which, by these captures are again agitated almost into Frenzy. — If I have time I shall inclose a Copy of a Letter I addressed to His Excell<sup>ty</sup> the Gov<sup>r</sup> It contains matter in my view extremely interesting. Tho' not instructed — on the most mature deliberation I ventured to make the Communication, & I am happy that I already see Symptoms of some good effects from it.

My Situation, I assure you, Sir, is in no way enviable. I have been from home almost Seven months, and have had no business of income, excepting what I brought with me. No news has been rec<sup>d</sup>

here of the arrival of any of the Fleet that belonged to Boston. From my friends there, I expected some consignments; but, either the hazard of the voyage or the uncertainty of the market — has frightened them — or, if not — their Vessells must have been taken or lost. It is very clear that I cannot live in this place without a considerable income. If our trade is protected — I shall have one Source of it. It would be punishment enough to live here on any establishment; — but to live without any income is truly a forlorn State. I hope these circumstances will not oblige me to leave this Post. At present, I am determined that nothing but absolute want shall drive me from it. The high gratification I feel in aiding & succouring my Countrymen — alone Supports me. Of this — I should have more than enough — were not the American Captains, peculiarly obliging to their unfortunate captured Countrymen.

June 18

Another Captain has this moment arrived without his Vessel. His name is James Very, (or Nery) of the Brig *Industry* — owned by M<sup>r</sup> Isaac White, Boston, taken by the same Sloop. It is not improbable that I shall have more names to add before this Letter is sealed — for, a number of Vessells are expected hourly — indeed must be on the Coast. — I have *certain* information that — two Vessells of the Fleet were carried into Porto Rico — the *Caroline*, Benson of Baltimore — & *Little Fanny*, Fosdick of Phil<sup>a</sup> — In the last was M<sup>r</sup> Benj<sup>t</sup> Lewis — to whom I intrusted a Letter to you. — I am disappointed of getting the declaration of War by the Gov<sup>t</sup> of Cayenne — but it will be published in our next newspaper which I will forward.

You, Sir — can hardly imagine the anxiety in the minds of the Americans here — who expect 2 Vessells. It is however unnecessary for me to add any thing further thereupon — as I am sure when you do know it — you will relieve us —

I am with great respect

Your humble Servant

TURELL TUFTS

JUNE 18<sup>th</sup> 1799

[SDA. Paramaribo, Vol. 1, CL, 1799–1834.]

[18 June 1799]

To Secretary of the Navy from Captain Thomas Truxtun, U. S. Navy

DEAR SIR, M<sup>r</sup> Henry Benbridge, who has been appointed the Agent for all Prizes made by me, has enclosed in the Packet now under Cover to you (which be pleased to send him) all the Papers relating to the Prizes sold at S<sup>t</sup> Kitts by my Order, and I have directed him to show you the same, and to deliver them after to Judge Peters, in Order that Condemnation be made on the Vessels &c: so sent in. I have the Honor to be, Sir, with great Respect,

Your very Obed<sup>t</sup> hble Serv<sup>t</sup>

*Constellation* HAMPTON ROADS

June 18<sup>th</sup> 1799 —

P. S. M<sup>r</sup> Benbridge will be very thankful for your Advice in every Thing.

HON<sup>ble</sup> BENJ<sup>t</sup> STODDERT

Secretary of the Navy —

[HS of Pa. NDA photostat. Truxtun's LB, 1798–9.]

To Captain Christopher Raymond Perry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 18<sup>th</sup> June 1799 —

Cap<sup>t</sup> CHRIS<sup>t</sup> R. PERRY  
off the Havanna. —

SIR I expect this will be delivered to you by Cap<sup>t</sup> Fletcher of the *George Washington* — He will remain a few weeks in the neighborhood of Cuba, should his services in so dull a Ship be useful — But unless it should appear *essential*, I should not wish him to remain more than three or four weeks — giving notice to the Merchant Vessels homeward bound, that he will in that time take them under convoy. — There have been Merch<sup>t</sup> Vessels blocked up for weeks by small French Privateers in different parts of Cuba — Should any thing of this kind exist on his arrival, it will be good service to relieve them. —

Captain Fletcher will supply from his stores, the two small Vessels under your command with Provisions — and will also supply you, should you be in want. — Some Provisions sent for Cap<sup>t</sup> Decatur are still in the hands of our Consul at the Havanna — which should be sold rather than remain to spoil. — I wish to hear from you by all opportunities — I expect before long to be able to send you another Vessel to remain under your Command — mean time I doubt not you will do all in your power to protect our Commerce, and to punish the depredations on it. —

I have the honor &c &c

I send you some News Papers. —

[NDA. OSW, Vol. 2, 1799.]

To Lieutenant Cyrus Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 18 June 1799 —

L<sup>t</sup> Command<sup>t</sup> CYRUS TALBOTT

SIR You will on receipt of this please to enter on board the *Constitution*, where you will act as second in command. —

I am &c<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

To First Lieutenant Bartholomew Clinch, U. S. Marine Corps, from Commandant of U. S. Marine Corps

PHIL<sup>a</sup> 18 June '99 [1799]

L<sup>t</sup> BARTH<sup>w</sup> CLINCH

SIR Yours of the 8<sup>th</sup> is before me, I am happy to hear you speak so well of the Marines under your Command, and have no doubt of your having behaved well, but not seeing your name, the Officers of the Corps were made unhappy. I am now sensible it was an Omission for I always had so high an opinion of Cap<sup>t</sup> Truxtun, that I thought he never would designedly overlook merit. I hope your next will be more favorable respecting the recruiting Service — Write me, in time, if you wish to go out again with Capt. Truxtun

or to have a furlough, that I may provide an Officer in time to relieve you.

Your ob<sup>dt</sup> S<sup>t</sup>

W. W. B. [WILLIAM WARD BURROWS]

[MCA. LS, 1798-99.]

To Henry Benbridge, Agent for all Prizes captured by Captain Truxtun from Captain Thomas Truxtun, U. S. Navy

U. S. SHIP *Constellation* HAMPTON ROADS,  
June 18<sup>th</sup> 1799.

M<sup>r</sup> HENRY BENBRIDGE,

DEAR SIR, I send you here enclosed the Letter of Marque's Commission, and Role D<sup>e</sup> Equipage, Bill of Lading, Certificate of Master, of the Property being all French, and several other small Papers of no Consequence found on Board the Letter of Marque Schooner called the *Diligente*, Captain Audier, mounting two Carriage Guns, and navigated with Thirty four Men, captured by me in the U. S. Frigate *Constellation* under Gaudaloupe on the 17<sup>th</sup> Day of April last.

I also send you the Papers of a small Schooner taken by the U. S. Brig *Richmond* and Others, and a Letter from out Agent at S<sup>t</sup> Christophers', relating to the same. It is highly necessary that you take Copies of these Papers and charge the Expence to the Account of each Vessel, and then deliver them to the Judge of the District Court of U. S. (Hon<sup>ble</sup> M<sup>r</sup> Peters) giving always due Notice to the Secretary of the Navy and taking his Advice. The Papers relating to *L'Union*, and Cargo, you rec<sup>d</sup> long ago, and as she was condemned, I take it for granted all was right, and that these Vessels and Cargoes will also be condemned without Hesitation, tho' sold in the West Indies, as the French are doing daily the same Thing. All monies arising from these Prizes, are to be placed in the Bank of the United States, and a separate Book kept for the Account of the same; I request your Attention to what I have written on this Subject.

Your Obed<sup>t</sup> Humble Serv<sup>t</sup>

P: S: You'll be pleased to shew this Letter with all the Papers to the Secretary of the Navy immediately —

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

To Joseph M. de Yznardi, U. S. Consul, Havana, Cuba, from Secretary of the Navy

[PHILADELPHIA]

Navy Department June 18. 1799. —

JOSEPH M DE YZNARDI

SIR I hope the Ship *Genl Greene* Cap<sup>t</sup> Perry is before this day usefully employed on the station lately occupied by the Ship *Delaware*. — She will probably be joined by the Ship *George Washington* Captain Fletcher, and the latter will shortly return to the Continent with a view to afford protection to any of our Merchants' Vessels, that may wish to avail themselves of it. — The Provisions you have on hand which were intended for Captain Decatur, it will be advisable to dispose of to prevent their spoiling. — You will please to

credit the United States for the same, and transmit the Sales as soon as convenient. —

I am &c &c

[NDA. GLB, Vol. 2, 1799.]

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To Captain Patrick Fletcher, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 18<sup>th</sup> June 1799. —

Cap<sup>t</sup> PATRICK FLETCHER

Newport.

SIR You have heretofore received your authority to capture French Armed Vessels, or Vessels sailing under authority or pretence of authority from the French Republic. You will find enclosed the President's orders of the 29<sup>th</sup> December 16<sup>th</sup> January & 12<sup>th</sup> of March — to all [of] which you will pay the strictest attention and govern yourself accordingly. — Presuming that you will have taken in Provisions — water, and will be fully prepared for sea by the time this reaches you — I have it in command from the President, to direct, that you proceed to sea, without the least delay, and shape your course southerly, within a convenient distance from the Coast, to intercept French Vessels, as far as Charleston, South Carolina, where you will remain just long enough to let the people of that City know, you are on the Coast — from thence proceed to the River S<sup>t</sup> Marys, being our southern extremity — If on your Voyage so far you discover no good grounds to believe there are French Cruisers on the Coast, you will then proceed for the Havanna — taking care to stretch far enough Northward, to make the hole in the Rock on the South part of Abacoa, and then round great Isaacs Rock, and keep along the Bahama bank by the Bimmeneyes, and cat Keys — and then stretch over to the double headed shot and thence to the Havanna. — I have been this particular in marking this route, because Cap<sup>t</sup> Barry informs me it is practicable, but you are at liberty to pursue what other you shall judge better — When you arrive in the neighbourhood of the Havanna, you will speake Cap<sup>t</sup> Perry in the *General Greene* on that station, and supply the two small Vessels under his command with provisions out of your Ship, and also the *Gen<sup>l</sup> Greene*, should any be wanting by her — keeping on board enough to bring you back to New Port. —

If you can employ yourself in the neighbourhood of the Havanna, for three or four weeks or more, to give the Merch<sup>t</sup> Vessels time to prepare for your return, in any promising enterprize, in concert with Captain Perry — it will be very agreeable to the President — Sometimes our Merchant Vessels have been blocked up by French Privateers in different parts of the Island of Cuba — latterly there have been four or five kept at Caio Blanco, by three or four small Privateers, for several weeks, and may be still in that situation. —

When you have performed what service you can perform in the neighbourhood of Cuba, you will take under convoy all that may be ready of the American Vessels homeward bound from the Havanna, and after seeing them on our own coast, you will cruise from St.

Marys Northward, standing off and on, progressing slowly, as far as New Port, where you will wait for further orders. —

I hear your Ship is but a dull sailor — such a Ship must be disagreeable to a Gentleman of your activity and bravery — if you can suggest before your departure, such alterations as will make her a good sailor, we will endeavour to be prepared to have them effected on your return to New Port. —

On your return and before your arrival at New Port, you will please to cause all your Officers having the charge of Public Stores — to make exact returns of what are on hand, what have been expended, and what will be wanted for six months — after examining these returns, you will please to transmit them to me — and if practicable on the very first day of your arrival, Delivering duplicates to Mess<sup>rs</sup> Gibbs and Channing — The Purser must have all his Accounts made up to the end of the month, preceeding your arrival. —

Should you be so fortunate as to capture any French Vessels, you will send them with their Crews, to some port in the United States — North of Norfolk if practicable. — Captain [Samuel] Phillips of North Kingston has some time been appointed a Lieu<sup>t</sup> in the Navy — if either of your Lieu<sup>ts</sup> leaves you — or if you want Phillips in addition, you will please to order him immediately on board.

Wishing you great Success and glory, I have the honor to be &c &c &c &c

[NDA. OSW, Vol. 2, 1799.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Department 19 June 1799. —

JOHN ADAMS Esquire

President of the U. S.

SIR I have not heard of the arrival of the *George Washington*, Cap<sup>t</sup> Fletcher, at New Port — but not doubting, that she is now there, and that she must be ready to sail by the time orders arrive, I shall this day send on Cap<sup>t</sup> Fletcher's Instructions to proceed on a cruise keeping near the Coast, as far as the River S<sup>t</sup> Marys — and from thence to the Havanna — to wait three or four weeks in the vicinity of Cuba and assist Cap<sup>t</sup> Perry commanding on that station, in any enterprize, and then to return to the United States, taking under convoy, all the homeward bound American Vessels. — and to cruise on his return, progressing slowly from S<sup>t</sup> Marys River to New Port. —

This is a dull Vessel — not fit to chase French Privateers — but will do to convoy — and to cruise on the coast, where I believe there is not much danger of French Privateers appearing — Yet to quiet the apprehensions, particularly of the Southern States, it seems necessary we should have some Vessels on the Coast — Barry, will also make a cruise as far as S<sup>t</sup> Marys and back again, before he is sent to more important service. — He will I hope sail in six days. —

I have the honor &c<sup>o</sup>

[NDA. Nom. Appts. LB, 1798-1802.]

To Isaac Cox Barnet, U. S. Consul at Bourdeaux, France, from Secretary of State

DEPARTMENT OF STATE  
Philadelphia June 19. 1799.

ISAAC COX BARNET Esq<sup>r</sup>

SIR, I presume you must have received my letter of December 15<sup>th</sup> proposing your removal from Brest to Bordeaux, as many copies have been forwarded. I however now inclose another copy. The arrangement therein described will I trust be quite satisfactory to you. If by your communications with M<sup>r</sup> Dobré at Nantz, & M<sup>r</sup> Cathalan at Marseilles you have not ascertained that the arrangement is known to them I wish you to inform them. M<sup>r</sup> Cathalan will superintend the affairs of the United States in all the ports of France on the Mediterranean, and you and M<sup>r</sup> Dobré in the ports on the Atlantic and the British Channel.

This letter goes in the ship *Benjamin Franklin*, a flag of truce, with French passengers to be landed at Bordeaux. As the commercial intercourse between the United States and France will probably continue a long time interrupted, I cannot expect frequent communications from you: but I shall be very desirous of receiving them. By Americans captured and released, or by British cartels, conveyances may present: and, certainly, I presume, your letters would reach our Minister W<sup>m</sup> Vans Murray Esq<sup>r</sup> at the Hague, by post, and he will forward them to me. They may go under cover to some merchant in Holland on whose care you can depend for their delivery to M<sup>r</sup> Murray.

M<sup>r</sup> Fenwick's accounts for disbursements in the prosecution of claims of captured American vessels, and in aids to our seamen, remain to be adjusted. I have paid his draughts already to a large amount; but shall decline further payments until his accounts shall be satisfactorily settled, on unexceptionable vouchers.

I am &c.

TIMOTHY PICKERING

P. S. Herewith I send copies of the laws passed in the 3 last sessions of Congress

[SDA. Dip. Cor. Inst. to Min. Bk. 5, 1798-1800.]

To Secretary of State from William Smith, U. S. Minister to Lisbon, Portugal

(Private)

LISBON, June 19<sup>th</sup> 1799.

DEAR SIR A few days ago I rec<sup>d</sup> a letter from M<sup>r</sup> King of the 27<sup>th</sup> Ult<sup>o</sup> inclosing me a private Letter from you to me of the 20<sup>th</sup> Jan<sup>r</sup> with one from M<sup>r</sup> King to you of the 16<sup>th</sup> March. M<sup>r</sup> King says "he had concluded to suspend the transmission of those letters until he had rec<sup>d</sup> your answer, but it had since occurred to him that my mission to Constant<sup>o</sup> might have an influence upon your Son's continuance with me & that it would therefore be useful that those letters should be before me."

However greatly I should lament your Son's separation from me, particularly at a period when his Society & Talents would be more than ever acceptable, as a father myself, I know how to estimate your anxiety for your Son's future welfare, & while I myself already begin to form projects for the education & future establishm<sup>t</sup> of a Son, only

nine years old, I cannot be surprized at your impatience, in respect to one who certainly merits all your tenderest regard. Whatever therefore may be the inconvenience I may personally feel in consequence of any new arrangement you may adopt as more promotive of his interests, I shall acquiesce in it, consoled with the hope that it will correspond with your most sanguine expectations. At the same time I cannot help suggesting that, in my opinion, John's abilities qualify him so much for a diplomatic career that it would be a pity to divert him from it. — Yesterday I received by the *Samuel Smith*, Cap<sup>t</sup> Stiles, your private letter of the 5<sup>th</sup> May, which releived me from a long state of suspence respecting my departure for Constant<sup>inople</sup>, as I find that you have judged it proper to *Suspend* that mission for the present, on account of the untoward events which had come to your knowledge relative to Italy. You will have since been made acquainted with the glorious change which has occurred in that part of the world, where the combined armies have had an uninterrupted course of Success, which I hope has by this time completely purged that fine country of french plunderers. I approve much of your project of a Treaty with the King of the Two Sicily<sup>s</sup> who, we are informed, has returned to Naples, & with whose Dominions a very valuable trade may be carried on by the United States: there never was a more favorable period for us to acquire the Mediterean Trade, as well as that of the Adriatic, the Levant & the Black Sea, and our critical situation in the Barbary States seems to urge a speedy connexion with the Ottoman Porte. — Should however circums<sup>es</sup> require a continuance of the suspension, I would then beg leave to suggest whether the intermediate time might not be advantageously employed by me in visiting London, where I might have conferences with M<sup>r</sup> King & Lord Grenville on the proposed negotiation, acquire every possible light on so interesting a subject, & ascertain the full extent of the aid, to be expected from the British & Russ. Cabinets. I could at the same time provide myself with the Presents suitable to the Mission and obtain a ready & safe passage to Cons<sup>es</sup>.

Such an excursion would be very agreeable to me, & might give John an opportunity of attending the Courts of law &<sup>e</sup>

With the sincerest regard I am D<sup>r</sup> Sir

Yours &<sup>e</sup>

[Mass. HS. Pickering Papers, Vol. 24, p. 341-2.]

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To Captain Christopher Raymond Perry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 19<sup>th</sup> June 1799. —

Cap<sup>t</sup> CHRIS<sup>t</sup> R. PERRY

New Port

SIR The letter of marque Brig *Molly*, Turpin Kilby Commander with some other American Vessels, are I am informed blockaded in a harbour called New Nivetass [Nuevitas] on the north side of the Island of Cuba by several French Privateers — You will be shortly joined by the Ship *George Washington* Cap<sup>t</sup> Fletcher, but it will be very pleasing if you can release these Vessels before his arrival, as they have been long detained and their Cargoes are said to be valu-



able. — I am sure no exertions on your part will be wanting to effect this service. —

I am &c &c

[NDA. OSW, Vol. 2, 1799.]

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To Captain Patrick Fletcher, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
Navy Dep<sup>t</sup> June 19. 1799.

SIR In my Instructions of yesterday, I recommended your gaining the Havana Station, by the passage of the Hole in the Rock Abacoa, Isaacs Rocks &c. but I would now prefer that you should go down the old Streights, which I am told will take you but little if any longer time, and will give you an Opportunity of rendering an important Service. — There is a Harbour to Windward of Matanzas called “Neuvetas” [Nuevitas] where there are four American Vessels, whose Cargoes are represented to me as valuable, are blockaded by French Privateers — Perhaps by a little Enterprize and Exertion you may extricate those Vessels from their present dilemma, and disperse or destroy the Privateers It will give me pleasure to hear of your Success — The Privateers collectively are I believe far inferior to you in force. —

I have the honor to be &c —

Cap PATRICK FLETCHER

Ship *Geo: Washington*

*New Port* —

[NDA. OSW, Vol. 2, 1799.]

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To Captain George Little, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 19<sup>th</sup> June 1799.

Cap<sup>t</sup> GEORGE LITTLE

*Boston.*

SIR Prior to your sailing you will please to cause every Officer on board of the *Boston*, having charge of Public Stores of any kind, to make returns of the quantity of such Article received by them — which returns with your signature you will please to transmit to this Office.

It will be well for you to keep Copies of such returns in a book, kept for that purpose, which will enable you to check extravagant demands from the different Officers on the return of the Ship into port. —

The vigilant attention of the Commander in regard to Stores, is the only circumstance which can prevent great waste and great fraud on board of our public Ships. — When you are on your return to the United States, each Officer should prepare his accounts of the expenditure of Stores during the voyage — should shew in the returns the quantities on hand, and what will be wanted for another cruise for six months. — these returns, also with your signature should be forwarded to this Office on the very day of your arrival in port — and duplicates should be given to the Navy Agent of the Port, in order

that the Articles be prepared without the least delay. — I must beg your particular attention to this Letter, which you will consider as containing orders, always to be adhered to. —

I have the honor to be &c &c

[NDA. OSW, Vol. 2, 1799.]

To Captain John Adams, U. S. Revenue Cutter Service, from Secretary of the  
Navy

[PHILADELPHIA]

Navy Department 19<sup>th</sup> June 1799. —

Cap<sup>t</sup> JOHN ADAMS

SIR I am honored with your letter of yesterday. I told you in conversation, that the Sec<sup>y</sup> of the Treasury would find employment for you in the service of the Revenue — You were originally appointed a Captain of a Revenue Cutter — You still continue to hold your appointment.

The *Scammel* is taken into the Navy Service, and is no longer a Revenue Cutter — You are not then degraded from your Rank in being removed from her, to be employed as a Revenue Officer in another Vessel. — How soon you are to be so employed, and in what Vessel, are matters with which I have nothing to do — and which you must settle with M<sup>r</sup> Wolcott. — M<sup>r</sup> Fernald will receive a Commission as Lieutenant in the Navy to command the *Scammel*. — After you have settled with the Crew, which I presume you have already done, there will be no occasion for your further services on board of the *Scammel*. I have directed Lieu<sup>t</sup> Fernald to assume the command of her and to prepare her for sea, without delay. — I advised you several days past to call on M<sup>r</sup> Wolcott. — this I suppose you will do before you leave Philadelphia, as you are to receive from him your Instructions as to your future operations. —

I am &c &c &c

[NDA. OSW, Vol. 2, 1799.]

[19 June 1799]

Address of Captain Thomas Truxtun U. S. Navy, to his ship's Company concerning capture of *L'Insurgente*

*Address of Commodore Truxtun to his ship's Company.*

The President of the United States has commanded me, thro' the Secretary of the Navy, to return his thanks to all those brave officers, and men of every description, who served under my command, in the action and capture of the French National frigate *Insurgente*; and he indulges the pleasing hope, that those now engaged, will deserve a similar return from him, should an occasion occur. — This reward to merit and bravery, ought, and I am sure it will, excite an emulation in every honest breast, to deserve well of his country; and I have no doubt in my mind, but I shall find my present ship's company as well disposed, and ready to meet the enemy on every occasion, as I have the satisfaction to say I did my former.

To be brave, humane, and generous, Gentlemen and Fellow Seamen, is no less your duty than it is the satisfaction of a grateful,

and insulted country to reward you with its approbation, when you have proved so. Be ever gallant then, and never let it be said, that the *Constellation* (America's pride, that shines as conspicuously brilliant, as the planetary system) was otherwise than victorious.

On the ocean is our field to reap fresh laurels; let the capstern then be well manned, trip cheerfully our anchor, spread the sails, give three cheers, and away to hunt up our enemies, as we have done before, until we find them. In your various stations, be always alert, obedient to your superior officers, and conduct yourselves like men, and you shall ever be certain of the strictest justice from me; — but as good order, and regular discipline, is what can only insure success in every enterprize, and do honor to the service, I shall, with a watchful eye, discriminate between the deserving and the undeserving, and if any of the latter should be discovered on board this ship, which I hope and trust will not be the case, they must, painful as it will be to me, abide all the consequences set forth in the articles of war, established by Congress for the regulation of the naval service, which has been read to you.

I shall, therefore, now conclude, with commanding the strictest attention at all times to order; and that a decent deportment be observed on board by every one, and that there be no noise, or confusion made on any occasion by any person.

THOMAS TRUXTUN.

UNITED STATES SHIP *Constellation*,  
Hampton Roads, June 19, '99.

[LC, Phila., "Claypoole's American Daily Advertiser", 1 July 1799.]

[19 June 1799]

Documents and papers belonging to Prize Schooner *L'Diligente*, sent to Secretary of the Navy, by Captain Thomas Truxtun, U. S. Navy

Memorandum. M<sup>r</sup> Robinson this Morning June 19<sup>th</sup> was dispatched to Hampton with a Parcel to the Secretary of the Navy, containing all the Documents & Papers belonging to the Prize *L'Diligente*, & the small Schooner captured by the Brig *Richmond* &c: with a strict Charge from the Commodore that he deliver the same into the Post Office in Presence of M<sup>r</sup> King.

JOHN POMERY.

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

To First Lieutenant Dyre S. Wynkoop, U. S. Marine Corps, from Major Commandant William W. Burrows, U. S. Marine Corps

PHIL<sup>d</sup> 19. June 1799

L<sup>t</sup> DYRE S. WYNKOOP.

SIR You will proceed to Charleston with a Detachment consisting of one Sergeant, one Corporal, one Drummer & Fifer and 30 Marines and deliver them to Lieut. John Hall, who is to have the Command of them, & place himself & them on board the *John Adams*.

You are to relieve L<sup>t</sup> Jn<sup>o</sup> Hall & take the Command of the Marines, on board the *South Carolina*, placing yourself & them under the Command of the Captain — You are by no means to permit your

Marines to be ordered aloft but if it is their own wish, with the leave of the Cap<sup>t</sup> may be allowed.

You will from time to time and on your Return particularly, make Report of your Detachment.

W. W. B[URROWS]  
M[ajor] C[ommandant]  
M[arine] C[orps]

[MCA. LS, 1799.]

To Joseph Waters, Navy Agent, Salem, Mass., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 19<sup>th</sup> June 1799.*

M<sup>r</sup> JOSEPH WATERS

SIR I have received your letter of the 12<sup>th</sup> instant. — By one of the 17<sup>th</sup> from Mess<sup>rs</sup> James & E. Watson, I find that the Nails as well as the Copper has been shiped, you may therefore deliver the Nails to Mess<sup>rs</sup> Stephen Higginson & C<sup>o</sup> of Boston, taking their receipt for the same, to be transmitted to me. —

You will receive enclosed the dimensions of some 12 pounders cast here, Eighteen of which will be sent to you as soon as possible, and I have directed Mess<sup>rs</sup> Stephen Higginson & C<sup>o</sup> to send you Eight 12 Pounders and 10 six pounders out of a parcel he has received from London on account of the Public, the former are 7½ feet and the latter 5½ feet in length — They can give you more particular dimensions. —

I am &<sup>c</sup>

100 Cutlasses

60 Muskets & Bayonets

30 p<sup>rs</sup> Pistols

100 Board<sup>s</sup> Pikes & 1 Set Signal Colours

} all ordered to be sent from  
hence with the Cannon.

[NDA. GLB, Vol. 2, 1799.]

To Lane & Salter or Henry Foxall & Company from Secretary of the Navy

[PHILADELPHIA]

*Navy Department June 19. 1799.*

MESS. LANE & SALTER OR HENRY FOXALL & C<sup>o</sup> —

GENTLEMEN Please to deliver to the order of Cap<sup>t</sup> Robert Gill Navy Store keeper, Eighteen 12 pound Cannon, for the use of the Ship *Essex*, building at Salem Massachusetts. — They are immediately wanted —

I am &<sup>c</sup>

[NDA. GLB, Vol. 2, 1799.]

To Captain Robert Gill, Navy Storekeeper, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department June 19 1799. —*

Cap<sup>t</sup> ROBERT GILL

SIR I enclose an order addressed to Mess<sup>rs</sup> Lane & Salter, or Henry Foxall & C<sup>o</sup> for the delivery of Eighteen, twelve pound Cannon, which are to be forwarded to Cap<sup>t</sup> Joseph Waters of Salem Massa-

achusetts for the use of the Ship *Essex*, together with the following articles, as soon as possible. —

100 Cutlasses	}
60 Muskets & Bayonets	
30 pairs of Pistols	
100 Boarding Pikes	
1 Sett of Signal Colours. —	

I am &° &°

P. S. I direct the order to Lane & Salter & Foxall & C<sup>o</sup> because if either of them can supply the Guns it is immaterial which, & you may if necessary procure a part from each. —

[NDA. GLB, Vol. 2, 1799.]

To Stephen Higginson & Company, Navy Agents, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department June 19. 1799. —*

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>

GENTLEMEN If you have delivered to the Committee the two twelve pound Cannon which they applied for you will have eight remaining which I request you to forward directly to Cap<sup>t</sup> Joseph Waters of Salem for the Ship *Essex*, with twelve of the Six pounders, being part of those you received p<sup>r</sup> the Ship *Galen* from London. —

I am &° &°

P. S. Cap<sup>t</sup> J. Waters will send you some Copper Nails which have been sent from New York for the Ship *Essex* and will not be used — Please to receive and store them for any future demand. —

[NDA. GLB, Vol. 2, 1799.]

To Stephen Higginson & Company, Navy Agents, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 19. June 1799. —*

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>

GENTLEMEN I am honored with your letter of the 10<sup>th</sup> — It will not be expected that in cases where because the service cannot be performed by yourselves you pay a Commission — that it should be paid out of your own. — We have no Lieu<sup>t</sup> in reach, good for any thing, older in Commission than [Isaac] Hull — I have ordered Lieu<sup>ts</sup> Beale and Jarvis to wait at Boston for further orders — and shall find employment for them in other Vessels — Hull must of necessity be the senior Lieutenant. — I have ordered on board, Lieu<sup>t</sup> Doble, and desired Cap<sup>t</sup> Talbott to call on Lieu<sup>t</sup> Tallman, and also Parker, if he judges necessary — but these Gentlemen can only be 3<sup>d</sup> 4. & 5. Lieu<sup>ts</sup> — A Young Man of spirit and experience on board of armed ships, son of Cap<sup>t</sup> Tallbott — has lately rec<sup>d</sup> an appointment of Lieu<sup>t</sup> Commandant — a grade higher than that of Lieu<sup>t</sup> — I have said to Cap<sup>t</sup> Talbott that if he found it would excite no heartburnings, I should be pleased if he took this young Gentleman on board, to act as second in command — the connexion may create difficulty, not to be overcome. — I have directed a remittance to be made you of 10,000 Dollars

I am &°

[NDA. GLB, Vol. 2, 1799.]

To Stephen Higginson & Company, Navy Agents, Boston, Mass., from Secretary  
of the Navy

[PHILADELPHIA]

*Navy Department June 19. 1799*

Mess. STEPHEN HIGGINSON & C<sup>o</sup>

GENTLEMEN In a letter of this date you were requested to Send 8. 12 pound, and 10 — 6 pound Cannon to Cap<sup>t</sup> Joseph Waters of Salem, for the Ship *Essex*, — I have now to request that you will be pleased to forward, Ten 18 pounders, of 8 feet in length, to M<sup>r</sup> Jacob Sheafe of Portsmouth New Hampshire, for the Ship *Congress*. — The residue of her Guns will be sent from hence. —

I am &<sup>c</sup>

[NDA. GLB, Vol. 2, 1799.]

To Regis LeBlanc, Envoy of General Desfourneaux, at Guadeloupe, from  
Secretary of the Navy

[PHILADELPHIA]

*Navy Department 19<sup>th</sup> June 1799.*

M<sup>r</sup> REGIS LE BLANC

SIR I am honored with your letter of yesterday. — Gen<sup>l</sup> Desfourneaux you observe in sending back to the United States the American Citizens detained at Gaudaloupe at the time of his arrival, had no other view than purely and simply to restore them to their families, and never considered this restoration as a regular exchange, which can only take place between two Nations at open & declared War. — One thing more General Desfourneaux has to perform, and then his conduct will square with his professions and that is, to cause the armed Vessels at his devotion to cease their deprivations upon the Vessels and People of the United States, pursuing their lawful commerce. — But while these Vessels under his orders or those of the French General continue to capture all the American Vessels in their power — we shall certainly consider as Prisoners, and shall treat them as such, all the persons we capture in Armed French Vessels. —

I am &<sup>c</sup> &<sup>c</sup>

[NDA. GLB, Vol. 2, 1799.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy,  
commanding. Wednesday, 19 June 1799

First part light breezes and cloudy. At 4 PM saw 2 sail bearing NW bore away & made sail for them at 7 came up with one of them & boarded her, the Schooner *Lark* George Gilbert master from Norwich bound to Barbadoes out 16 Days.

'at 10 reef'd the Topsails.

At 5 AM saw a sloop ahead, made sail, at 7 spoke her, the *Betsy* from Wiscassett for Barbadoes out 22 days Sam<sup>l</sup> Cunningham Master.

Latter part pleasant, inclining to a Calm.

[Long'de ob'd. 52.59 W.]  
[Latt'de ob'd. 28.34 N.]

[HS of Old Newbury, Mass., NDA photostat.]

To Secretary of the Navy from Captain Edward Preble, U. S. Navy

NEW YORK June 20, 1799.

SIR, I have the honor to acquaint you that the *Pickering* will be ready to sail on Sunday next, Lieu<sup>t</sup> Hiller & every officer on board have exerted themselves, & M<sup>r</sup> Watson has rendered every assistance in his power. She would have been ready sooner but it was found necessary to take out all her guns & stores of every kind & to start all her water in order to lay her on shore with safety to have her coppering compleated. The whole of her Rigging has also been taken down a new gang of Fore & main shrouds fitted, and all her other riging[?] put in good order, it has likewise been found necessary to recauk her outside & decks, when it is considered that in addition to all this all the water is to be filled & provisions & stores for 3 months taken on board & her Amunition wholly exchanged. I hope one week from her arrival in this harbor will not be thought too long for her equipment. —

The *Pickering* will be obliged to go to sea with the same guns she had last cruse, as all the carriages of the 18 pound Caronades are in Phil<sup>a</sup>

I shall leave this for Boston on Monday or Tuesday next, but shall first forward you an acc<sup>t</sup> of the Transactions an occurrences of the last Cruise

EP [EDWARD PREBLE]

[LC, EPP, Vol. 1, 1680-1799.]

To Captain John Barry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA.]

Navy Department 20. June 1799. —

Cap<sup>t</sup> JOHN BARRY

SIR I have the honor to enclose Commissions for —

Edward Meade	} to be Lieutenants in the Navy. —
Richard Somers	
Stephen Decatur Jun <sup>r</sup>	

and Warrants for

James Dick	} to be Midshipmen in the Navy. their Pay &c to commence this day. —
William Ingraham	
William Neilson	
Joseph B. Hennesey	
William Brow & James P. Hunt	

I am &c &c

N. B. Oaths are enclosed for the above Midshipmen which they will take and return to this Office. —

[NDA. OSW, Vol. 2, 1799.]

To Captain Stephen Decatur (Senior), U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20<sup>th</sup> June 1799

Cap<sup>t</sup> STEPHEN DECATUR

SIR You will please to consider yourself appointed Commander of the Frigate *Philadelphia* building by the Merchants of Philadelphia — and pay such attention to her building and equipment as will secure to the Public a faithful built Ship — and due expedition and oeconomy in the equipment. — It will be well to ascertain as soon as may be, in what state the Merchants mean to deliver her to the Public, that we may begin in due time, to prepare for her, what the Merchants do not furnish. — For example — the Merchants may only mean to give her one suit of Sails — in this case, the public will have to provide, another suit — and so of other articles. — The Guns and Military Stores, I presume will be intirely furnished by the public — the public too, will provide Anchors, as the Merchants would find it difficult to procure them of sufficient weight. —

I have the honor &c

[NDA. OSW, Vol. 2, 1799.]

To Captain Patrick Fletcher, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department, 20 June 1799. —

Cap<sup>t</sup> PATRICK FLETCHER

*New Port*

SIR I am honored with your letters to the [space] Instant. — Having already sent on your Instructions, I have little to add. — Mess<sup>rs</sup> Gibbs and Channing will advance any money necessary for your Officers and Crew. —

Enclosed you will receive two Certificates sent me by your first and second Lieutenants, both of them requiring by their letters to me permission to remain on shore — It is unfortunate, and also a very uncommon circumstance, that two Lieutenants in one Ship, after a short Cruise, should get so ill, as not to be fit to perform their duty. — It is mortifying too, that this should be the case, when the Ship is to proceed immediately on service. — We have no supernumerary Lieutenants. — I have said nothing to these Gentlemen — and shall not — as I have heard nothing from you respecting their indisposition, I cannot but hope, that they are not so ill — at least not both of them, as to be unable to proceed on the cruise — Should I be mistaken however, you will of course give them permission to remain and call upon Lieutenant Phillips. — Possibly I may send off from this by the Stage to morrow a Lieutenant — but dont wait for him if he should not arrive when you are ready to proceed to sea. — pray give me the Characters of all your Officers, freely and fully, in full confidence that your communications shall be confined to myself — It will afford me the highest pleasure to assist the views of meritorious men — It is a duty which I shall not hesitate to perform, to assist in ri[d]ding the service of Men who disgrace it. —

I am &c &c &c

[NDA. OSW, Vol. 2, 1799.]



To Lieutenant Jeremiah Barton, U. S. Navy, of the U. S. Ship *L'Insurgente*, from  
 Captain Alexander Murray, U. S. Navy

PHI<sup>a</sup> June 20<sup>th</sup> 1799

Lieu<sup>t</sup> BARTON

SIR By desire of the Sec<sup>y</sup> of the Navy who informs me of your appointment, and establishment as Lieu<sup>t</sup> on board the *Insurgente* with the priority to M<sup>r</sup> Wells, who I have written to & who I hope is now on board, I shall in future correspond with you on the subject of the Equipment of the Ship that I have the honor to Command, I have just been looking over her Inventory, as transmitted to the Naval Department, but 'tis impossible for me to form a Judgment about the state of her Materials, and request you will as soon as possible look over the Inventory, presuming that theres a Copy of it on board, I shall at all Events, send you the Copy from hence in a few Days, & what ever useless or worn out materials, not worth repair, may be on board I would advise you to consult with M<sup>r</sup> Pennock about, & have them landed, so as to have as little lumber as possible, it strikes me that there are many of her sails, such as are describ<sup>d</sup> as Merchantmen sails that had best be sent out, & if you can get at least temporary Officers, to act in the different departments, it will be well till we can make final arrangements, I think it will be necessary to get all the Water casks out to get them overhauled & have them fill<sup>d</sup> with good Water —

M<sup>r</sup> Pennock is a Gentleman of great experience in our line & I have no doubt but he will give you all the advice in his power, the great object is to get the Ship out as soon as our united efforts can admit We shall in a few days open Rendezvous here, & at New York, to procure Seamen, & I presume the Secretary will soon give orders to the same effect at Norfolk — It is uncertain when I shall be with you, but request you will without delay write to me particularly about your progress & state of the Ship & what she stands in need of —  
 Yours &c.

[NDA. A. Murray's LB, 1799-1805.]

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[About 20 June 1799]

To Lieutenant Jeremiah Barton, U. S. Navy, from Captain Alexander Murray,  
 U. S. Navy

Lieu<sup>t</sup> BARTON

SIR The bearer M<sup>r</sup> Dan<sup>l</sup> Jennings is appointed Purser of the *Insurgente*, you will therefore receive him on board in that Capacity, & as he is but young & inexperienced as yet, in the requisite Duties in that department, I must beg you will afford him every insight into the business in your Power, I hope he is well aware of the responsibility of his trust & hope he will prove a good & congenial Companion to us —

Your Most Ob<sup>t</sup>

[NDA. A. Murray's LB, 1799-1805.]

To Purser Charles Wadsworth, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department June 20<sup>th</sup> 1799. —

M<sup>r</sup> Charles Wadsworth  
Purser of the *United States*.

SIR The following Persons part of the Crew of the Ship *Ganges* arrived here in the prize Vessel *Eliza* and inform me that they are willing to serve the remainder of the time for which they engaged with the *Ganges*, on board the Frigate *United States*, and require two months pay, which you will please to supply them with — to be deducted out of their services on board of the *United States*. —

I am &c &c

Joseph Rands — able seaman	}
John Andrews Wander — ditto	
Edw <sup>d</sup> Tyrrell — Quarter Gunner	
David Croll — Quarter Master	

P. S. There is also Rob<sup>t</sup> Smith who served on board the *Retaliation* & being sick at the time the *Norfolk* sailed was sent to the Hospital — He is now recovered and will serve on board the Frigate. You may also advance him 2 M<sup>o</sup> Pay as an Ordinary Seaman. —

[NDA. OSW, Vol. 2, 1799.]

Protest made by William Cozzens, Master, Brig *Peyton Randolph*, captured by French Schooner *Revenge*

[20 June 1799]

(Copy)

In the year of our Lord 1799 this 23 day of July, before me Jouchin Melelior Magens deputÿ Judge and Notarÿ Public in the Island of S<sup>t</sup> Thomas in America, personally appeared, Capt<sup>l</sup> W. Cozzens former Master of the Brig *Peyton Randolph* of Newport Rhode Island, who most solemnly deposed, declared & said: That he sailed in said Brig from Surinam on the 15 of June last, bound for Rhode Island, and that nothing materialÿ happened untill the 20<sup>th</sup> at 2 P. M. he saw a Schooner to windward of said Brig being then in Latt of 15.30, Long 56.50 W, that was bearing down to said Brig, he tryed everÿ possible means to get clear, but all his endeavours were fruitless, at a certain distance the Schooner hoisted American Colours and after having fired upon the Brig the deponent hove too; the Schooner then came, nearer up, She changed her colours & proved to be a French Republican Schooner, called *Revenge*, commanded by Capt<sup>n</sup> Lagan [?] mounted with 14 guns, who captured the Brig and robbed her of manÿ articles, likewise took away from the Brig the Mate and all the Crew except the Deponent and the Cabin Boÿ, instead of whom, they sent 6 men of their Crew on board of said Brig and carried the Same into Point Peitre Guadeloup where they arrived on the 22<sup>d</sup> of said month After their arrival there, the deponent was kept as prisoner on board the Brig in 24 hours, that they took away his log book and all the Ships papers and private accounts. —

Further the Deponent declared, that he was personally present at the Vendue of the Brig and Cargo. On the 9 of July he with several other persons got a permission to go on board of a Danish Ship to go to Bassaterre, in order to get a Copy of the Condemnation, passed

against the said Brig and Cargo, but on the 10, when they were under the cover of the forts, they were boarded and taken by an English Ship commanded by Capt<sup>n</sup> Listen and carried to Tortola where the deponent immediately got a passage to S<sup>t</sup> Thomas and where he the same day of his arrival, noted his protest in my Office. In testimony whereof, he subscribed these presents before me, said Notary and my witness, being willing to corroborate the same on oath, in the mean time Capt<sup>n</sup> W Cozzens did, as likewise I the aforesaid Notary at his request & on his behalf, do, hereby most solemnly protest against the within mentioned circumstances that all costs, damages and expences, sustained or to be sustained, be for account and risque of those whom it may concern —

WILLIAM COZZENS —

\* \* \* \* \*

Sworn before me in a Special Court held at S<sup>t</sup> Thomas the 23<sup>d</sup> July 1799 —

J M MAGENS

Judge —

I Christopher Ellery legally elected & engaged Public Notary residing in Newport in the State of Rhode Island & in the United States of America hereby certify that the foregoing is a true Copy of the Original Protest — Compared therewith by me —

In testimony whereof I Notary hereunto set my hand & notarial seal at said Newport this twentieth day of August in the Year Seventeen hundred & ninety nine —

CHRIST ELLERY

pub. not.

[NDA. photostat.]

To Robert Patten & Robert Walker, owners of Schooner *Francis*, Fredericksburg, Va., from Secretary of the Navy

[PHILADELPHIA]

Navy Department June 20, 1799.—

Mess<sup>rs</sup> ROBERT PATTEN & ROBERT WALKER

Fredericksburgh, Virginia.

GENTLEMEN. — The enclosed copies of Letters and Accounts respecting the Schooner *Francis* captured by the French, and recaptured by the *George Washington*, were sent me by Cap<sup>t</sup> Fletcher, Commander of that Ship. — Also the Bills as at foot received for the sale of the Schooner and Cargo. — The Bills are endorsed to me, improperly — I do not choose to endorse them, but have sent them to New York for acceptance, and when paid the money shall be paid to the owner of the Schooner and Cargo. — Captain Fletcher without being able positively to ascertain the fact, supposes that you are the owners. —

I am &c

May 17.1799. Arthur Blair on John Juhel & Co. at 90	Dollars	} 3012
days in favor of J. Gay for-----		
Ditto. — — Ditto . . on James Crammond of N		} 4400. 78
York in favor of John Gay for-----		

Dollars----- 7412. 78/100

To Captain Robert Gill, Navy Storekeeper, from Garrett Cottringer for Secretary of the Navy

[PHILADELPHIA]  
N Deptm<sup>t</sup> 20 June 1799

Cap<sup>t</sup> ROBERT GILL

Be pleas'd to Ship forthwith for Cha<sup>t</sup>on S<sup>e</sup> Carolina, to address of M<sup>r</sup>Crafts, for the use of the Galley building at Beaufort — 1,100 feet sheathing Copper, to comprize all the 18 oz. in Store, as well Common as improv'd, the deficit to be made up of the 20. oz. — 25,000 Nails of 1 inch & 1¼ inch long eq. quantity of each — 120 feet ¾ inch & 50 feet ½ inch Copper Bolts, 2000 Spikes of five inches, or as near as may be, — 1 Cannon 24 pounder, 40. 24l<sup>b</sup> Ball 500 Grape Shot, 25l<sup>b</sup> Match Rope, 1 Rammer, 1 Spunge, 1 Ladle & Worm, 25 Muskets with Bayonets, 25 boarding Pikes —

I am &<sup>e</sup>

G[ARRETT] C[OTTRINGER] for the Sec<sup>ry</sup>

[NDA. GLB, Vol. 2, 1799.]

To Captain Robert Gill, Navy Storekeeper, from Secretary of the Navy

[PHILADELPHIA]  
Navy Department June 20.1799. —

Cap<sup>t</sup> ROBERT GILL

SIR I enclose an Order on Lane and Salter and Henry Foxall & C<sup>o</sup> for fourteen 18 pound Cannon, and twelve, 12 pound Cannon, which you will please to receive from either or both of them, and forward to Jacob Sheafe Esquire of Portsmouth New Hampshire, for the Frigate *Congress* building at that place. — You will please to send at the same time one sett of Signal Colours for said Frigate. —

I am &<sup>e</sup> &<sup>e</sup>

There are Eighteen 18 pound  
Cannon to be Sent to New York }  
for Cap<sup>t</sup> Truxtun before these }

[NDA, GLB, Vol. 2, 1799.]

To Henry Foxall & Co. or Lane & Salter from Garrett Cottringer for Secretary of the Navy

[PHILADELPHIA]  
Navy Department June 20 1799 —

Mess<sup>rs</sup> HENRY FOXALL & C<sup>o</sup>

OR  
LANE & SALTER.

GENTLEMEN Please to deliver to the order of Cap<sup>t</sup> Robert Gill, fourteen 18 pound Cannon, and twelve 12 Pounders for the Frigate *Congress* building at Portsmouth New Hampshire. —

Mess<sup>rs</sup> Lane and Salter will first prepare the Eighteen 18 pounders for New York before they deliver any on this order. —

I am &<sup>e</sup>

G[ARRETT] C[OTTRINGER]

[NDA, GLB, Vol. 2, 1799.]

To Captain Robert Gill, Navy Storekeeper, from Secretary of the Navy

[PHILADELPHIA]

Navy Department June 20.1799

Cap<sup>t</sup> ROBERT GILL

SIR Please to deliver to Cap<sup>t</sup> Thomas Baker of the Ship of War *Delaware*, Two six pound Cannon for the use of s<sup>d</sup> Ship with Carriages. —

I am &c

[NDA. GLB, Vol. 2, 1799.]

[20 June 1799]

Launching of the Sloop of War *Chesapeake*, and description of her figure head

This day, about 20 minutes before 10 o'clock, the subscription sloop of war *Chesapeake* [\*] of 20 guns, built by capt. De Rochbrune, was safely committed to the waves, amidst the loud acclamations of a large concourse of spectators, the discharge of cannon from the new brig *John Brickwood*, and a ship at the fort, seconded by volleys from the volunteers and marines on board. On no occasion was there ever a launch conducted in a more masterly manner, or one that terminated more to the honor, or satisfactory to the feelings of the builder. The confidence reposed in capt. De Rochbrune by the patriotic gentlemen for whom she is built, is repaid by building them a vessel judged to be as complete as any of her size in the American or any other navy in the world.

The head of the *Chesapeake* is a figure emblematic of the water from which she derives her name, and represented by a Neptune-like man, of huge stature and long beard, holding with both hands, an urn, through which, the waters are pouring in profusion by his feet.

May his waters overwhelm our enemies; and may the thunder from his *ports* be a *death tribute* to the apostate Talleyrand and all his adherents.

[\* NOTE.—This vessel (later christened *Patapsco*) should not be confused with the U. S. Frigate *Chesapeake* launched at Norfolk, Va., on 2 December 1799.]

[LC, Baltimore, "Federal Gazette & Baltimore Daily Advertiser", 20 June 1799.]

To John Chaplin, Jr. & Others, Committee of Citizens, Beaufort, S. C., from Secretary of the Navy

[PHILADELPHIA]

Navy Department June 20. 1799. —

Mess<sup>rs</sup> JOHN CHAPLIN JUN<sup>r</sup>  
& others Committee of Citizens  
for building a Galley for the  
service of the United States.

Beaufort

GENTLEMEN I am unadvised as to the progress of the Galley building under your direction, since your letter of the 19<sup>th</sup> April. — Presuming that you have not received a sufficient supply of Copper Bolts and Spikes, from William Crafts, I have ordered the deficiency to be furnished from this place. The Copper for sheathing, Military equip-

ments and Stores, are also ordered, and the whole will be forwarded to M<sup>r</sup> Crafts. — Presuming likewise that you may be in want of money, I have directed a remittance of two thousand Five hundred Dollars to be immediately made to you.— Your recommendation of Captain Cartwright is satisfactory, his appointment will be forwarded in due time. — And as no person has yet been designated as a Lieutenant I shall consider myself obliged by your recommendation of a proper character for that appointment. — Measures will also be promptly adopted for engaging a Crew, when you announce the Vessel to be in such forwardness as to render such a step expedient.—

I am &c &c

List of Articles ordered. viz —

1100 feet sheathing Copper — 18 & 20 oz. 25000 Nails of 1 inch & 1¼ inch long, half each 120 feet ¾ inch } Copper Bolts  
50 feet ½ inch }

2000 Spikes of 5 Inches or near as may be. —

1 Cannon — 24 Pounder. — 25 Muskets with Bayonets

25 Boarding Pikes — 40 — 24<sup>lb</sup> Ball — 500 Grape Shot

1 Rammer, — 1 Spunge — 1 Ladle and Worm — 25<sup>lb</sup> Match Rope —

450<sup>lb</sup> Powder — may be had at Charleston from M<sup>r</sup> Crafts. —

There are no Howitzers to be procured. — As it is probable more bolts & spikes are ordered than will be used, you will please have returned the surplus if any.

[NDA. GLB, Vol. 2, 1799.]

To Francis Higgins, Steward of Pennsylvania Hospital, from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department June 20. 1799.*—

M<sup>r</sup> FRANCIS HIGGINS

*Stewart of Pennsy<sup>a</sup> Hospital*

SIR You will please to deliver to the order of M<sup>r</sup> Regis LeBlanc, the French now under your care. —

I am &c &c &c

[NDA. GLB, Vol. 2, 1799.]

To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department 21. June 1799.* —

Commodore TRUXTUN

*Norfolk*

DEAR SIR I am this day honored with your letter of the 13<sup>th</sup> — I had anticipated the contents in mine of the 10<sup>th</sup> except as to Lieu<sup>t</sup> Cowper. — I do not believe the *Richmond* will be in shortly — the moment I knew your orders, I sent by three different Vessels, for all the Vessels in the Islands, to remain there — one of which, I hope will arrive in time to prevent the return of any more. —

I am &c &c

[NDA. OSW, Vol. 2, 1799.]

To Captain Patrick Fletcher, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA.]

Navy Department 21. June 1799

Cap<sup>t</sup> PATRICK FLETCHER

*New Port*

SIR Fearing that you might be at a loss for Officers, two of your Lieutenants being in an ill state of health — I have sent on M<sup>r</sup> Van Ranselair, — who was first Lieutenant of the *Herald*, to act on board of the *George Washington*.

I am &c.

[NDA. OSW, Vol. 2, 1799.]

To Captain Patrick Fletcher, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA.]

Navy Department 21. June 1799. —

Cap<sup>t</sup> PATRICK FLETCHER

*New Port*

SIR I have sent on to New York, the several Bills you enclosed for the Cargo of the Schooner *Francis* and for Salvage. — and have written to the persons you suppose to be the owners of that Schooner. — The whole money arising from salvage, belongs to the Captors — the United States claim no part — I shall hold for your order, the money for the Salvage, when received.

I am &c.

[NDA. OSW, Vol. 2, 1799.]

To Captain Edward Preble, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department June 21. 1799. —

Cap<sup>t</sup> EDWARD PREEBLE

SIR I have received your letter of the 20<sup>th</sup> Instant and am very much pleased with the dispatch in getting the *Pickering* ready for sea, which having exceeded my expectations, her cruising instructions are not yet prepared, but they will be forwarded by the next mail. — Her station will be among the Carribbee Islands, and she will be ordered in the first instance to S<sup>t</sup> Kitts. — Lieu<sup>t</sup> Hillar may take under his convoy any Vessels bound to Martinico or any of the Windward Islands. —

I am &c.

[NDA. OSW, Vol. 2, 1799.]

To Lieutenant Benjamin Hillar, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department June 21. 1799

Lieu<sup>t</sup> BENJAMIN HILLER

*New York*

SIR Enclosed is your authority to capture French Armed Vessels, or Armed Vessels sailing under the authority or pretence of authority

from the French Republic, and to recapture American Vessels, taken by the French, wherever found on the high Seas.

You have also enclosed the President's orders of the 29<sup>th</sup> December, 16<sup>th</sup> January and 12<sup>th</sup> of March, to all which you will pay the strictest attention. — You will as soon as the *Pickering* is prepared, and you have all your stores on board, proceed to Basseterre in the Island of S<sup>t</sup> Kitts, taking under your convoy, for any of the Carribbee Islands, any Merchant Vessels ready to sail from New York, and desirous of benefitting by your protection — but do not remain more than one day for any Vessels, it being important to our whole Commerce that you should as early as possible, arrive in the West Indies.

On your arrival at Bassaterre you will place yourself under the command of Captain Tingey, of the *Ganges*, or whoever may be the senior officer on that station — I shall desire him to afford you every opportunity to distinguish yourself Officers and Crew, — and not to employ a vessel so well calculated for cruising to advantage, in the more unprofitable business of convoying our Merchant Vessels. —

It is the President's particular command, that you keep good order and discipline on board of the *Pickering* — that your conduct towards the Vessels and people of all Nations in amity with the United States, be friendly and obliging — and that on no account you suffer the American flag to be dishonored. —

Wishing you great success and many opportunities of distinguishing yourself. —

I have the honor to be &c

You will receive herewith an Act for the Government of the Navy.

[NDA. OSW, Vol. 2, 1799.]

To Lieutenant Thomas H. Merry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 21 June 1799. —

Lieu<sup>t</sup> THOMAS H. MERRY

SIR You will proceed to New York & exert yourself to engage twelve able seamen for the *Scammel*, Sloop of War. — You will allow them 17 Dollars p<sup>r</sup> month — they are to be entered to serve one year from the Sloops first weighing Anchor on a Cruise. — You will engage none but sound and healthy persons, and suffer no indirect or forcible means to be used to induce them to enter into the service. — You will be allowed besides your pay and rations, two Dollars for each recruit, in full, for every expense, but that of provisioning the Men, whilst at New York, and their transportation from New York to this place. — You may allow two months advance, but take care to obtain, previously sufficient security to resort to in the event of desertion. — You will receive five hundred Dollars to effect the object of these instructions. —

I am &c &c.

It is expected from your activity and exertion that you will return to Philadelphia with the Recruits by the 4<sup>th</sup> of July. —

[NDA. OSW, Vol. 2, 1799.]



To James & Ebenezer Watson, Navy Agents, New York, from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department 21 June 1799* —

Mess<sup>rs</sup> JAMES & E. WATSON

GENTLEMEN You'l be pleased to give orders to M<sup>r</sup> Townsend, for the following Anchors and ascertain how soon they can be ready —

6 of 50 C<sup>wt</sup>

6 of 44 C<sup>wt</sup>

3 of 10 C<sup>t</sup>

3 of 5 D<sup>o</sup>

I enclose a list of Dimensions most approved for Anchors of those sizes, and I request that you will urge M<sup>r</sup> Townsend to finish them as soon as possible. — 4 of them of 50 C<sup>wt</sup> are intended for the Frigate *President*, with 1 of 10 and 1 of 5 C<sup>wt</sup> which will be her complement. —

I am &<sup>c</sup> &<sup>c</sup>

[NDA. GLB, Vol. 2, 1799.]

To Jeremiah Yellott, Navy Agent, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department June 21. 1799* —

JEREMIAH YELLOTT Esquire

SIR I am honored with the receipt of your letter of the 18<sup>th</sup> instant, and I enclose you a letter to Mess<sup>rs</sup> Swans, who will deliver to your order any of the Bolts which will answer the purpose, and for which you will be pleased to give them receipts. — I shall therefore not send any from hence or New York as I intended. — It has heretofore been the custom for the Public to furnish the Slops for the Navy, leaving it to the purser to issue them out and to charge them at a price merely equal to the cost and expences, but I have it in contemplation in future, that the Pursers shall furnish the Slops themselves, which will be less troublesome, to the Department and Agents, and will be equally satisfactory to the Crew, provided the Pursers are not too rapacious in charging the Articles at a high Cost. — On this subject I will write you in time, if you are to provide the Slops.

I am &<sup>c</sup> &<sup>c</sup> &<sup>c</sup>

[NDA. GLB, Vol. 2, 1799.]

To Ebenezer Jackson, Savannah, Georgia, from Secretary of the Navy

[PHILADELPHIA.]

*Navy Dept<sup>t</sup> June 21. 1799.*

EBENEZER JACKSON Esq<sup>t</sup>

SIR, Your Letter of the 15th & 23rd of April I have had the honor to receive — Presuming that you have return'd from your excursion to S<sup>t</sup> Mary's River, and that you have possessed yourself of the best possible information respecting the live Oak timber on your Coast, I rely implicitly on your Zeal & discretion to promote the best interest of the U. S. by every means in your power with regard to engaging the timber for the 74 Gun Ships — Seventy five Cents p<sup>r</sup> Cubic foot appears to me to be an enormous price, but being Convinced that

extravagant as it may seem it is better to give it for timber cut exactly to the Moulds than to obtain it at an inferior price in a different state — I have to request that you will as soon as may be enter into contracts for frames agreeably to my Letter of the 23rd March, & on the terms of that Letter in every particular excepting time, which may be extended to 7 mo. from the 1<sup>st</sup> of July next, & prices, which may be as high as 75 Cents, if you cannot obtain it at a lower rate, from persons who will certainly comply with their engagements in every particular — To the observations of M<sup>r</sup> Humphreys principal Naval Constructor for the U. S. herewith furnish'd the Contractors must strictly conform —

The moulds shall be immediately sent on

With respect to purchasing live Oak timbered Lands, I wait further information from you before any decisive measures will be adopted.

I am &c<sup>s</sup> —

P. S. M<sup>r</sup> Humphreys not having compleated his directions as to the manner of preparing the timber, they will be forwarded by next Mail, Mean time you may be progressing with the contracts —

Duplicate by Water

[NDA. GLB, Vol. 2, 1799.]

[21 June 1799]

Concerning Sale of French Armed Vessel *L'Tarteuffe*, captured by the U. S. Frigate *United States*

In the District Court of the United States in and for the Pennsylvania District:—

The United States	}	Serv Libel filed 17. May 1799 —
vs.		
The Armed French Vessel called <i>Le Tarteuffe</i> &c — captured by the Frigate <i>United States</i> — John Barry Esquire Commander		

The monies brought into Court arising from the sale of the said Armed French Vessel called *Le Tarteuffe* as appears by the Marshal's return, amounts to two thousand one hundred and seventy dollars and forty one Cents — The Costs and incidental Expences attending the Prosecution condemnation and sale of the said vessel as taxed by me this day amounts to one hundred and sixteen dollars and eighty nine cents leaving a balance to be divided between the United States and the captors of two thousand and fifty three dollars and fifty two Cents. —

I do therefore adjudge, order and decree that the Clerk draw on the Bank of the United States in which the monies brought into Court as aforesaid are deposited for the sum of One hundred and sixteen dollars and eighty nine Cents, being the costs and charges — incidental Expences aforesaid — and that he pay the same to the Persons respectively entitled thereto and I do further Adjudge, Order and decree that the said Clerk draw on the Bank aforesaid for the further sum of One thousand and twenty six dollars and seventy six cents (being the moiety accruing to the United States in the Premises) and that he pay the same into the Treasury of the

United States — according to law. — As to the Moiety accruing to the Captors I hereby direct that the same be and remain in this Court — subject to the further order and decree thereof.—

RICHARD PETERS —

PHILADELPHIA }  
21<sup>st</sup> June 1799—}

United States — } SS.  
Pennsylvania District }

I certify (for the use of the United States) that the foregoing is a true and faithful copy of the original filed and now remaining amongst the records of the District Court of the United States in and for the Pennsylvania District — in my office. —

Seal

Witness my hand and the Seal of the said Court at Philadelphia this twenty Second day of June A. D. 1799 and in the twenty third year of the independence of the United States.

D. CALDWELL — *Clk. Dist. Ct*

[GAO. No. 10863.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 21 June 1799

First part light breezes & pleasant weather — at 1 PM saw a sail to the westward.

Middle part Calm & Cloudy

at 3 AM Tk<sup>d</sup> ship to the S W<sup>d</sup> at 5 saw the 2 vessells we had spoke with & another strange sail gave chase to her set St<sup>f</sup> sails at 8 in St<sup>f</sup> Sails

Latter part Moderate

[Long'de ob'd. 52. 35W.]  
[Latt'de ob'd. 28. 10N.]

[HS of Old Newbury, Mass., NDA photostat.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding United States Ship *Montezuma*, 21 June 1799

Weather Pleasant, wind Moderate —

Rain at times, with Gusts of wind —

Fresh breezes and fair weather

Fresh Gales & squally —

Continues strong Gales —

[Lat<sup>d</sup> Obs. 19.20 N.]  
[Long. 60.7 W.]

[NA.]

To President John Adams from Secretary of State

[PHILADELPHIA]

Department of State June 22<sup>d</sup> 1799

The PRESIDENT OF THE UNITED STATES

SIR Yesterday I was honored with your letter of the 15<sup>th</sup> covering the proclamation respecting the S<sup>t</sup> Domingo trade; and last evening a

packet from Doctor Stevens and General Maitland, announcing that the arrangements were so far made as to admit of the opening the ports of Cape Francois & Port au Prince on the first of August. That is, vessels previously sailing from the United States and Jamaica, may on that day enter those two ports, and not before.

The Heads of Departments have been reading the dispatches and considering the subject — and are to meet again presently. I seize the interval to announce thus much; the mail being near closing. By the mail of Monday (the 24<sup>th</sup>) I shall be able to forward copies of the most important documents. The *British* merchant vessels are to enter under the flag of a *parlementaire* at present. Col<sup>l</sup> Grant is not yet permitted to remain in the Island, or any other *openly* as a British Agent.

I have the honor to be &c &c

TIMOTHY PICKERING

[SDA. Dom. L. Vol. 11, 1798–1799.]

To Captain Thomas Tingey, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department June 22<sup>d</sup> 1799. —*

Cap<sup>t</sup> THOMAS TINGEY

*West Indies. —*

D<sup>r</sup> SIR I expect to be able to relieve you and your Ship, before you are much exposed to the Harricanes, by sending another proper Officer, to take the command, on the very important station where you are. But as your Mens time expires in October, I must endeavour to find employment for you, so as to prevent your arrival in the United States before the middle of October. — On these points I shall be full in my next. We have many Vessels preparing, and several nearly ready for sea. —

You will not again go out in the *Ganges*, but will have one of the Frigates at New York — or that at Norfolk — but I believe one at New York — From various circumstances, you have become an old Captain — and stand fair to be entitled to one of the six Ships of the line, by the time they are ready. — We have begun to collect materials for building them. — I hope you will find a very good harvest, during the time of your command in the Islands. — This will be the more likely if you have not parted with any of the fast sailing Vessels, which Truxtun ordered — I cannot conceive for what — to return the 10<sup>th</sup> of June. — We are tranquil here and Federalism has gained ground in all the States — but a great deal to the Southard. — The importance of a Navy to this Country is more and more acknowledged — and the Idea of having a strong one for defense, is becoming more and more popular — and had it not been for the unlucky return of so many of our Vessels, there would be nothing to regret in the conduct of our Navy. —

I am &c.

I send you some News Papers and Law for the Government of the Navy. —

[NDA. OSW, Vol. 2, 1799].

To Captain Thomas Tingey, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA.]

Navy Department June 22. 1799.

Captain THOMAS TINGEY  
West Indies. —

SIR I am honored with your Letters of the 20<sup>th</sup> and 25<sup>th</sup> of May. — I am pleased with your determination to remain in the West Indies and to keep the *Norfolk* with you. — I wish you had opened the Letters to Captains Barry and Truxtun, and you would have seen that nothing was farther from the thoughts of the President than to leave our commerce exposed to French deprivations by withdrawing so many of our Vessels from the only scene where they would be useful. — But I hope you received some of my letters to you, in time to keep with you the *Baltimore* — the *Richmond* and the *Eagle* as well as the *Norfolk* — and that you have before this been joined by the *Montezuma* and the *Merrimack*. — This goes by Lieu<sup>t</sup> Command<sup>t</sup> Hillar of the *Pickering* — which Vessel you will take under your command — and keep with you all you have, until you are relieved, or until further orders — except the *Baltimore* if she should be with you, which Vessel ought to return to Baltimore, to which place you will please to direct her, her Men having been recruited there, and their times being out in July and August. — Should any unforeseen circumstance render it necessary for you to send in any other Vessel, order her to New Castle on the Delaware. —

I shall in the course of ten days send some provisions for the Vessels under your Command — under convoy of the *Delaware* or the *Scammel* — mean time, if they should be in want, you must have them supplied in the Islands on the best terms in your power — drawing on me for the amount. — I observe that many of our Vessels have been captured by Privateers from Porto Rico — and that many have been carried into Gaudaloupe. — You must so dispose of the force under your command as to capture or keep in port, the Privateers from both places — but more especially Gaudaloupe. — Our whole Commerce can be best protected by employing our Public Armed Ships in cruising — especially the fast Sailors — while we are convoying in one place, we are attacked in another. — Yet you will judge when it is proper to afford convoy, and act according to your own judgement. — I believe there will be but little danger of the Harricanes, until towards the middle of August — before which time I shall get Letters to you by more than one conveyance. — Whatever Prisoners you take, it will be proper to send to the United States, unless you can immediately get Americans in exchange. — those left by Captain Truxtun at S<sup>t</sup> Kitts, may be sent in by the *Baltimore*, if she should not have returned before the receipt of this. — or by the *Montezuma* should she not have gone to Jamaica, to which place I wish you may have sent the *Baltimore* — I say by the *Montezuma* — but not until about the middle of August. — The European Vessels generally avoid the Islands in August and September & October — but our own Merchant Vessels are less influenced by the Harricane months, and go to the Islands in every month and every week in the Year — they will therefore require protection, at all Seasons — dangerous Harricanes I understand do not occur oftener than once in four or five years — And when they do occur, they are very limited — and by no means extend

over any considerable part of the Islands. — The danger from Hurricanes therefore in good Ships, well manned, & fitted cannot be very great, nor sufficient to justify us for withdrawing our force intirely from the West Indies. — But the greatest attention should be paid to the appearances in the Heavens, and every means used to put the Vessels in a state to encounter whatever may happen — and I submit to you, who are a much better judge on this subject than I am, whether it would not be proper and prudent, for you to make Prince Ruperts Bay, in Dominica, or some place still further windward your place of rendezvous from about the middle or 20<sup>th</sup> of July. —

Wishing you all possible success and glory —

I have the honor to be &c. &c.

[NDA. OSW, Vol. 2, 1799.]

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To William Pennock, Navy Agent, Norfolk, Va., from Captain Thomas Truxtun, U. S. Navy

[U. S. S] *Constellation* 22 June 1799.

DEAR SIR, I have Your's of this Morning. three Weeks from the 20<sup>th</sup> Ultimo, the Date of Barron's Letter, would bring it to the 10<sup>th</sup> June. the Time I ordered him to sail with the Trade for this Bay, he may be looked for the 1<sup>st</sup> July. I wish him a better Vessel, but he must have Patience. Rome was not built in a Day.

I sent you the Condemnation of *L'Insurgente* this Morning. Not one Dollar of Commission will you or any one else receive on that Prize at Norfolk. You must be satisfied with your Com<sup>d</sup>, on her Outfit as a U. S. Ship. You are capital Fellows for Commissions at Norfolk; let me ask you, if you dont dream of Commissions every Night.

I should have no Objection to a reasonable Commission being paid on a Merchant Vessel, I might send in, but no Commission, No, No, on *L'Insurgente*.

If I can have Barron fixt in a Frigate, I shall be pleased, for I have really a very favourable Opinion of him. The Captain of *L'Insurgente* will soon be with you. Get that Frigate below Crany Island, or in these Roads immediately if you can, and it will give Satisfaction.

W<sup>m</sup> PENNOCK Esq<sup>r</sup> Norfolk —

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

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To William Crafts, Navy Agent, Charleston, S. C., from Secretary of the Navy

[PHILADELPHIA]

*Navy deptm<sup>t</sup> 22nd June 1799.*

WILLIAM CRAFTS esq<sup>r</sup>

SIR I am honor'd with your Letter of the 8th inst.— seventy five Cents p<sup>r</sup> Cubic foot appears to me to be a very high price for live Oak timber, but being convinced that extravagant as it may seem it is better to give it for timber cut exactly to the moulds, than to obtain it in a different state at an inferior price — I have to request that you will as soon as may be enter into contracts for two frames,

agreeably to my Letter of the 2nd April, & on the terms of that Letter in every particular excepting time which may be extended to 7 mo. from the 1st of July next, and price, which may be as high as 75 Cents, if you cannot obtain it at a lower rate, from persons who will certainly comply with their engagements in every particular as well as time — You will determine yourself whether to make the contract with Col. Shubrick for both frames or for either — I have only to urge on this subject that you ensure a certain compliance — M<sup>r</sup> J. [or I] Bowman of Charleston has written to the Presid<sup>t</sup> & M<sup>r</sup> Harper, and is desirous of contracting to supply live Oak timber — I do not know him or his ability to comply — You can better judge of the propriety of offering him a contract for one of the Ships — The observations of M<sup>r</sup> Humphreys principal Naval Constructor for the U. S. herewith furnish'd must be strictly adhered to by the contractors; & relying implicitly on your capacity & discretion I rest satisfied that the best interest of the U. S. will be promoted by every means in your power — The Moulds shall be sent on immediately —

I am &c

P. S. M<sup>r</sup> Humphreys not having compleated his directions as to the manner of preparing the timber, they will be forwarded by next mail — Mean time you may be progressing with the contracts —

Duplicate by Water —

[NDA, GLB, Vol. 2, 1799.]

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Extract from Journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday 22 June 1799

First part Squally Weather with rain all sail set in chase of a Sloop at 2 PM came up with boarded her the *Hannah* of & from Newb<sup>y</sup> Port bound to Martinico W<sup>m</sup> Milbery Master out 22 days — Middle part Moderate & clear 2 AM tack<sup>d</sup> to the West<sup>d</sup> 5 D<sup>o</sup> to S<sup>d</sup> & East<sup>d</sup>

at 8 Saw a Sail to y<sup>e</sup> West<sup>d</sup>

Latter part light breezes & pleasant 3 Sail in sight.

[Long<sup>d</sup> de ob'd. 52.36 W.]  
[Latt<sup>d</sup> de ob'd. 28.08 N.]

[HS of Old Newbury, Mass., NDA photostat]

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Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Montezuma*, 22 June 1799

Squalls of wind & rain

Middle part fresh breezes.

Saw 2 sail under our Lee beat to quarters, ½ past 2 A. M. Came up with and spoke brig *John* from Newbury Port, Anthony Knap Master, bound to S<sup>t</sup> Thomas's, at 6 Cap<sup>t</sup> came on board with his papers, found them to be regular, informs us the other sail is a Schooner from the same place.

[Lat<sup>d</sup> Obs<sup>d</sup> 18.36 N.]  
[Long. 60.13 W.]

[NA.]

To Secretary of the Navy from Captain Thomas Truxtun, U. S. Navy

U. S. SHIP *Constellation*  
Hampton Roads 23<sup>d</sup> June 1799 —

DEAR SIR, I enclose you another Letter from Fox to me and a Copy of a Letter to M<sup>r</sup> Pennock, by which you will see the forward State of the *Insurgente*, consequently the Commander is much wanted. If you have Ships for Decatur, and Murray, and are at a Loss for a Captain, I just take the Liberty to remind you, that Captain Samuel Barron will be here about the 1<sup>st</sup> of July, and among the whole of them, that I have seen, I know of none more deserving, and his Family are on the Spot. To the Merchants of Norfolk, it would be very gratifying to see him in that Ship; they all seemed, when I was there, to interest themselves in his Behalf, and he complains much of the Badness of the *Baltimore*. I have the Honor to be, with great Respect, and Esteem,

Your very Obed<sup>t</sup> humble Serv<sup>t</sup>

HON<sup>ble</sup> BENJ<sup>n</sup> STODDERT

*Secretary of the Navy*

[HS of Pa. NDA photostat. Truxtun's LB 1798-9.]

[23 June 1799]

To Naval Constructor Josiah Fox, U. S. Navy, from Captain Thomas Truxtun,  
U. S. Navy

SIR I am pleased by your letter of the 22<sup>d</sup> to see how you have progressed, in the Repairs of the *Insurgente*, and I am satisfied, with the activity and attention of M<sup>r</sup> Shacklock;— Nothing can give greater satisfaction, than to hear of business going on well at a distance — the sooner Mr Shacklock gets the *Insurgente* in the road the better, and the more it will be to his honor — I request that the Officers now on board, and those who may be hereafter sent on board, be treated with respect at the Yard, and that you encourage them, as much as possible, to make every exertion to facilitate the business, of the ship; this is absolutely necessary for you, especially as there is no Captain yet appointed.

I expect you will have that Beautifull and invaluable frigate to shine in these roads in a few days, Desire M<sup>r</sup> Shaclock to Assist M<sup>r</sup> Wells in getting an honest sober trusty Boatswain, and a Carpenter also of the like discription, for that Ship — I have no doubt but *L'Insurgente* may be at sea, by the first of August with great ease, as men are dropping in daily. —

I am Your Ob<sup>t</sup> Serv<sup>t</sup>

THOMAS TRUXTUN

[U. S. S.] *Constellation* 23<sup>d</sup> June 1799.

M<sup>r</sup> JOSIAH FOX  
N Y

[Fox Papers, Peabody Museum of Salem.]



Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. S. *Montezuma*, 23 June 1799

Fresh wind & fair weather

Discovered Land, it being the Island of Barbuda, bearing S. W. by S. 4 leagues No bottom with 45 Fath. line 10 A. M. Saw S<sup>t</sup> Bartholomews bearing W S W.

½ Past 10 Saw a Ship to Leeward, hoisted signals which were answered under American Colours, bore away for her, She proved to be the *Ganges* Cap<sup>t</sup> Tingey — A U. S. Ship — on a Cruise — Breeze steady and strong.

[NA.]

To Secretary of State from Edward Stevens, U. S. Consul General, St. Domingo

L'ARCAHAYE June 24<sup>th</sup> 1799. —

DEAR SIR My Apprehensions of an immediate Rupture between the rival Chiefs of this Colony have been realised. Rigaud has actually commenced Hostilities and taken forcible Possession of *petit & grand Goave*, two Districts which formerly appertained to the Department of Toussaint. At the latter Place he is encamped with an Army of 4000 Men. Toussaint is now at Leogane with 20,000. Rigaud's Army is well fed, well clothed, and well paid. The uninterrupted Trade he has carried on from the South with S<sup>t</sup> Thomas, the Continent of America, and the Island of Jamaica, has supplied him with Plenty of Provisions, Clothing, and Ammunition. The arbitrary and oppressive Contributions he has levied from the Inhabitants of the South, and the application of all the publick Revenue, for several years past, to his own private Purposes, have given him a great Command of Money. His Infantry are well disciplined, and his Cavalry the best in the Colony. The former consists of black Troops that have served under him since the Commencement of the Revolution, and a few of the Cultivators whom he has deceived and induced to espouse his Cause, by misrepresentation and Bribery. The latter is composed entirely of Mullattoes. These are the best Horsemen in the Colony. From Indolence and Pride these People seldom travel on foot, and being accustomed to ride from their Infancy they acquire a Facility of managing a Horse, which renders them superior to the Negroes. Add to this that they are always much better mounted. — Toussaint's Army, on the contrary, is in want of every Thing. He has but little Ammunition, and few Military Stores. There is not at present, a Barrel of Flour or Salt Provisions in this part of the Island, and his Troops are but indifferently clad. All these Circumstances have induced him, hitherto, to remain on the defensive, and have enabled Rigaud to gain ground. He is only waiting for the Supplies he momentarily expects from Jamaica, to put his Forces in Motion and strike a vigorous Blow. When he commences his Operations the Contest will be but short. Toussaint has on *his* side most of the Blacks, & all the Whites of the Colony. His humane and mild Conduct has render'd him respectable to the latter and they now look up to him as their only Shield against the cruel Tyranny of Rigaud. When the latter had got Possession of Petit Goave, all the whites in Port au Prince rose in a Mass, and desired Permission to march against him; but Toussaint objected to it, observing that they had already

suffered Misfortunes enough by the Revolution, and that he had Men enough to finish the Contest, and protect them, without subjecting them again to the Horror of War. Besides this decided support of the Inhabitants in his Favor, Toussaint acts *apparently* under the Sanction of the french Republic, while the other is considered as a Rebel and Outlaw. All the public Acts of the Agent are in favor of Toussaint, and hostile to his Rival. In this Line of Conduct will Rouse continue as long as he is invested with any public Authority. The fact is, that he dare not do otherwise. He is, at present, no better than a dignified Prisoner at the Cape, from whence he is not permitted to depart. Possessing only the semblance of Power, he will be tolerated for a Time, as useful in signing such Edicts as Toussaint dictates, and giving an appearance of Legality to his Proceedings. As soon as Rigaud falls, Rouse will be sent off, & from that Moment the Power of the Directory will cease in this Colony. — I hinted to you, some time ago, my suspicion that Rigaud was privately supported by the french Government, from the cruel Policy of weakening both Mullattoes & Negroes, by fomenting and keeping up a Contest between them. Every day confirms me more in this opinion, and I have now no doubt that the Agent is the secret and diabolical Instrument employed by them for this Purpose. He certainly is privately in the Interests of Rigaud, and Toussaint seems well acquainted with this Fact. Policy, however, induces him to temporise. A few Days ago he wrote him a very severe Letter, which he read to me. He accuses him of Weakness, Indecision, and a criminal Neglect of his Duty, and imputes to him all the Misfortunes which the Colony has suffered since the Commencement of his Administration. He concludes with calling to his Recollection that he has requested him three several times to publish a Proclamation of Outlawry against Rigaud, — that he repeats this Request, for the last Time, and nothing but his prompt obedience will convince him that the Government stands in any further need of his Services. I can readily anticipate the Result of this Mandate. *Rouse* will publish the Proclamation, tho' reluctantly, and will then be suffered quietly to strut about the Government House in the Costume of Agency, until some Thing else is required of him. —

As I have mentioned the Capture of petit & grand Goave it may be proper to give you the Particulars of that Event. After having massacred most of the principal white Inhabitants of Aux Cayes, Jeremie and Miraguan, Rigaud marched against Petit Goave with 4000 Men. Toussaint had in this advanced Post only 700 Men, under the Command of General Laplume, but these men were part of a Brigade under the immediate Command of Christophe Momet, Commandant of Port au Prince. Formidable as his army was, the Officer who commanded for Rigaud, was afraid to attack Laplume openly. He, therefore, had Recourse to Stratagem. The Commander of the national Guard, who was a Mullattoe in the Interest of Rigaud, & had deserted from Petit Goave on the first appearance of his Freinds, but afterwards affected to be sensible of his Error, and solicited Permission to return to his Duty. Laplume very imprudently consented to it, and suffered *him* and the Troop that had deserted with him, to come back to Petit Goave. Being in concert w<sup>h</sup> the 700 Men who had been corrupted by Christophe Momet their Commander, & Pierre Louis Mason their Lieutenant

Colonel (both Traitors, who have been since arrested and imprisoned) they took Possession of the Town in the Night, and murdered every Person they could find, without respect to Age or Sex. Laplume narrowly escaped being taken Prisoner. Some of the wretched Fugitives have arrived here in Courses, and give a horrid account of the Barbarity of those bloody Monsters. — Since this affair Laplume made an unexpected sally from Leogane, in two Columns, routed Rigaud's Troops, retook grand Goave, and drove them as far as Tapion, a Mountain in the neighborhood of Petit Goave. Nothing more has yet been done. — Toussaint's Position is very strong. Acul & Leogane are impregnable by any Force that Rigaud can bring against them, and as soon as the black Troops receive a Supply of Provisions and Stores they will push on to retake Petit Goave. The whole Force that Rigaud can bring into the Field is 55000 Men, and with these he has a large extent of Coast to defend; while Toussaint can easily embody four Times the Number. It is reported that Jackamel has been taken by a Party of Toussaint's Troops under the Command of General *La Fortune*, and *Mademoiselle*, and that\* Bauvais has escaped to St Thomas, but this Wants Confirmation. A great Number of Mullattoes have been taken up and imprisoned in this Village and other Parts of the Colony. The strictest Vigilance is observed in the Police thro' the whole Country, & great Care taken to arrest all suspected Persons. This is the actual State of Things. —

The Causes that have brought on this Contest are partly detailed in the Letter of Toussaint & the Agent which I enclose, and may be partly attributed to the Jealousy which naturally exists between two rival Chiefs, whose Theatre of Action is limited. The one *proud, haughty & cruel*, and agitated by a restless Ambition, views with Impatience a Negro at the Head of Affairs and in Possession of that Power, which he thinks is due alone to his superior Talent. The other more mild and humane thinks that the Interests of human Nature require this Man to be deposed, and that the Authority he himself possesses is justly merited by the Services he has rendered the Colony. Both wish to reign, but by different means, and with different views. Rigaud would deluge the Country with Blood to accomplish this favorite Point, and slaughter indiscriminately white, blacks, & even the leading Chiefs of his own Colour. — The acquisition of Power, with him, is only desirable because it would enable him to indulge, without Restraint, his cruel and sanguinary Passions. Toussaint on the contrary, is desirous of being confirmed in his Authority by the united Efforts of all the Inhabitants, whose Friend and Protector he wishes to be consider'd, and, I am convinced, were his Power uncontrolled he w<sup>d</sup> exercise it in protecting Commerce, encouraging Agriculture and establishing useful Regulations for the internal Government of the Colony. — 'Tho' the Dissension between these Chiefs is of an old Date, and Rigaud has been long making Preparations to force the supreme Command from the Hands of Toussaint, yet I do not imagine that the Explosion would have taken place so soon, had it not been for the Circumstances that have recently occurred. The Publication of Gen<sup>l</sup> Maitland's Treaty at the Mole, and the many injudicious Paragraphs that were inserted in the english Papers gave an Air of Plausibility to a Tale, which Rigaud studiously propagated, that the Colony of St Domingo

was to be sold to the British Government, and once more brought under the Yoke of Slavery. — But when the [H. M. S.] *Camilla* appeared off the Cape and British officers were seen landing in their Uniforms, even the Friends of Toussaint were stagger'd. Nor was the Story less confirmed, in appearance, when the Frigate touched at the Mole, and anchor'd at Gonaives for several Days. The secret Conferences of Gen<sup>l</sup> Maitland with Toussaint at Decahaux, excited Suspicions in the minds of the Cultivators, and added a Force to the Insinuations of his Enemies, which all the Efforts of his Friends were unable to resist. Rigaud triumphantly appeals to these Facts in a Declamation he lately published against Toussaint. Mutiny, Desertion & Treachery were the immediate Effects of Rigaud's Intrigues and Toussaint's unsuspecting Conduct. Several Bods of his Troops deserted to the South, and a few subaltern officers, whom he thought strongly attached to him, went off to his Rival. By vigorous and decided Measures, however, he quieted these Disturbances, and every Thing was reduced to order when the *Camilla* again made her appearance at L'Archahaye, where she has continued from the 11<sup>th</sup> Ins<sup>t</sup> until this Day. — The same suspicions, the same Intrigues of his Enemies have been renewed, & 'tho' I believe Toussaint will again suppress them, yet you would scarcely credit the mischief that has been done. This last Visit has thrown many obstacles in the Way of Gen<sup>l</sup> Maitland's Negotiation, and prevented Toussaint from doing many things which he was well inclined to do, but which the critical situation of his Affairs would not admit of. — It has thrown an effectual Bar in the Way of Col<sup>l</sup> Grant's Agency, and may perhaps prevent any other Person from being received. My Efforts in favour of the British Interests will become more difficult, and my situation be rendered more unpleasant. You may be assured, however, Sir, that I shall not omit any Thing that lays in my Power to promote the joint Interests of both Countries.

With respect to the Issue of the Contest between Toussaint and Rigaud, I own I am not apprehensive. As far as I can judge, (and I have taken much pains to acquire information, not only from my own Observation, but also from the Report of others) as soon as the former has furnished his army with what it wants, and taken the Field, the latter must yield. Toussaint runs no Risk from open Force. He is too powerful. His only Danger is from internal Treason; but as he is now on his guard, and has taken every necessary Precaution to prevent it, I believe he is tolerably safe, even from that Hazard.

It will readily occur to you, Sir, that if Toussaint should prove unsuccessful, all the arrangements we have made respecting Commerce must fall to the Ground. The most solemn Treaty would have little weight with a man of Rigaud's capricious and tyrannical Temper. This Circumstance points out the absolute Necessity of supporting Toussaint by every legal Measure, and it was this which induced me to consent to the small temporary supply which he is to receive from Jamaica. I hope it will come in Time to serve him until the Ports are open'd, which I have given him every Reason to believe would be done on the Day appointed. I beg Leave here to repeat what I have already hinted in all my Letters, that it might be prudent to direct some of the American Ships of War to cruise on the South side of the Island, and about Jeremie, in order that

they might cooperate with the British in cutting off all supplies & Provisions and Ammunition. —

I am sorry to inform you that the present civil War will have a considerable Influence on the Agriculture of this Island, & diminish the Exports of the present Year not a little. The Cultivators began to be industrious and the Expectation of selling their Produce, made them labour with alacrity; but a great many of them have of late been drafted for the Army. Most of the Horses, Mules, Oxen & Carts belonging to the different Plantations have also been put in Requisition. The Proprietors of Estates, therefore, can neither bring in the Produce which is already prepared for Market, nor prepare more. It is estimated that in the Quarter of Jeremie there is still 10 Millions of Coffee not exported. At petit & grand Goave, Miraguan, & Leogane there is also a large quantity. All this will be lost to the commercial World while the War lasts. Under the old System the District of L'Arcahaye made annually 30 millions of sugar. During the Residence of the british it exported 24 millions. This Year it has a Prospect of making 7 millions. What it will *actually* make, it is impossible to ascertain, as many of the Planters are obliged to cease grinding, and there is an entire Stop put to Labour. What I have said of the Places above mention'd applies equally well to the other parts of the Island. They have all severely felt the Calamities attendant upon the present Contest. —

I have just been informed that the *Sprightly* has made her appearance, and that it will be necessary to send off my Letters. I beg Leave to send you a Letter which I have just received from Gen<sup>l</sup> Maitland, and which announces his Departure for England. Should any accident prevent the Cutter from sailing immediately I will enclose you also a Copy of his Instructions to Col<sup>l</sup> Grant. — They will shew you that the Views of Great Britain are exactly similar to those of the United States respecting this Colony. — I remain  
D<sup>r</sup> Sir

With great Esteem & Respect  
Your most obed<sup>t</sup> Serv<sup>t</sup>

EDWARD STEVENS

TIMOTHY PICKERING Esq<sup>r</sup>

\* Notwithstanding the favourable Terms in which Toussaint speaks of Bauvais in the printed Letter I enclose you he has since discover'd him to be a Traitor & devoted to Rigaud.—

[SDA. CL, Cape Haytien. Vol. 1, 1797–1799.]

To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

Navy Department 24<sup>th</sup> June 1799.

SECRETARY OF THE TREASURY

SIR I have caused money to be advanced to Cap<sup>t</sup> Adams, for the full pay of the *Scammels* men, to the 10<sup>th</sup> instant. — Captain Adams is to proceed to Portsmouth, and to take with him, all the money the men choose to send to their wives. —

I am &c &c

[NDA. Req. on US T, 1798–1803.]

To Second Lieutenant Thomas Wharton, U. S. Marine Corps, from Major Commandant W. W. Burrows, U. S. Marine Corps

PHIL<sup>a</sup> 24 June [17]99

Cap<sup>t</sup> T. WHARTON.

SIR, It is my Orders, that whenever you meet with a Detachment of Marines at Sea, you examine them and give them every necessary Advice and direction — It is my particular Order that all Sentries be in uniform and have their heads powder'd, that no Sentry be relieved without a non Commission'd Officer — That no sentry be permitted to present Arms to any but commanders of Arm'd Ships and Field Officers — You must recommend to such Officers as you meet, that they provide their Men w<sup>th</sup> Hats, and such parts of their Dress as they shall lose out their own pay, and they must be made to understand, that no excuse is to be taken for a Soldiers wanting any part of his Uniform, therefore, if any thing is lost it must be replaced out of their money, which they can very well afford — as there are no stoppages or Deductions out of their pay —

It must be made Known to every Officer that I expect a report of his Detachment as soon as he arrives, with such proper remarks as they shall think necessary — You can furnish them with such Forms as are made use of at Head Quarters. — You will inform every Officer of the Fund agreed to be raised by the Officers for Music, and such as have not forwarded their 10\$ are expected to do it — At the same time you are to make Known that they are always at liberty to enlist any music, and give such Bounty as they in their Judgement shall think fit, and their Dra<sup>t</sup> on me shall always be answered.

Your ob<sup>t</sup> Ser<sup>t</sup>

W. W. B[URROWS]  
M[ajor] C[ommandant]  
M[arine] C[orps]

[MCA. LS, 1799.]

To James & Ebenezer Watson, Navy Agents, New York, from Secretary of the Navy

[PHILADELPHIA.]

Navy Department 24<sup>th</sup> June 1799. —

Mess<sup>rs</sup> JAMES & E. WATSON

GENTLEMEN, The enclosed letter from Cap<sup>t</sup> Truxtun requests you to have a Vessel ready to send to the watering place for his Guns — his 24 Pounders are to be exchanged for 18<sup>rs</sup> — 10 of which are at New York, and 18 here — which will be forwarded in time, with the Shot. —

I have ordered you a remittance of 20,000 Dollars. —

I am &c &c

[NDA. GLB, Vol. 2, 1799.]

To Robert Purviance, Collector of Customs, at Baltimore, Md., from Secretary of State

[PHILADELPHIA.]  
Department of State June 24<sup>th</sup> 1799

ROBERT PURVIANCE Esqr

SIR The Brigantine *Rosetta*, John Prince of Boston master, lately arrived at Baltimore, brought letters for me from James Blake Esqr Consul of the U. States for the city of S<sup>t</sup> Domingo, stating that she had been purchased there by Captain Prince, to bring home to the United States a number of Americans; some of whom were prisoners, the rest, the crew of an American vessel, the schooner *William* of Baltimore, which had foundered at sea. M<sup>r</sup> Blake certified to me that the *Rosetta* came with his permission from S<sup>to</sup> Domingo to the United States for the purpose now mentioned as a flag of truce. — You will of course admit him to an entry.

I am respectfully &c &c.

TIMOTHY PICKERING

[SDA. Dom. L., Vol. 11, 1798–1799.]

To James Blake, U. S. Consul, St. Domingo, from Secretary of State

[PHILADELPHIA]  
DEPARTMENT OF STATE,  
June 24<sup>th</sup> 1799.

JAMES BLAKE Esqr<sup>t</sup>

SIR, On the 20<sup>th</sup> instant I received your letters of the 23<sup>rd</sup> & 24<sup>th</sup> of May by the *Rosetta* Captain Prince, arrived at Baltimore as a flag of truce with prisoners & passengers.

In conversation with Capt. Prince to day I found he had the copy of the proceedings of the French tribunal in the trial and acquittal of the ship *Pattern*, Joshua Nash Master, which you were so good as to procure. The ship and her cargo belonging to my friend Stephen Higginson Esqr<sup>t</sup> I asked and received of Capt. Prince that copy, which I shall immediately send to M<sup>r</sup> Higginson. He will probably send an Agent to receive his property. I have assured him of your readiness to assist your fellow citizens, and that he might count on your aid in his case. I write this letter as an introduction to the person to whom he shall entrust this business.

The Secretary of the Navy paid Capt. Prince for the *American Prisoners* he brought home, and I paid him for the *American Seamen* whom he received on board as passengers, at the prices stipulated in your written agreement with him.

I am, &c.

TIMOTHY PICKERING

[SDA. Dip. Cor. Inst. to Min. Bk. 5, 1798–1800.]

[24 June 1799]

To William Haur, from Captain Thomas Truxtun, U. S. Navy

M<sup>r</sup> WILLIAM HAUR,

SIR, I have rec<sup>d</sup> your Letter exhibiting a Complaint against Capt<sup>a</sup> Bright, Master of the Revenue Cutter called the *Virginia*. Neither this Cutter, or our Commander, being on the Naval Establishment, but only in the Revenue it appears that your Complaint should be made to M<sup>r</sup> Byrd, the Collector at Norfolk, or to the Secretary of the Treasury direct, for I find, I cannot take Cognizance of it. The Cutter was only employed under the Secretary of the Navy for a short Time, who sent her out to the West Indies to me, and on her Arrival at Philadelphia, and Delivery of my Dispatches, she was immediately returned to the Secretary of the Treasury and put out of the Naval Service. If you will however produce me, a good, and unexceptionable Character, and from [what] I have heard accidentally, I dare say, you can; I will find you Employment on Board *L'Insurgente* or some other Ship of War in the Service of the United States as a Lieut: or Master, but you must be quick as I sail in a Day or two.

I am

Your Obed<sup>t</sup> Serv<sup>t</sup>United States Ship *Constellation*

Hampton Roads 24 June 1799.

[HS of Pa. NDA photostat. Truxtun's LB, 1798–9.]

[24 June 1799]

Extract from Sworn Statement of Gideon Gardner, Captain of the Ship *Commerce*, captured by French Privateer *La Mouche*

on the 24 June at 3 A: M: a sail appear'd astern at the distance of two Miles finding ourselves still pursued we slacked all the standing rigging fore and aft and shiped the Guns finding her still gained on as we began throwing over Ballast which we continued until he came within short when this said ship appear'd to be strongly armed and a great number of Men for which reason we thought a resistance useless he fired 2 shot and order'd the Master on board with his papers — this ship proved to be the Privateer *La Mouche* Cap<sup>t</sup> Deesse from Bordeaux with twenty Guns and one hundred and fifty men he sent his boat on board our Ship with Officers and Men and took all the money out of the Ship to say seventeen Boxes containing the fifty thousand Dollars already mentioned which they put on board the Privateer and remannd us with 12 Men and two Officers and stood for Cadiz the deponant remaing on board the Ship and the remainder putt on board the Privateer.

\* \* \* \* \*

[The above Sworn Statement made in the office of Joseph Yznardy, Pro Consul at Cadiz.]

[SDA. Spol. Cl, SC 1819, Vol. 20.]



[24 June 1799]

Declaration of William Robinson, Captain of the Ship *Ann*, captured by French Privateer *La Mouche*

By the Public Instrument of Protest be it made known & manifest unto all whom these presents shall come or may in any wise concern That on the 16 day of June [July] in the Year of our Lord 1799 & of the Independence of the U. S. of America the Twenty fourth Before me Joseph Yznardy Pro-Consul for said U. S. personally appeared William Robinson Master, Will<sup>m</sup> Williams Mate, Henry Cull 2<sup>d</sup> Mate & Thomas Thomas, Seaman, belonging to the American Ship *Ann*, who being duly sworn according to Law each speaking for himself jointly & severally declare in manner & to the effect following (that is to say)

That they the Appearers sail'd in with the said Ship from the Port of Lisbon on the 19<sup>th</sup> day of June last with the Wind at West & from Belem on 21 dito with a cargo consisting of the following,

OBR N<sup>o</sup> 1 to 27 Cases of Dollars containing forty Thousand the property of Mess<sup>rs</sup> Rob<sup>t</sup> Oliver & Brother & the aforementioned William Robinson Citizens of the U. S. & residents of Baltimore —

WR.....	1 Box of Dollars cont <sup>s</sup>	908.
d <sup>o</sup> .....	3 Trunks of Boots & Shoes value	1390. —
d <sup>o</sup> .....	1 Case of Gold Watches	d <sup>o</sup> 1092. —
d <sup>o</sup> .....	2 d <sup>o</sup> hats	d <sup>o</sup> 469. —

these latter Articles the sole property of Cap<sup>t</sup> William Robinson —

That said Ship was bound to Batavia & continued her Voyage with various Winds & weather & without any particular occurrence until monday the 24 June last in Latt<sup>e</sup> 36 & Long<sup>e</sup> 11 : 30 W at 1 P.M. observed two Sail on their larboard quarter standing towards them the headmost Ship shewing American Colors at 3 P.M. being close on their weather quarter she hoist french Colors & fired a shot towards them, they then shewed their American Colors & hove too in expectation that as their was no War actually declared between America & France he would have desisted firing & either have sent his boat on board or hail'd them but without their shewing any resistance he hove too & kept firing, they where then necessitated to commence an Action which lasted for about half an hour but finding the other Sail already mention'd pretty close & from her Signals appearing to be consort & also Armed the deponents thought a further resistance useless & deem'd it prudent to strike which they effectually did when Cap<sup>t</sup> Robinson was ordered on board the Privateer with his Papers — this Ship proved to be the Privateer *La Mouche* Cap<sup>t</sup> Desse from Bordeaux with Twenty Guns & one hundred & forty Men & took the Money & the Watches out of the Ship & put them on board the Privateer & manned them with 12 or 14 Men & 2 Officers & stood for Cadiz Cap<sup>t</sup> Robinson remaining on board the Ship & the remainder of the Crew put on board the Privateer; that on the 27 June they arrived at Cadiz in company with the Privateer where they were compell'd to lie 15 days quarantine that on the 14 ins<sup>t</sup> said Cap<sup>t</sup> received his sentence of condemnation from the french Consulate of this City of both Ship & Cargo wherefore they the appearers & deponents do hereby for themselves & all others concerned in said Ship & Cargo Solely protest in the most ample & extensive manner & by these

presents doth protest against the said Privateer *La Mouche* her Cap<sup>t</sup> & owners & against the French Consul & french Republick for the Sentence given & against all others whom it doth or may concern for all damages & losses sustained or that hereafter may be sustained by them & all others interested or concerned in said Ship & Cargo declaring that nothing on the part of the deponents or remainder of the Crew was omitted for the preservation of both Vessel & Cargo & the appearers make this Declaration & protest to evince the premises to serve & avail in time & place convenient & for remedy & redress in due course of law reserving always the liberty of extending this protest in case of need & which was duly noted in the Consular Book of this Office on page 431 thereof by said Will<sup>m</sup> Robinson & within 24 hours after his arrival in this Port & being suffer'd to come on shore —

Thus done sworn declared & protested in my presence day & year first written —

Sign'd	}	W <sup>m</sup> ROBINSON
		W <sup>m</sup> WILLIAMS
		H. CULL
		THOMAS × THOMAS his mark

I Joseph Yznardy Pro Consul for the U. S. of America in the Provinces of Andalucia Galicia &c<sup>e</sup> &c<sup>e</sup> Resident in Cadiz —

Do hereby Certify that the preceding is a true & faithful copy of the original protest made by Will<sup>m</sup> Robinson Master of the American Ship *Ann* & register'd in the Consular Book of this office on pages 449–451 thereof & the signatures annexed said Original of William Robinson William Williams Henry Cull & Thomas Thomas are respectively their true & lawful ones —

In Testimony whereof I hereunto set my hand & affix the Consular Seal of my Office in Cadiz this 20<sup>th</sup> day of July 1799 & of the Independ<sup>ce</sup> of the U. S. the Twenty fourth —

JOSEF YZNARDY

[SDA. Spol. Cl., SC 1819, Vol. 4.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 24 June 1799

First part light winds & Cloudy

at 1 PM saw a sail, gave chase at 2 set St<sup>h</sup> Sails.

at 8½ PM in St<sup>h</sup> Sails at 9 bro<sup>t</sup> her too & boarded her, the Brig *Betsy* from Boston bound to S<sup>t</sup> Thomas John Locke Master out 24 days — — — — —

Middle part fresh Breezes & cloudy

At 7 AM saw a sail to the East<sup>h</sup> running down for us. At 8 She hall'd to the wind, Tack'd Ship & stood after her at 9 brought her too & Boarded her, the Ship *Alexander* from Canton bound to Boston Asa Dodge Master. out 134 days

Latter part fresh breezes & pleasant.

[Long'de ob'd. 54.38 W.]  
[Latt'de ob'd. 24.00 N.]

[HS Of Old Newbury, Mass., NDA photostat.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Montezuma*, 24 June 1799

Pleasant with Moderate wind.

3 Sail in sight.

Spoke Brig. *Norfolk* Cap<sup>t</sup> Bainbridge

Took a Scooner under convoy, bound to S<sup>t</sup> Kitts — At M. Saba North 9 miles sounded 7½ to 9 fathoms bottom sandy crossed the shoalest part in 16.M on the bank for 30.M. but could get no bottom with 15 fathoms —

between S<sup>t</sup> Kitts & S<sup>t</sup> Eustatia till the Schooner got under the Guns of the Fort. Weather agreeable, with a fine breeze —

[NA.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 25 June 1799*

JOHN ADAMS Esquire

SIR, I once hoped that Talbot might sail by the 15<sup>th</sup> June, & get to the West Indies by the 10<sup>th</sup> July, & after cruising there a month, until the commencement of the Hurricane Season, about the 1<sup>st</sup> of August might at that time proceed towards the Spanish main, & there employ his ships in smaller objects, until it would be safe for him to return to the West India Station. But it is probable he may not be able to leave Boston before the 10 of July — nor to reach the West Indies, before the commencement of the Hurricane season — I have, therefore, presuming upon the permission contained in the Letter with which you honored me, of the 19 May, thought of sending both him and Barry, as soon as Talbot is ready, (& in the mean time to keep Barry on the Coast) to Cape Clear, the western point of Ireland — thence across the English Channel to strike the French Coast south of Brest, — to cruise along the French Coast in the bay of Biscay — the Spanish Coast, & the Coast of Portugal — but not to remain long on these Coasts — thence homewards, taking in their way, the Western Islands, Cayenne, & sweeping the West Indies, to return to the United States in the month of November.

It may be calculated, that such fine Sailors as the Frigates *United States* & *Constitution*, would reach Cape Clear in 20 days after their departure from the Continent — that they would not consume more than 10 or 12 days on the Coast of France Spain & Portugal, and that after paying sufficient attention to the Western Islands, they would arrive at Cayenne in 60 days from the time of leaving the United States — & may be in the West Indies, quite as soon as it will be safe for them to be there on account of the Hurricanes.

In spite of all the British force, the French capture American & English Vessels, near Cape Clear, which is a point Vessels often make in Voyages to Europe — there will be a chance of capturing French, & recapturing our own Vessels in passing from Ireland to France, & on the coast of France, Spain & Portugal — and the Western Irelands frequently swarm with French privateers. But if no other good is produced, our officers & men will learn that they are not always to be nursed at home — our very fine Ships will be seen in Europe — it will be seen there too, that we are not afraid of provoking the French

Nation, when they give us cause — but what is more important, this will be seen at home also — and if our Vessels do not capture French Privateers or Frigates, which however ought to be expected, they will at least produce an impression, that a little more caution in their depredations on our Commerce, may become necessary. —

Truxton in the *Constellation* and two or three of the dull sailing Vessels, I presume it will be proper to keep on the coast, for two or three months, or longer — The other Vessels I will endeavour to keep in the West Indies — particularly about S<sup>t</sup> Domingo & Guadaloupe, — I apprehend, that our Merchant Vessels, will be in most danger about S<sup>t</sup> Domingo.

There will be time for me to hear if you, sir, disapprove of the employment of the two large Frigates before my final instructions to the Captains — I mean that Barry shall return from further South to Norfolk, and that Talbot shall meet him there — I hope about the 15<sup>th</sup> or 20<sup>th</sup> July & to dispatch the orders from hence by a pilot Boat, about the 10 or 12 July — in order to have as much time as possible to learn whether any occurrences in Europe, forbid the Enterprize — I allude to the Sailing of the French Fleet — & the consequences — I imagine it has gone up the Mediterranean, perhaps to aid Bounaparte — & probably, never to return — But it seems possible that Ireland may be the object.

I have the honor &c

[NDA. LB, 1799–1807.]

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To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Department 25 June 1799 —

JOHN ADAMS Esquire  
*President of the U. S.*

SIR I have the honor to enclose a letter for Cap<sup>t</sup> Talbot, enclosing a Commission for your signature. Several Letters have passed between Talbot and me on the subject of the dispute between him and Truxton — I have stated to him explicitly my opinion, that Truxton must now be considered his senior Officer but promised him the whole should be laid before you, and that he should not serve with Truxton, unless the public interest absolutely required it. — I persuade myself that he sees the difficulty in the way of restoring him to the rank he originally held — and that he will at length be reconciled — I have no doubt he is a very valuable Officer — inferior to none in our service — and it is due to him, that his feelings should not be wounded by exposing him to the command of Truxton without evident necessity.

I am &c

[NDA. Nom. Appts. LB, 1798–1820.]

To Captain Silas Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 25 June 1799.

Cap<sup>t</sup> SILAS TALBOT

Boston —

SIR I cannot find by any record in this Office, or that of the War Department that you have ever rec'd a Commission — It is proper that you should have one before you proceed to sea — I therefore do myself the honor to enclose one agreeably to your last appointment — It places you after Barry Nicholson & Truxtun — but does not preclude your claim of rank under your first appointment — that matter must be left exactly in the state in which it was placed by the correspondence which has taken place between us on the subject, & which shall be laid before the President for his determination before you and Truxtun meet together in service — It affords me much pleasure to hear from M<sup>r</sup> Higginson the progress of the *Constitution*, which he justly attributes to your attention & energy — It will however be too late when the Ship is ready, for you to proceed to the W. Indies — The hurricane season commences the 1<sup>st</sup> of Aug<sup>t</sup> —

I have in view for you with the approbation of the President, a service on which you will be less exposed to the Elements, and which to a man of your mind will be more agreeable because they will be more of enterprize in it. — You will however act with Barry — I shall send on your instructions, to reach you the 2<sup>nd</sup> or 3<sup>rd</sup> of July — If you sail by the 5<sup>th</sup> or 6<sup>th</sup> or even the 10<sup>th</sup> I shall be content, and it will be in time for the service contemplated — You will join Barry at Hampton Road, where I shall have prepared a Bowsprit of the Pine of that Country, which you may either take with you, or leave, as you find the one you have in to be sufficient.

I have the honor &c.

[NDA. OSW, Vol. 2, 1799.]

To William Pennock, Navy Agent, Norfolk, Va., from Secretary of the Navy

[PHILADELPHIA]

Navy Department June 25. 1799

WILLIAM PENNOCK Esq<sup>r</sup>

Norfolk

SIR In the list of the Masts & Spars enclosed in my letter to you of the 8 Jan<sup>r</sup> were included two Bowsprits which will be wanted for the Frigates *United States* & *Constitution* — These Ships will probably be at Norfolk by the 15<sup>th</sup> of next month & must not be delayed — If therefore you did not procure the Bowsprits in consequence of the order above referred to, or that from any cause they have been employed for any other Objects, I request that you will immediately on the receipt of this letter procure others of the same dimensions. Viz<sup>t</sup>

Length 64 feet

Diameter in partners 32 Inches, and deliver one on board of each of the Frigates. —

I have the honor to be

Y<sup>r</sup> &c

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 2, 1799.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Department June 25. 1799. —

JOHN ADAMS Esquire  
President of the U. S.

SIR I have the honor to enclose Sixty blank Warrants for your signature. — The inferior Officers of the *Delaware*, *Pickering*, *Scammel* Frigate *United States* and Vessels to the southward together with the different Midshipmen formerly appointed, many of whom had not received Warrants, have nearly taken the whole of those formerly received from you. —

The resignations and changes among the inferior Officers of which there are a great many in every Vessel are so frequent and the demand for new Warrants & Commissions so sudden that it often happens that there is not time to communicate to you without delaying the Vessels. — On such occasions I give the Commissions, trusting that you will pardon the liberty I take for the motive. — I do not presume to do this with more important appointments except in cases of indispensable necessity. —

I am &c &c &c

[NDA. Nom. Appts. LB, 1798-1820.]

To Captain Patrick Fletcher, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA.]

Navy Department 25<sup>th</sup> June 1799. —

Captain PATRICK FLETCHER

SIR I judge from a letter received from Boston, dated the 20<sup>th</sup> instant, saying that you were then at that place, that this may find you at New Port — some late occurrences make it proper that your destination in the *George Washington*, should be varied from your instructions dated the 18<sup>th</sup> instant. — You will proceed, as pointed out in those Instructions, along our coast, as far as Charleston, just shewing yourself there — thence as far south as the River S<sup>t</sup> Marys — and finding no French Cruisers on our Coast, you will then proceed to Cape Francois in S<sup>t</sup> Domingo, — where you will employ your Ship and any other American Vessels which may join you on that station, in cruising about the Island and on the North side of it until further orders, which you will receive on that station, and soon after your arrival there. — I must intreat that you loose not a moment in getting to sea — writing me the day you sail —

You will without neglecting the Coast, as already pointed out, endeavor to reach Cape Francois by the first of August. — When you get there send in a Flag, and write a Letter to Doct<sup>r</sup> Stevens American Consul at Cape Francois, informing him that you are on that station, to protect the American Commerce — and asking what is the nature of our situation with that part of S<sup>t</sup> Domingo under the Command of General Toussant.

You may safely confide in Doct<sup>r</sup> Stevens information, and if he should advise you to go into Port you may do so — and pay all the respect he may advise, to Gen<sup>l</sup> Toussant. — It is probable you will quickly be joined by several Vessels to act under your command. —

My determination is, to afford each of our Commanders whose characters justify it, opportunities of being distinguished. The service you are going upon, may be highly important.

You will write me by all opportunities. —

I am &c &c

[NDA. OSW, Vol. 2, 1799.]

To Captain Thomas Baker, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 25<sup>th</sup> June 1799 —

Cap<sup>t</sup> THOMAS BAKER

SIR You will instruct such of your Officers, as may appear best calculated, to open Rendezvous for the purpose of recruiting a Crew for the *Delaware* under your command. —

You are allowed (besides Officers of Marines and 21 Privates, which will be supplied you by the Major of Marines, and your Commissioned and Petty Officers, the latter of which you will appoint) Eighty two Men and Boys — of this number you will recruit not exceeding Forty five able seamen — the residue to consist of ordinary seamen & Boys — all to be entered to serve one year from the Ship's first weighing anchor on a Cruise. —

Able seamen you will allow 17 Dollars — ordinary seamen and Boys from 5 to 14 Dollars according to merit. — You will recruit none but sound and healthy persons, and suffer no indirect means to be used to induce them to enter the service. —

You may allow two months advance, but take care to obtain, previously, good security to resort to in the event of desertion. — Every man shipped must take an oath agreeably to the form you will receive herewith. — I enclose Blank forms of Muster Roll — Pay Roll — Bond to be signed by the sureties for the Seamen &c. all of which you will be very particular in keeping accurately and precisely. — Your recruiting Officers are allowed, besides their Pay and rations, two Dollars for each recruit, in full for every expense, but that of provisioning the men, and in cases where they are recruited at a distance, their transportation to the Ship. Lieutenant Wilkey being instructed to recruit forty able Seamen in New York — you will have to recruit here only four or five of this description. — Monies will be supplied you — and previously to your sailing, you will return your Account and Vouchers to William Winder Esquire Accountant for the Navy Department for settlement. —

I am &c &c &c.

[NDA. OSW, Vol. 2, 1799.]

To Major Commandant W. W. Burrows, U. S. Marine Corps, from Secretary of the Navy

[PHILADELPHIA]

Navy Department June 25. 1799

W. W. BURROWS Esq<sup>re</sup>

SIR You will please to send a Guard tomorrow morning to the Lazaretto for the purpose of conducting some french Prisoners which have arrived there from the West Indies, to Burlington in Jersey, to

which place you will please also to have conducted those which will be landed tomorrow from on board the Frigate *United States*. —

I am Sir  
Y<sup>rs</sup>

B[ENJAMIN] S[TODDERT]

P. S. The prisoners just arrived from the West Indies must not be brought within the County of Philad<sup>a</sup> — They may be taken across the Delaware at once into the Jerseys —

[NDA. GLB, Vol. 2, 1799.]

To Isaac Garretson, Purser, U. S. Navy, aboard the *Constellation*, from Captain Thomas Truxtun, U. S. Navy

25. JUNE 1799.

SIR Yesterday was evidently S<sup>t</sup> John's Day, consequently you could not attend to any Business, other than the Lodge, and what relates to the Mason's Society. In 48 Hours after leaving this Bay, with a fair Wind, I shall be off the Entrance of that of New York, & the Instant I get in, I shall want to send you to that City, while I go to New Jersey, and perhaps to Philadelphia, thus separated what a State are Things likely to be in, unless some Exertion is immediately made towards arranging Papers &c: and this I have given you Warning Enough of before, notwithstanding which you cannot look at the Provision, and other Accounts I am sure without seeing your own Neglect. For my Part I am ashamed such should be the Case on Board my Ship. I have only to repeat, that I shall expect you down by Noon to Morrow with every Account clearly settled with Pennock &c:&c:&c: and bring with you Doctor Henry, and every Officer at Norfolk, as I shall sail immediately. You must remember, there are a Number of Men yet to pay off, and some Men to ship at New York. You must bring Money for this Purpose, as the Secretary sent down 40,000, and the Agent drew for near 10,000 more for this Purpose the latter Sum the Secretary complained of; consequently Money must be taken from hence for the following Purpose.

About \$2000 for Officers Pay and Advance.

About \$2000 to pay Men to End of August.

About \$2000 to ship Remainder of Crew &c:

Total.....\$6000

I again repeat, you must settle your Accounts all with M<sup>r</sup> Pennock finally. So that no Difficulty arise at the Navy Office, or any Confusion made between *L'Insurgente*, and *Constellations* Accounts. Pay all my little Bills also and bring down the Books from Willett, and O'Connor. Come down as clear as your late Engagements in Masonry will let you. I am in Haste Your's

M<sup>r</sup> ISAAC GARRETSON

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]



To James & Ebenezer Watson, Navy Agents, New York, from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 25. June 1799.—

Mess<sup>rs</sup> JAMES & E. WATSON

GENTLEMEN I am honored with your letter of the 24<sup>th</sup> — I pray if the Carronades for Barry, are not already sent on, dispatch them, no matter at what expense. He has remained already a great deal too long in Port, and now waits only for these Carronades. I wish I had not consented to his having them. — I expect Cap<sup>t</sup> Truxtun will be with you in three or four days. — New York must be a principal place of rendezvous for our Ships. —

I am &c &c

[NDA. GLB, Vol. 2, 1799.]

To William Pennock, Navy Agent, Norfolk, Va., from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 25. June 1799.

WILLIAM PENNOCK Esquire

SIR I presume you have bought from M<sup>r</sup> Myers his Brig the *Augusta*, agreeably to my Letter of the 15. instant. — There are and will quickly be so many Vessels to refit, and recruit in the Chesapeak, that the *Augusta* if you have bought her, must be sent to Boston, in the state in which you purchased her. — I understood from your Letters, that she would be, in a state to receive a Cargo, in the Merchants service. — I request therefore, that if the *Augusta*, is public property, you will immediately employ a careful Captain — perhaps Williams will undertake this service — and just men enough to navigate the Vessel, and send her to Boston, to Stephen Higginson & C<sup>o</sup> — You must agree with the persons you employ on the best terms in your power — let her be sufficiently ballasted — I want her if possible to get to Boston by the 10<sup>th</sup> July. — but get her there as quickly after as possible. — There is a public Vessel there just of her size, which we shall sell and remove her Guns and stores and Crew into the *Augusta*. — Let me know whether this Vessel is coppered — but she is not to wait for Copper or anything else at Norfolk. — I shall soon write you about a Ship of 74 Guns. — I am &c &c

[NDA. GLB, Vol. 2, 1799.]

Presumably to Commanding Officer of *L'Insurgente*, or to William Pennock, Navy Agent, Norfolk, Va., from Captain Thomas Truxtun, U. S. Navy

[U. S. S.] *Constellation* Hampton Roads 25<sup>th</sup> June 1799 —

DEAR SIR, I want the Marshall's Bill to transmit to the Secretary of the Navy. I wrote for it before, and I have thought it extraordinary that it was not furnished by that Gentleman. I shall be obliged by your sending it to me, as they write me, upwards of One Hundred of our Seamen are now in Philadelphia waiting for their Prize Money, and more daily coming in.

I find Lieutenant Sterett broke up the Rendezvous at Baltimore about the 17<sup>th</sup> he must therefore have been Eight Days in the Bay, this Day.

I suppose we may expect Garretson down to Day with all his Accounts settled, and all the Water, I hope will be sent also. I shall expect all my Casks, large and small down by Boat.

*L'Insurgente* you had better order down a little below Crany Island, if there is Water sufficient for her to ride with a good Scope of Cable, if not, let her come down to these Roads, but to lay as near the Island as She can with Safety, as it will be more convenient to fit out. The Officers must remain constantly on Board, and the sooner you recruit a Crew, the better. It will be well to have a strict look out kept, that there be no Plunder of any Sort of the Stores of that Ship. And altho' her lying near the Shore will convenience the Outfit, yet she must not be so near, as to risk the Escape of any of the Crew. Whenever the *Richmond* arrives, desire Lieutenant Speake to proceed to New York, and bring all the Letters he has addressed to me, the other Vessels of the Squadron will remain subject to the Orders of the Secretary of the Navy. I am

Your hble Serv<sup>t</sup>

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

[26 June 1799]

To Midshipman Joshua Herbert, U. S. Navy, from Captain Thomas Truxtun,  
U. S. Navy

SIR, You will repair on Board *L'Insurgente*, and do Duty as a Midshipman on Board that Ship; and I now inform you, that in Case you do not conduct yourself with propriety and Vigilance, it will be impossible for you to be continued in the Naval Service, Complaints having been made, that you neglect your Duty, and sleep in your Watch.

I am Your's &c:

*Constellation* 26<sup>th</sup> June 1799.

M<sup>r</sup> JOSHUA HERBERT.

N:B: Same Day wrote a Letter to M<sup>r</sup> Wells to receive him as above —

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

To Major Commandant W. W. Burrows, U. S. Marine Corps, from Secretary of the  
Navy

[PHILADELPHIA]

*Navy Department 26 June 1799*

Major W. W. BURROWS

SIR The Ship *Delaware* Cap<sup>t</sup> Baker, will require Officers of Marines and Twenty one privates, and the Brig *Scammel*, will require Officers of Marines and Ten privates. — You will be pleased to have these requisitions complied with, with all convenient dispatch. —

I am &c<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

To Lieutenant Mark Fernald, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 26 June 1799. —

Lieutenant MARK FERNALD

SIR The Crew of the *Scammel* may consist of sixty five men and Boys — to be composed of the following description of Persons —

The Commander	50 dolls & 4 rations
1 Lieutenant	40 — 3 —
1 Sailing Master	40 — 2 —
1 Surgeons Mate	30 — 2 —
2 Midshipmen	19 — 1 —
1 Gunner	20 — 2 —
1 Captain's Clerk to act also as Stewart & Purser	40 Doll <sup>s</sup> & 2 rations
1 Boatswains Mate	19 doll <sup>s</sup> & 1 ration
1 Masters Mate	20 doll <sup>s</sup> & 1 ration
1 Cook	18 " — 1 —
20 Able Seamen	
12 Ordinary Seamen	
10 Boys	
1 Serjeant of Marines	
1 Corporal of Marines	
10 Marines. —	

65.

Your Lieutenant, Sailing Master, Surgeons Mate, and Midshipman are already provided you — You will appoint — One Gunner's Mate — One Boatswains Mate — One Masters Mate and one Cook — I will provide you a Clerk to act as Purser. — Lieutenant Merry being instructed to recruit Twelve Able Seamen at New York — You will recruit here only eight able seamen, which will complete the whole number allowed you — Twenty — twelve ordinary seamen and Ten Boys. — The able seamen you may allow 17 Dollars p<sup>r</sup> month, Ordinary Seamen and Boys from 5 to 14 Dollars p<sup>r</sup> month according to merit. — all to be entered to serve One Year from the Brigs first weighing Anchor on a cruise

The Marines will be supplied you, by the Major of Marines

Of those you are to recruit, you will suffer none to enter, but such as appear sound & healthy — Your Surgeons Mate, must attend at the Rendezvous, to examine each recruit

You may allow Two months advance, but be careful to obtain good Security to resort to in the event of desertion — every man entered must take an oath, agreeably to the form you will receive herewith. — Enclosed is the form of a Shiping Paper wherein the name, station and Pay of each person on board, must be entered — I also enclose the form of a Pay roll, which must be kept with the utmost accuracy. — The form of a Bond to be signed by the Sureties for the seamen you will also receive —

You will understand, that your whole Crew, including those you have already on board, is not to exceed Sixty five, and that the proportion of each description of persons, is to conform to the above mentioned limitations — You will therefore recruit such a proportion of each, as added to those you may have already on board, and those Lieu<sup>t</sup> Merry is instructed to recruit, will make the whole number, to be returned in your Muster Roll, precisely correspond, with the number now allowed you. — Your recruiting Officers will

be allowed for each recruit, two Dollars, besides their pay and rations, in full for every expense. — Monies will be supplied you — and previously to sailing you will return your account and Vouchers to William Winder Esq<sup>r</sup> Accountant to the Navy Department for settlement. —

I am &c &c

You may also appoint a Carpenters Mate @ 19 doll<sup>s</sup> p<sup>r</sup> Month & 1 ration p<sup>r</sup> day.

[NDA. OSW, Vol. 2, 1799.]

To Captain Robert Gill, Navy Storekeeper, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department June 26 1799*

Cap<sup>t</sup> ROBERT GILL

SIR In all cases where you are directed to deliver Articles for our Ships, and have it not in your power to do it, so soon as required, it will be proper that you should immediately let me know it, and the cause, that a remedy may be applied, and the Ships may not be kept waiting. — This you are to consider as a standing order. — M<sup>r</sup> Rush has finished a Head for the Frigate *Chesapeak* building at Norfolk— Let it be shipped to M<sup>r</sup> Pennock at Norfolk directly, and if the Head for the Ship *Congress* is still here, please to send that away also, addressed to Jacob Sheafe Esquire at Portsmouth. —

I am &c<sup>s</sup>

[NDA. GLB, Vol. 2, 1799.]

[26 June 1799]

Proclamation by President John Adams

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA,

*A Proclamation.*

Whereas by an Act of the Congress of the United States, passed the ninth day of February last, entitled "An Act further to suspend the Commercial intercourse between the United States and France, and the dependencies thereof," it is provided "That at any time after the passing of this act, it shall be lawful for the President of the United States, if he shall deem it expedient and consistent with the interest of the United States, by his order to remit and discontinue for the time being the restraints and prohibitions aforesaid, either with respect to the French Republic, or to any island, port or place belonging to the said Republic, with which a commercial intercourse may safely be renewed; and also to revoke such order, whenever, in his opinion, the interest of the United States shall require; and he shall be, and hereby is authorized to make proclamation thereof accordingly.

And whereas the arrangements which have been made by the Administration of the northern and some other parts of S<sup>t</sup> Domingo for the safety of the commerce of the United States, and for the admission of American vessels the [blank] day of [blank] into the ports of [blank] do, in my opinion render it expedient and for the interest of the United States, to renew a commercial intercourse with those [space] ports. Therefore I, John Adams, President of the United States, by virtue of the powers vested in me by the Act above recited,

do hereby remit and discontinue the restraints and prohibitions in the said Act prescribed, in respect to the ports of [blank] in the Island aforesaid; from and after the [blank] day of [blank] next: and the Collectors and other officers of the Customs are to govern themselves accordingly. —

JOHN ADAMS.

[SDA. Misc. L, Jan–Jun. 1799.]

Circular to Collectors of Customs from Secretary of the Treasury

TREASURY DEPARTMENT,  
June 26th, 1799.

*Circular to the Collectors of the Customs.*

SIR, I herewith transmit a copy of a proclamation which has been issued by the President of the United States, remitting and discontinuing, from and after the 31st day of July next, in respect to a part of the Island of St. Domingo, the prohibitions and restraints imposed by an act of Congress passed on the 9th of February 1799, intitled “an act further to suspend the commercial intercourse between the United States and France and the dependencies thereof.”

The district with which commerce is permitted by this proclamation, comprehends the ports in the Northern and Western parts of the Island, between Monte Christi and Petit Goave — in respect to all other ports in the Island, the restrictions imposed by the act of Congress remain in force.

The Ports of Cape Francois and Port Republicain, formerly called Port-au-Prince, are established by the government of St. Domingo, as the only ports of entry; for these two ports clearances may be given immediately; although they cannot be entered until the first of August — Vessels which may attempt to enter other ports, without special permission, as hereafter mentioned, will be liable to seizure and confiscation.

It is expected that permission will be granted to vessels which shall have made report at one of the ports of entry before mentioned, to proceed for purposes of commerce, to any other ports within the district aforesaid: when the consent of the Government of St. Domingo can be obtained for this purpose, the American vessels will be furnished with certificates or passports expressing such permission, which will be signed by the Consul General of the United States, or the Consul residing at the port of entry: the certificates or passports aforesaid, are to be exhibited to the collectors of the customs, on the arrival of any vessel in the United States, except from one of the ports of entry abovementioned.

Vessels which may proceed from one of the ports of entry to any of the out ports within the district above mentioned, without passports expressing the permission of the government of St. Domingo, will be liable to seizure and confiscation.

American vessels which may obtain cargoes in the island of St. Domingo, are to proceed therewith directly to some port in the United States; — if such vessels shall be detained or captured, while proceeding on a voyage elsewhere, they will not be entitled to claim the interposition of the American government in their favor.

The masters and owners of American vessels are to be cautioned, as they would avoid the risque of seizure in St. Domingo, not to

permit any Frenchmen to embark on board their vessels for any part of the said Island, without special passports from the Secretary of State.

No persons except citizens of the United States are to be brought from the Island of St. Domingo, unless they produce the written passports of the General in Chief of the army of St. Domingo, authorizing their departure, and also separate passports from the Consul General of the United States.

[SDA. Misc. L., Jan-Jun. 1799.]

To William Eaton, U. S. Consul General, Tunis, from Captain Henry Geddes, commanding Brig *Sophia*

LISBON 26<sup>th</sup> June 1799.

W<sup>m</sup> EATON Esq<sup>r</sup>

DEAR SIR I take the first Opportunity of informing you I Arriv'd here the 18<sup>th</sup> and of Course was put into Quarters but by the Exertions of Lt<sup>t</sup> Buckley was Cleared on the 21<sup>st</sup> when I waited Upon Lt<sup>t</sup> Smith, who proposes my Sailing in the Course of 4 or 6 Days for Philadelphia. he Read to me a Letter From You in which You Mention my having your Dispatches on board and Your wish of his Seeing them. In Consequence of which I have handed to him all your Disp<sup>es</sup> Except that Directed immediately for Me. as to news we have none. The Day we Got Protick a Small fleet of Americans Sald two of which was for Phil<sup>a</sup> I wrote to the Sec<sup>ry</sup> by them I also had an Opp<sup>ty</sup> of writing by Gibraltar which I Embraced —

I Sail'd From Algiers on the 28<sup>th</sup> Ult. on the 2 Ins<sup>t</sup> fell in with a British Convoy Under the *Uropa* Com<sup>t</sup> Stephenson who politely took me Under his protection and Requested I woud keep a head of the Fleet. he gave me the Gen<sup>l</sup> Instructions also private ones. on the 4<sup>th</sup> the Philadelphia Ship *Belvedere* Cap<sup>n</sup> Frankford Joyn'd us he was from Alicante to Stop at Gibraltar Some time. in his Vesell was M<sup>r</sup> and M<sup>rs</sup> Ingraham the Late Charge Des Affaires at Tripoli on the 5<sup>th</sup> the Fleet Came to in Tituan Bay when M<sup>r</sup> Ingraham Came Alongside but Coud not Come On board. He Did not tell me he was going for Philadelphia but from his being on board the *Belvedere* I suppose he is —

I Suppose you know M<sup>r</sup> Smith is Appointed for Constantanople. he tells me when he goes he proposes to Call at the Different Regencys. but when that will be it's uncertain. I told him I thought a Frigate should be sent for that purpose. he was of the same Opinion. im happy to inform You the *Hero* has arrived in the West Indies, but at what time and to what Island M<sup>r</sup> Pickering, Secy to M<sup>r</sup> Smith Could not inform me. I have Received 4 American Sailers on board, and Expects more have Also been Requested to send hands on board a Recaptured American Brig. you see I'm full of Bussiness — thank God our people are All in perfect health, and Spirits I expect to get two or four more Guns on board. You'l be so good as to inform the Swedish Consul that I have Landed M<sup>r</sup> & M<sup>rs</sup> Livingston with their Charming Daughters in perfect health. A Convoy goes for England in 4 Days with which they] propose to Sail. You may Depend I Shall Attend to All your Instructions

when I Arrive at America. Make my Respects to the Doc<sup>t</sup> perhaps  
I Shall see you All Again in Tunis. I am well  
Yours Sincerely —

HENRY GEDDES.

[NOTE.—On the back of this letter were written the following notations:

“Henry Geddes — Captain U. S. N. Commanded the 20-Gun Penn<sup>a</sup> State  
Cruiser *Congress* in 1781; in which he fought and captured the British 16-Gun  
Sloop of War *Savage*.”

“Commodore Geddes June 26. Recd. Oct. 1<sup>st</sup> 1799 via Mahon — The *Sophia*  
leaves Lisbon July 10 — arrives in America Sept. 10 — 3 m<sup>os</sup> required for fitting  
out and 3 m<sup>os</sup> for passage — Returns may be had from America March 10.  
Possibly by the 10. Jan<sup>r</sup> next.”]

[HS of Pa.]

To Secretary of War from Secretary of the Navy

[PHILADELPHIA]

*Navy Department June 27 1799.* —

SECRETARY AT WAR

SIR Cap<sup>t</sup> Barry is now ready for sea, waiting for nothing but a  
small quantity of 32<sup>lb</sup> Shot. — Will you be so good as to lend me  
immediately — six Hundred? —

I am &<sup>c</sup> &<sup>c</sup> &<sup>c</sup>

[NDA. Sec. War, LB, 1798–1824.]

To Lieutenant Jeremiah Barton, U. S. Navy, from Captain Alexander Murray,  
U. S. Navy

JUNE 27<sup>th</sup> [1799]

Lieu<sup>t</sup> BARTON

SIR I am making all the exertion in my Power to be able to repair  
on board the *Insurgente*, & have ordered several Mid-shipmen to go  
down to you without delay but I fear we shall not have many of the  
right sort, that is, who are acquainted with Seamens Duty, however,  
we must endeavour to make them usefull —

I rely on yours & M<sup>t</sup> Wells exertion to forward the necessary  
Equipments in every department, agreeable to the Instructions I  
presume you have received from Cap<sup>t</sup> Truxtun, & in your Recruiting  
business try to get some good smart active fellows for Petty Officers  
engaging them conditionly till I see them & know their qualities I  
expect to get some good Seaman in New York, a Cap<sup>t</sup> Watson from  
that quarter is appointed one of the Lieu<sup>ts</sup> & will Recruit there  
immediately, I likewise hope to get some men here, but our chief  
dependance will be among yourselves, at, & about Norfolk.

I hope you will be very particular in taking on board, & having all  
the Ships Stores acurately assorted & ranged in proper order, that we  
may know to the most trifling article what is on board, I do not  
notice any Spy Glasses in the Inventory, you'll make enquiry about  
them, & if not on board see if good ones are to [be] had at Norfolk, &  
let us know; as I shall not be here to get your reply to this, you must  
direct your Letters to the Secretary of the Navy to let him know how  
you go on till I join you —

Your Most Ob<sup>t</sup>

A M —

[ALEXANDER MURRAY]

[NDA. A. Murray's LB, 1799–1805.]

[27 June 1799]

To Lieutenant Josias M. Speake, U. S. Navy, from Captain Thomas Truxtun,  
U. S. Navy

SIR, The Instant you arrive here on Rec<sup>t</sup> of this, you will proceed on to New York, and join me, bringing with you all Letters you may have addressed to me. I am Sir

Your Obed<sup>t</sup> Serv<sup>t</sup>

US. S. *Constellation* }  
Hampton Roads 27 June 99 }

Lieut: SPEAKE

Comd<sup>t</sup> of the US. Brig. *Richmond* —

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

[27 June 1799]

Proceedings of a Court Martial held on board the U. S. Frigate *Constitution*, by order of Secretary Stoddert, for the trial of Lieutenant John B. Cordis, U. S. Navy

At a court martial began and held on board the United States Frigate *Constitution*; on the 27<sup>th</sup> day of June. 1799 by order of the Honorable Benjamin Stoddert Secretary of the Navy for the Trial of John B. Cordis, on the following charges exhibited against him by Captain Samuel Nicholson.

First — for violently and cruelly beating John Hunt an Ordinary Seaman, being a violation or breach of the following clause of said Act. —

By the 8<sup>th</sup> Section of the act "providing a Naval Armament", it is enacted that "the Officers, non commissioned Officers, Seaman, and "marines, belonging to the Navy of the United States, shall be "governed, by the rules for the regulation of the navy, heretofore "established by the Congress of the 20<sup>th</sup> of November 1795 as far as "the same may be applicable to the Constitution and Laws of the "United States, or by such rules, and Articles as may hereafter be "established"

In regard to the punishment of the men, it is by those regulations declared "that no commander shall inflict any punishment upon a "Seamen, beyond twelve Lashes, upon his bare back, with a cat, "O'Nine tails" — if the fault should deserve, a greater punishment it is to be tried by a court martial, and in the meantime the offender may be put in Confinement, and by the same rules, and regulations "The Officers, who commands, by Accident, of the Captain's (or "Commanders) absence (unless he be absent, for a time by leave) "shall not order any Correction; but confinement, and upon the "Captains return on board he shall then give an account of his reasons "for so doing". —

2<sup>nd</sup> 17 — For sleeping when commanding officer of the watch — and being disguised in liquor when on duty; the same not only being utterly subversive of all decipline, but endangering the loss of the Ship, and which is a breach of the following clause of the said Act. —

In the 6<sup>th</sup> page of the regulations, aforesaid furnished to the Commanders in the Navy, it is provided, "that if any person, shall sleep



upon his watch, or negligently perform the duty that shall be enjoined him, or forsake his Station he shall suffer such a punishment, as a court martial shall judge proper to inflict, according to the nature of his offence. —

Present

Cap<sup>t</sup> SILAS TALBOT *President*

Cap<sup>t</sup> JAMES SEVER

Cap<sup>t</sup> GEORGE LITTLE

Lieu<sup>t</sup> Comd<sup>t</sup> CYRUS TALBOT

Lieu<sup>t</sup> MICHAEL TITCOMB

NOAH DIAH MORRIS, *Judge Advocate* (Protem)

The Court being all duly sworn: The Prosecutor, address'd the Court as follows. —

“M<sup>r</sup> President, and Gentlemen of the Court. “I have appear’d “on the present occasion, lest it should be suspected, I did not enter- “tain a proper sense of it’s importance; or lest it should be surmised, “that I had exhibited, charges which I thought could not be Sub- “stantiated: — I have therefore Gentlemen esteem’d it a duty to “attend this trial. In the course of which, I have no doubt, such “charges will be Substantiated as will demonstrate there was a neces- “sity for the arrest: from regard to the service, from regard to my “Station, from regard to the Honor of the United States — How the “trial will terminate cannot be foreseen, yet whatever, may be the “Issue, I have done my duty, and acquitted myself of a measure the “expediency of which I was advised by the United States Attorney, “and the Naval agent at Boston.”

The Prosecutor then offer’d to the court the written affidavit of James Pitts, and John Hunt, which had been taken Exparte, rejected by the Court; he then offer’d for the purpose of being read to the Court an Opinion, given by John Davis Esquire District Attorney relative to the legality of arresting the Def<sup>t</sup> which was rejected — He then offer’d a letter which he had receiv’d from M<sup>r</sup> Stephen Higginson, dated 26<sup>th</sup> of December 1798, and pray’d the court that the same be read; which was also rejected. — John Hunt was then produced by the prosecutor and offer’d as a witness. — to which the defendant objected: and gave for reason that said Hunt had been found guilty of high crimes, and misdemeanors, for which he had been Sentenced, to set on the Gallows &c<sup>s</sup> But his Objections were overruled by the Court, and the Witness being duly sworn on the part of the prosecutor, testify’d that while he belong’d to the Ship *Constitution* he was beat by the Defendant twenty four strokes with an, Inch and half rope: one or two of which was across his kidney’s which oblig’d, him to fall to the deck.

James Brady late Master at Arms on board the *Constitution* being duly sworn on the part of the prosecutor testify’d that on the 10<sup>th</sup> day after Hunt was confin’d he (Brady) was order’d to bring him upon the Gun Deck; which was done; — The Defendant then call’d for the Boatswains Mate, to give him (Hunt) a little bit of a starting, but no boatswains mate could be found. The defendant then ask’d me if I had a rat-tan? I told him no; Hunt then fell on his knees, and beg’d that he might not [be] brought to open Scandal: but that he (the Def<sup>t</sup>) might inflict on him what punishment he pleas’d: The defend- ant then took a piece of inch ratling, and gave him six lashes and stop’d, afterwards gave him five more; when Hunt run forward, and

said Laughingly that he did not mind them more than a flea bite, and further added, that he was glad to get off so easy. — And that as to the 2<sup>nd</sup> charge, against the Defend<sup>t</sup> I knows nothing. —

Edward Durant the masters first mate on board the *Constitution* being produced on the part of the prosecutor and duly sworn testify'd that he saw something of the beating which the defendant gave John Hunt; (about three Lashes with a nine thread ratling as near as he could Judge) and as to the 2<sup>nd</sup> Charge he never knew him the Defendant to behave otherwise, than as an active officer, and as such he was always Studious of his duty —

Question } did you belong to the defendants watch?  
by Court }

Answer I did every third watch.

James Pitt's Midshipman on board the *Constitution* being duly sworn on the part of the prosecutor, Testify'd that he had seen the Defendant sleeping when having charge of the watch (and in different watches) and that he was very near him at the time, and could plainly hear him snore; that at one time of his sleeping, the 1<sup>st</sup> Lieu<sup>t</sup> of the *Constitution* (M<sup>r</sup> Russell) came on deck, and spoke to the Defendant, who started up; Lieu<sup>t</sup> Russel observing; that he the (defendant) set pretty examples. The defendant then ordered me forward to look out.— And that one night in particular I saw the defendant sleeping (as I thought) in the nittings. and at another time off Charleston bar, he thought the Defendant disguised by Liquor, when he had charge of the watch: but that he could not be positive as he did not stagger, or fall down. But made much noise; and swore at the Midshipmen. —

Question } did you ever see the Defendant so much disguised with  
by Court } Liquor as to be incapable of doing his duty?

Answer — No. —

Philip Jarvis acting Lieutenant on board the *Constitution* being produced by the prosecutor & being duly sworn testify'd that he belong'd to the Watch, with the defendant and had seen him at different times lying in the nettings, and supposed him sleeping.

Question by } did you ever see the defendant puking over the nettings  
prosecutor } when you supposed Liquor the cause of it?

Answer — I heard him puking over the netting, but do not know from what cause. —

Question } did you ever know the defendant to have raw Liquor, and  
by same } drams, brought him by his boy while on watch?

Answer I dont know but I have seen his boy, bring him something to drink; but cannot say whether it was raw Liquor or not. —

Joseph Torrey acting Lieu<sup>t</sup> on board the *Constitution* being produced by the prosecutor, and being duly sworn deposed that he had more than once seen the defendant, sleeping in his watch (as he thought) for he heard him snore — he farther deposed that he never saw the defendant so far disguised with Liquor, as to be unable to do his duty —

Question by } have you ever seen the Defendant on deck, when you  
the prosecutor } thought he ought to have left it?

Answer — I have said that I never saw the defendant in such a situation that he could not take in a topsail. But I have seen him in a situation; that I would rather he had been below; as I could have slept easier, had another officer been on deck. —

Henry Dilaway Stewart on board the *Constitution* was produced on the part of the prosecutor and defendant, and being duly sworn deposed that as to the first charge against the Defendant for Violently beating Hunt, he knew nothing but as to the second charge the witness said he never saw the defendant sleeping on his watch, but had seen him disguised by Liquor, both when he had charge, of the watch, and when he had not: — after which the deponent observed that the defendant, and himself was always at War —

Question by Defendant — } did you ever see me so much disguised by Liquor, as to  
 } be unable to do my duty?

Answer — I never saw you so much intoxicated but that you did your duty. —

All the Witnesses being produced, and examined on the part of the prosecutor. The defendant brought forward his Witnesses in defence of the charges exhibited against him: in the first place the defendant offered the Testimony of Lieutenant Russel late of the *Constitution* which had been taken *ex parte*, rejected by the Court.

Lem<sup>l</sup> Clarke Esquire Captain of Marines on board the *Constitution* being produced by the defendant and duly sworn, deposed that he was present in the Cabin and heard L<sup>t</sup> Russel say that he had got orders to let Hunt out of Irons, at the same time ordered the defendant to take him out and, give him a dam'd Ropes-ending. —

Question by Defendant — } did you ever know me to sleep in my watch, or, be dis-  
 } guised with Liquor?

Answer — No —

James S. Deblois Purser of the *Constitution* being produced by the defendant and duly sworn deposed that, he was knowing to the punishment of Hunt but was not present — he said that he was present in the Cabin, when the Defendant ask'd Lieutenant Russel what was to be done with Hunt. Lieu<sup>t</sup> Russel reply'd "take him out of Irons and give him a damned good hiding. — and as to the 2<sup>nd</sup> Charge he never saw the Defendant, sleeping in his watch, Neither did he ever see him disguised by Liquor. — that it was his custom to walk the deck in the Daytime; and late at night, for the benefit of Exercise that he lived in the Ward room, with the Defendant, and never heard directly or indirectly of his being disguised with Liquor, either above or below, untill he read his arrest, which was the day the Deft left the Ship. —

Charles Blake Surgeons first mate on board the *Constitution* being produced by the Defendant and duly sworn deposed that he was knowing to the punishment of Hunt, but was not present — he said that he was present in the Cabin and heard Lieu<sup>t</sup> Russel say that he had received Orders to take Hunt out of Irons and at the same time gave the Defendant Orders to release him and give him a severe beating, or words to that effect, — that, on the day after as said Hunt (who was a barber) was dressing, the officers in the ward room, he askd him how his back felt? whether he did not want a dressing for it? he reply'd "that he was not Hurt"

Thomas Hickey Ship's Corporal on board the *Constitution* being produced by the defendant and duly sworn, deposed that he saw the defendant beat Hunt with a piece of small rope but cannot say how many strokes; but that it was not more than a dozen, and that he never heard him complain of his beating; neither did he see him fall

down when he was beat — and that he never saw the Defendant sleeping in his watch or disguised with Liquor.

Lieu<sup>t</sup> Richard Beale on board the *Constitution* being produced by the defendant and duly sworn, deposed, that he was in the Cabin when Lieu<sup>t</sup> Russel received orders to take Hunt out of Irons — that soon after L<sup>t</sup> Russel, ordered the Defendant to take him out of confinement, and give him a dam'd good ropes-ending, accordingly the defendant beat the said Hunt, but never heard him complain of it afterwards. — he being on duty the next day. — And as to the 2<sup>nd</sup> charge against the Defendant the Witness said that he never saw the defendant sleeping in his watch, or disguised with Liquor neither did he ever hear it mentioned, by any officer on board the Ship untill he was arrested by the prosecutor.

Question by } did you understand that my order for taking Hunt out of  
Prosecutor } Irons was accompanied with an Order to beat him?

Answer — I did not understand how the order came to be given, I did not read the Letter. —

Question by } did you ever observe the defendant drink more Liquor  
the Court } than the other officers?

Answer — I cannot say that he did —

Lieutenant Isaac Hull on board the *Constitution* being produced by the defendant and duly sworn deposed that as to the first charge he knows nothing, and as to the 2<sup>nd</sup> charge the Witness said that he never saw the Defendant disguised with Liquor, neither did he ever know him sleeping in his Watch; But, that he always did his duty as became an officer. —

Joseph Tarball Midshipman on board the *Constitution* being produced by the defendant and duly sworn, deposed that the Defendant took Hunt out of Irons and called for a Boatswains Mate to flog him; said Hunt then fell on his knees and begd that he might not have a publick whipping: saying that he (the Defendant) might beat him as much as he pleased — accordingly the Defendant, flog'd him with a small ratling and that he never heard that the said Hunt, complained afterwards; but acknowledged that he deserved it; and did not blame the Defendant for beating him. — and as to the second charge he said that he belonged to the defendants watch; and that he never saw him disguised with Liquor, or, knew him to sleep while having the charge of the watch, that he always did his duty well, and much better than some others on board. —

Question by } did you ever hear Pitt's threaten to injure me?  
defendant }

Answer — I have heard Pitts say that the Defendant try'd to work him up: and that, he would do him all the injury that lay in his power. —

At 5. O Clock P.M. the Court Martial Adjourned till 10 oClock A.M. of the 28<sup>th</sup> Ins<sup>t</sup> —

At 10 oClock A.M. of the 28<sup>th</sup> day of June the Court Martial again met according to adjournment, and proceeded to the Examination of the remaining Witnesses. —

John B. D. Louisy Midshipman on board the *Constitution* being produced by the defendant and duly sworn deposed that as to the first charge he knows nothing and as to the second: he said that he never, saw the Defendant, sleeping in his watch, neither did he ever see him disguised with Liquor on duty, or at any other time. —

Lorenus Leonard Midshipman on board the *Constitution*, (19 Yrs of age) being produced by the defendant, and duly sworn, deposed, that, as to the first, charge he knew nothing: but as to the 2<sup>nd</sup> he said that he belong'd to the Defendants watch all the time he (the Deft) was on board the *Constitution* and never saw him disguised with Liquor, or, Sleeping while having charge of a watch. —

John Roach Midshipman on board the *Constitution* being duly sworn on the part of the Defendant, deposed that as to the first charge he knew nothing, and that as to the 2<sup>nd</sup> he said that he did not belong to the Defendants watch: but, that it was his duty to call the defendant; to take charge of the watch when it came to his turn. — and that he never saw, or heard of his sleeping in his watch, or of his being disguised with Liquor until he was arrested by the prosecutor. —

Nathaniel Bosworth a Midshipman on board the *Constitution* being duly sworn, deposed: that as to the first charge he knows nothing. — But as to the 2<sup>nd</sup> said that he belong'd to the Defendants watch, sometimes but not Generally, and that he never saw him Sleeping in his watch. — neither did he ever know him, disguised with Liquor — and in fact never heard of a circumstance of that nature; but on the Contrary always heard him spoken of as a good and active officer. —

Moses Burchard Q<sup>r</sup> Master on board the *Constitution* being duly sworn deposed that as to the first charge he knows nothing — But as to the 2<sup>nd</sup> said that he belong'd to the Defendants Watch, constantly for Six weeks, in the first part of the cruise, and in turn afterwards, and that he never saw the defendant, sleeping in his watch: Neither did he ever see him disguised with Liquor. and that he found him a good, and active officer: always keeping up as strict a decipline as any other officer on board the Ship: never hearing it said that the Defendant slept in his watch or disguised himself with Liquor. Except by Pitts the Midshipman who slept very much himself —

John Robertson Q<sup>r</sup> Master on board the *Constitution* being duly sworn, deposed that as to the first charge against the defendant he knows nothing — and as to the se[c]ond, says that he was in the Defendants Watch, Generally and never saw him sleeping in his watch; neither did he ever know him disguised by Liquor, that he kept a very strict watch; more so (he thought) than any other officer on board the Ship, never hearing it said by any person on board, that the defendant slept in his watch or disguised himself with Liquor. —

James Hoyt Q<sup>r</sup> Master on board the *Constitution* being duly sworn, deposed that as to the first charge, he knows nothing. — and that as to the 2<sup>nd</sup> he was in the Defendants, watch in turn with other officers, and never saw him sleeping in his watch or disguised with Liquor — neither did he ever hear it mentioned by any one, that the defendant disguised himself with Liquor, or that he slept in his watch, while he belonged to the Ship

John Thompson Boatswains Mate on board the Ship *Constitution* being duly sworn deposed that he belong'd to the Defendants watch all the time he belong'd to the Ship, and never knew him to Sleep; or to be disguised with Liquor while on watch. — and that if Hunt got a hiding it was his own fault, for he had always good usage —

John Sawyer Q<sup>r</sup> Master on board the *Constitution* being duly sworn deposed that as to the first charge, he was forward in the Galley, when Hunt came forward; some one said to him; "Hunt you have had a hiding?" Yes; says Hunt, but it was no more than a flea bite to me —

I did not mind it" — and as to the 2<sup>nd</sup> Charge against the Defendant, he said that he belong'd to the Defendants watch constantly for 4 or 5 Weeks after the Ship first sailed; and after that every 3<sup>rd</sup> night, and never saw the defendant Sleeping when on duty or disguised with Liquor —

William Amory — Lieu<sup>t</sup> of Marines on board the *Constitution* being duly sworn deposed that as to the first charge he knew nothing — and as to the second, said that he stood watch by Cap<sup>t</sup> Nicholsons Order; and frequently with the defendant, and never saw him sleeping, or disguised with Liquor while on duty?

Question by defendant { did you not live with me in the ward room? did you ever. see me (there), disguised with Liquor, or drink more than officers in General?

Answer—I never did see you disguised with Liquor You drank more than some, & less than others —

Quest by Same — { did you ever hear it Intimated that I was apt to be disguised with Liquor? —

Answer—No.

Jacob Libby Carpenter of the *Constitution* being duly sworn deposed that as to the first charge he knows nothing — and as to the second; says that he did not keep a watch — But that he generally walked the deck from 10 till 12 oClock, at night and never saw, or heard it said that the defendant, disguised himself with Liquor or that he slept in his watch. — Always observing that he kept up good descipline, and made the people obey when Spoken too. —

Thomas Knox pilot being duly sworn deposed that as to the first charge against the Defendant he knows nothing — But as to the 2<sup>nd</sup> said that he had charge of the *Constitution* as harbor Pilot from the time she was Launched untill she put to sea — and that he was on board about 3 Months in all; that he never saw or heard that the Defendant, made too free use of Liquor; or that he slept in his watch —

The court having examined all the Witnesses produced by the Defendant; he then offered to be read in evidence the affidavit of Charles Swain late Sailing Master on board the *Constitution*: rejected by the Court. —

The Prosecutor then being duly sworn was questioned as follows —

Question by Court { did you ever from your own knowledge know the defendant to be sleeping in his watch or disguised with Liquor?

Answer by Same — { I did not. —

Question by Same { did you ever know the Defendant to neglect his duty on watch?

Answer—I did not keep a watch, and know nothing but hearsay, and heresay evidence does not pass with the court. —

Question by Same { did you ever see the Defendant so far disguised with Liquor, as to be incapable, of his doing his Duty when on or off his watch?

Answer—I always thought that the Defendant drank so much strong Liquor that it occasioned his Sickness: which rendered him unable to do duty —

Question by Defendant { Did not the Doctor of the Ship return me as a sick man at all times, when I did not do duty?

Answer—No he did not return you as sick not more than half the time when you did not do duty. —

Question by the defend<sup>t</sup> { did the Doctor whenever he returned me as sick; State on the return list, that it was occasioned by Strong Liquor?

Answer—No but he said that he would give you no more medicine; observing that you would work it off with strong grog, Pork, and beans, and would not give medicine a fair chance. —

Question by the Same — { did Doctor Read the first Surgeon on board the *Constitution* who died at Norfolk previous to Doctor Goffs coming on board, ever make a report that I drank too much Spiritous Liquor?

Answer—I dont recollect, that he ever did. —

Question by the Court — { how long did Doctor Goff serve as Surgeon on board the *Constitution*?

Answer; from some time in Sep<sup>r</sup> 1798 to the latter part of November in the same Year —

The Court having gone through with the examination of the Witnesses produced as well on the part of the Defendant as the prosecutor: The President observed to the parties that “they were then at Liberty to make any Observations on the Testimony they might think proper; or, otherwise to submit the matter to Court for them to Judge from the Testimony produced. —

The prosecutor then arose and made the following Observations — I did not expect to be called upon to answer such Questions as should be ask’d me; as I had not a doubt but there was abundant Evidence in the Ship to Substantiate my Charges against the defendant but from the Delicacy of the Witnesses, or something else he could not say what (but which the Court are acquainted with) the proof did not come out as I expected. — However I conceive, that the Testimony produced by the Defendant is not sufficient to clear him from the charges produced against him, Not, proving that he did not flog Hunt, Sleep on his watch, and get disguised with Liquor. — But only went to prove that they did not see him disguised with Liquor, or Sleeping on his watch. — With these impressions — Gentlemen:

I am ready and willing to submit the matter to the Judgment of the Court —

After which the defendant arose, and address’d the court as follows

M<sup>r</sup> President and Gentlemen of the Court; I only have to observe M<sup>r</sup> Pitts (who was under arrest by order of the Prosecutor) was sent for by him and ask’d the Question whether “he would support the Charges” (as alledged against me) and that the other witnesses never came forward with complaints against me, untill ask’d, and advised to it, by the prosecutor, whose intention it was, to get me out of the Ship. — I conceive that the Inducement, of the, Witnesses for coming forward in the manner they did; were from the following Motives. — Pitts expected to be released from arrest, Torry, and Jarvis promotion, and Hunt to escape the punishment, he so justly deserved. — said Hunt being sent for to come on shore, by the prosecutor.

I afterwards hinted to the prosecutor to bring him, (Hunt) to trial by a Court Martial, as a deserter (for as such he was considered) but found that he was discharged. —

With these impressions Gentlemen I am willing to Submit the matter to your Judgment —

The Prosecutor, and Defendant then withdrew — and the Court proceeded to the Consideration of the Testimony that had been offered in support of and in defence of the charges exhibited against the Defendant, and after due Consideration the Court are of opinion that the part of the first charge, “for beating John Hunt” is supported but that he did not beat him “cruelly” and that Notwithstanding it appears to the Court, that the Defendant was in fact guilty of a breach of the rules for the Government [of] the Navy of, by beating said Hunt. — Yet as he received positive Orders so to do, from Lieu<sup>t</sup> Russel, who was his Senior Officer, and from a great Variety of other Circumstances the Court are of Opinion that the Defendant ought to be acquitted from the charge. —

The Court are also of Opinion from the weight of the Testimony offered in support of; and against, the Second charge exhibited against the Defendant for Sleeping in his watch; and being disguised with Liquor, when on duty, that it is not Supported.

At 9 OClock P.M. the Court having finished the business assigned them, were dissolved. —

SILAS TALBOT President  
of the Court Martial  
and Captain in the Navy of the U States.

[NDA. CMR. Vol. 1, 1799–1805, Nos. 1–29.]

Circular to Captains of U. S. Navy from Secretary of the Navy

[PHILADELPHIA.]

Navy Department 27<sup>th</sup> June 1799

*Circular to Captains,*

SIR I have the honor to enclose your authority to capture armed Vessels sailing under authority or pretence of authority from the French Republic — and to recapture our own Vessels, captured by them. — also circular Instructions issued by the command of the President to our armed Vessels, of the 29 Decem<sup>r</sup> 16<sup>th</sup> January & 12<sup>th</sup> March — to all of which you will conform. — It is the particular desire of the President that exact discipline be observed on board of all our Public Ships:— that the conduct of the Officers, Commissioned as well as non commissioned exhibit to the Men, an example of obedience and subordination to the orders of their Superiors, and attention to every point of duty. — that the Commanders cause to be punished with all the rigor the Rules and Regulations for the government of the Navy will admit, such Officers as regardless of the honorable distinction to which their Commissions entitle them prove themselves *unworthy of their station*, — and that the names of those *who deserve well of their Country*, be reported to him through me, at the end of every Cruise — it being not less his determination to honor and reward, by promotion, as fast as opportunities offer the meritorious Officers, than to rid the service of men who disgrace it, should he have the mortification to find, that any of this latter description insinuate themselves into our Navy. —



The Rules and Regulations point out the punishment to be inflicted upon delinquents of every class — these should be rigidly enforced — the knowledge of them will prevent the introduction of a practice prevalent in other Navies, among the inferior Officers of beating the men without form of trial, and often unjustly — the men will more cheerfully perform their duty and more readily reenter the service, when they know that their transgressions are to be punished according to Law — and that without offense they cannot be punished. — The 7<sup>th</sup> Article of the first Section directs the mode of communicating to the Crew a knowledge of these regulations. — The [President] also enjoins it as a duty upon the Commander of every Ship, to inculcate among his Officers and Men, a love of Country and respect for its constituted authorities — a high sense of National Character, and veneration for the honor of the American Flag. —

You will observe by the Laws that all prizes are to be sent into some port in the United States for trial — They should always be accompanied by all the papers found on board of them, and everything necessary for their condemnation. —

The prisoners which may fall into your hands may be exchanged for the Citizens of the United States captured by the French where it can be done — otherwise they must be sent to some port in the United States, not farther south than Norfolk. —

I shall in another Letter point out the service in which you are now to be employed.

I am &c &c

[NDA. OSW, Vol. 2, 1799.]

Circular to the Governors from Secretary of State

DEPARTMENT OF STATE

Philad<sup>a</sup> June 27<sup>th</sup> 1799

(Circular to the Governors.)

SIR The President of the United States having thought it expedient to renew our commerce with St<sup>t</sup> Domingo, under certain regulations; has for that purposes issued his proclamation, of which I have the honor to inclose a copy [26 June 1799], and to be,

very respectfully

Sir, Your obed<sup>t</sup> servant

TIMOTHY PICKERING

[SDA. Dom. L., Vol. 11, 1798-1799.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 27 June 1799

First fresh breezes & cloudy, hazey weather at 1 PM set steering sails at 6 bore away & took in the light sails

Middle part d<sup>o</sup> weather all sail Set. saw a sail to the West<sup>d</sup> gave chase a[t] 8½ AM came up with & boarded her She was a Spanish Brig from Malaga bound to La Vera Cruz, at 9¼ bore away & made sail

Ends pleasant.

[Long'de ob'd. 60.05 W.]  
[Latt'de ob'd. 17.03 N.]

[HS of Old Newbury, Mass., NDA photostat.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding United States Ship *Montezuma*, 27 June 1799

Heavy Squalls of wind & rain — Hove to for a sail, supposing her in chase, but lost sight of her in a squall, she having altered her course —

Altavella bore N. W. 2 or 3 leagues dist. —

Fresh breezes —

[NA.]

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To Captain George Little, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 28<sup>th</sup> June 1799.* —

Cap<sup>t</sup> GEORGE LITTLE

*Boston.*

SIR I am honored with your letter of the 23<sup>d</sup> — I am very glad to find you are so near ready for sea. — Your Instructions shall be at Boston before the 10<sup>th</sup> July. — The Marines have been ordered, and I presume are by this time on board. — I do not object to an increase of your men to 240, tho' no delay must arise in consequence of the augmentation. —

I am &c &c &c

[NDA. OSW, Vol. 2, 1799]

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To Major Commandant W. W. Burrows, U. S. Marine Corps, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department June 28. 1799*

Major W. W. BURROWS

SIR You will please to make immediate arrangements for furnishing an Officer and 25 Marines for the Ship *Connecticut* Captain Moses Tryon lately launched at Middletown. —

I am &c &c

[NDA. GLB, Vol. 2, 1799.]

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To Captain Robert Gill, Navy Storekeeper, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department June 28. 1799*

Cap<sup>t</sup> ROBERT GILL

SIR Cap<sup>t</sup> Baker of the Ship *Delaware* has some old Sails, for which he has no use, and will deliver them to you; — Cap<sup>t</sup> Decatur will require the whole or part of them on board the Frigate building by the Merchants which he is superintending — You will please to receive them from Cap<sup>t</sup> Baker and deliver them to Cap<sup>t</sup> Decatur. —

I am &c —

[NDA. GLB, Vol. 2, 1799.]

To Stephen Higginson & Company, Navy Agents, Boston, Mass., from  
Secretary of the Navy

[PHILADELPHIA]

Navy Department 28. June 1799. —

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>

GENTLEMEN I am honored with your letter of the 21<sup>st</sup> instant.— I have no doubt the *Herald* could be much improved, but the Navy Officers who know her, all concur in the opinion, that she never can be made a swift sailor as a Cruiser — She is now a better sailor than almost any Merchantman. —

I have directed a purchase of a very fine Brig [*Augusta*] at Norfolk, and that she be immediately sent to Boston — I shall know in a few days whether this can be done. — if it can, then the *Herald* must be striped of her War-like equipments, and be sold at what she will bring — and her Military Stores Guns &<sup>s</sup> as well as Officers turned over to the Brig, which will require more sails, more Rigging, and perhaps a good deal to be done to her — but she will be a valuable Vessel when she gets into service. — If this Vessel cannot be purchased, we must try to make something of the *Herald*. — As to the Ship building for Captain Preeble — there is no authority to procure Vessels of her size — she could only be purchased to supply the place of the *George Washington* — that Vessel instead of being kept on the coast as I intended when I mentioned the subject to you, is ordered on a service which will occupy some months. — the change was made in consequence of an event, of which you will soon be informed —

M<sup>r</sup> Winder will write you on the subject of the claim of the young man whose foot was broken in the *Pickering*. — I shall send on Instructions both for Talbot and Little by Mondays mail.—

I am &<sup>s</sup> &<sup>s</sup> &<sup>s</sup>

[NDA. GLB, Vol. 2, 1799.]

Circular to Captains of U. S. Navy from Secretary of Navy

[PHILADELPHIA]

NAVY DEP<sup>t</sup> 28 June 1799

*Circular to Capt<sup>s</sup>*

SIR, In addition to the return which you have been instructed to make, of your officers & men, with the time & terms of their entering whenever you are about to sail from any port in the U. States, you will make a separate return of your Lieutenants, Lieutenants [of] Marines — Surgeons & Mate, Sailing Master, Purser, Boatswain, Gunner, Sail-maker, Carpenter and Midshipmen, with the time of their entering and remarks during your different Cruises, agreeably to y<sup>e</sup> form enclosed.

[NDA. OSW, Vol. 2, 1799.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 28 June 1799.

First part fresh breezes cloudy at 2 PM saw a sail to the west<sup>ward</sup> Gave chase fir'd 23 Shott at her at ½ past 5 came up with her & gave her part of a Broadside which obliged them to hall down their colours She proved to be the French National Schooner *Magicienne* [\*] of 12 Guns & 163 Men & Officers. the first Lieut<sup>ant</sup> went

on board. hoisted out our boat & brought the prisoners on board. Put on board the Sailing Master & a Midshipman & 8 Men to take charge of the prize at 8 PM bore away & made sail with the prize in comp<sup>y</sup> Middle & latter parts Squally Weather.

The prize threw part of her guns — boat & powder overboard.

[Long'de ob'd. 62.29 W.]  
[Latit'de ob'd. 16.51 N.]

[\* Ex-*La Croyable*, also Ex-*Retaliation*.]  
[HS of Old Newbury, Mass., NDA photostat.]

[28 June 1799]

Advertising the armed French vessel *La Magicienne* for Sale

MARSHAL'S SALE.

*United States,*  
*Pennsylvania District.* }<sup>ss.</sup>

In pursuance of a writ to me directed, from the Honorable Richard Peters, Esquire, Judge of the District Court of the United States, in and for the Pennsylvania District, will be exposed to public sale at the merchant's coffee house, in the city of Philadelphia, on Saturday the 7th day of December next, at 12 o'clock at noon —

The armed French vessel, called *La Magicienne*, With all and singular her apparel, guns and appurtenances, as the same now are, having been lately seized and taken on the high seas, and within the jurisdiction of the said court libelled against, prosecuted and condemned, at the suit of Moses Brown, Esq. commander of the public armed vessel called the *Merrimack*, in behalf of himself and the other officers and crew thereof.

WILLIAM NICHOLS, *Marshal*.

Marshal's office at Philadelphia, }  
29th day of December, 1799. }

N. B. Inventory may be seen at the office.

[LC, "Claypoole's American Daily Advertiser" (Phila.), 3 Dec. 1799.]

To Secretary of State from President John Adams

QUINCY *June 29, 1799*

SIR Last night I rec<sup>d</sup> your favour of the 22<sup>nd</sup> and rejoice to find you have rec<sup>d</sup> Dispatches from Stevens and Maitland.

If the British Merchant Vessels are to enter the Ports of Cape Francois and Port au Prince, under a Flagg of Truce, and ours are not: and if an Agent from the British Government is not Admitted, while one from the U. S. is, this will render it more necessary for Us to be particularly delicate and complaisant towards the English and our Consuls and Merchants and Mariners ought to have this Duty carefully inculcated upon them. A good Understanding with the English is of more importance to Us than the trade of St. Domingo, which I am afraid will be found to have been too highly estimated.

I shall wait with some impatience for your further Information: But I hope the Trade will be opened without waiting for any further communication from me.

J. ADAMS.

SECRETARY OF STATE.

[SDA. Misc. L., Jan—Jun. 1799.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Department 29<sup>th</sup> June 1799 —

JOHN ADAMS Esquire

President of the U. S.

SIR I am honored with your letter of the 24<sup>th</sup> Instant — in consequence of which I now enclose a Letter I rec<sup>d</sup> from Cap<sup>t</sup> Talbot on the subject of his Officers — Not deeming it proper to send on a second Captain to act on board the *Constitution* — and not having the power of sending on to act as first Lieutenant, a fit person older in command than Lieu<sup>t</sup> Beale — I saw no way of getting things right in that Ship, but to remove L<sup>t</sup> Beale into another; and to propose the appointments of two other Lieutenants who have been repeatedly recommended by M<sup>r</sup> Higginson, as the best men, willing to enter the service as Lieu<sup>ts</sup> to rank after Lieu<sup>ts</sup> Hull and Hamilton. — Tallman lost his arm on board of the [Continental frigate] *Trumbull* in an action in which it is said he distinguished himself — Doble I saw — He appeared to be a fit man to be a Lieu<sup>t</sup> — and he also has had experience on board of armed Ships. — I have advice from M<sup>r</sup> Higginson and from Talbot that the *Constitution* will be ready for sea early in July — I shall send on Instructions by mondays mail — I have sent the original of Talbots Letter (which he meant as confidential) not having time to get it copied for this Mail. —

I am &<sup>c</sup>

[NDA. Nom. Appts. LB, 1798–1820.]

To Secretary of the Navy from Captain Thomas Tingey, U. S. Navy

[U. S. S.] *Ganges* AT SEA: NNE OFF S<sup>t</sup> BARTHOLEMUEWS 18 LEAG<sup>s</sup>

2 PM 29 June, 1799

SIR I anchor'd at S<sup>t</sup> Kitts the morning of the 27<sup>th</sup> having taken in with me the [Merchant] Schooner *Delaware*, Barzilla Weston master, from Charleston, with Rice & flour, for S<sup>t</sup> Christophers, whom I had met in the passage over, and probably sav'd from capture, as he was steering for S<sup>t</sup> Eustatia, having mistaken the Land, the weather being very hazy — I found there a numerous fleet of merchantmen, to sail on the 28<sup>th</sup> under convoy of several Frigates: there were also collected to take benefit of said Convoy, between 60 & 70 sail of American homeward bound vessels —

We instantly set about the repairs we wanted, in order to proceed again without delay. — I sent about also to enquire for Americans out of employ to Navigate the Sloop home, lest a Capt<sup>n</sup> Pitcher whom I had engag'd at S<sup>t</sup> Bartholemews for the purpose might not arrive timely — and conceiving it of consequence that the Course of the *Montezuma* (per order) should be speedily known — I did not wish to be frustrated.

About noon a deputation from the masters of the American homeward bound vessels, call'd on me with a written request to convoy them home — I convinc'd them that I could not attempt it consistent with the tenor of my orders, and advis'd them to take benefit of the British Convoy, at least to latitude 26° N. assuring them at the

same time, I would certainly go that far with them myself, were it not that the foremen'd convoy, would answer their purpose — I told them farther that should any public ship arrive, that might be under my command, she should proceed with them. They urg'd that the greatest danger lay from Bermudas to Cape Hatteras — and wish'd me to proceed with them — a measure in my mind so extremely incompatible with my orders, that a compliance would justly have forfeited my Commission. — They appear'd satisfied, but at evening call'd again, to know if I had reconsider'd the matter — I assur'd them I had *very maturely*, and felt assurance that I had no right of election as to the steps I should pursue — As the convenience of the convoy, about to sail, would go farther with them than I dare do — I offer'd them if they would wait, or call at dawn of the morning on board I would give a written answer for their justification.

I mention these matters more particularly, and inclose copies of theirs & my letter — As, although these gentlemen, while with me appear'd satisfied and behav'd with much politeness — Yet I am told that to my Officers, when out of my presence — they spoke with much acrimony, and threat'ned to publish my refusal of Protection — I should hold my Commission of very little estimation indeed, if it were to subject me, to the capricious orders of every score commanders of Merchant vessels, that might meet together.

Before noon on the 28<sup>th</sup> the *Ganges's* rigging was refitted; and Capt<sup>n</sup> Pitchar having arriv'd from S<sup>t</sup> Bartholemews to take charge of the Sloop *Vainqueur* the people he had collected, with a few of the *Ganges* crew were put on board her, got clear for sailing by ½ past 3 PM: when we weigh'd & proceeded round the west end of S<sup>t</sup> Christophers

The night was tempestuous with a very irregular sea — at day light we saw Capt<sup>n</sup> Bainbridge, about a league to the windward of S<sup>t</sup> Bartholemews — he made the signal for having sprung a lower mast I therefore bore down to him, and being inform'd that his main mast was badly damag'd; he was order'd to S<sup>t</sup> Bartholemews to repair it — where it can, by convenience of the harbour, be done with more facility & dispatch, and indeed as the weather is still unsettled with heavy squalls, its probable he might damage it more by attempting to gain S<sup>t</sup> Christophers, if he even were enabled to get there at all.

M<sup>r</sup> J. Dubose, the Gentleman You sent me as a midshipman, while at Norfolk — has, with a copy of my commission, the charge of the Sloop's papers as prize-master — Her commission (a notorial copy of which I have had taken & retain'd) and an Inventory of the materials on board, is all I thought necessary to send — The charge of navigating her is confided to Capt<sup>n</sup> Pitchar of Philadelphia, with whom no agreement has been made for compensation, it was considered, as he had been lately captur'd, a speedy passage home without expence would satisfy him — but it may be that his merit in the management of her, may entitle him to pecuniary reward.

The accounts of the people belonging to the *Ganges*, their date of entry, wages per month, and charges against them will be forwarded herewith. —

Those engaged by Capt<sup>n</sup> Pitchar are to have Navy Seamans pay, from the time of going on board her, till they are discharg'd — And M<sup>r</sup> Dubose has had three Months advance pay. —

This vessel unless she should be thought fit for Government service, as a Revenue Cutter, or a Tender to the Navy — would produce a considerable sum more in the West Indies than with us — for, from her famous character for sailing 6000 dollars would not have purchas'd her. — Capt<sup>n</sup> Bainbridge inform'd me as I pass'd him this morning, he had, since parting with me on the 26<sup>th</sup> conducted three vessels from America safe into S<sup>t</sup> Bartholemews, so that if we are not fortunate in capture or recapture — we have still been happy to prevent several lately, from probably falling into the hands of the french It blows heavy in squalls, and the appearance of the weather noways indicative of moderation — I am constrain'd therefore, to be brief, in order to have all ready for parting with the Sloop at night, which if nothing intervenes I shall then do, trusting her to her fate & fast sailing — and wishing her speedily w<sup>th</sup> You The Officers & people of the *Ganges*, as well as myself enjoy perfect health.

Anxious to effectuate some service to my country in the line of my duty, and with determination to be strenuous in exertions therein

I have the honor &c &c

T. T. [THOMAS TINGEY]

The Hon<sup>bl</sup> BENJ<sup>n</sup> STODDERT.

N:B: The two following, were enclos'd with the foregoing

[Enclosure No. 1]

S<sup>t</sup> CHRISTOPHERS 27<sup>th</sup> June, 1799

THOMAS TINGEY Esq<sup>t</sup>

SIR We the undersigned American Masters of Vessels now laying in this port, and ready for Sea with valuable cargoes — which if arrive safe in America will pay a large sum to the Revenue — This fleet now to sail being bound home will probably keep far to the Eastward, which being an indirect course for those bound to America, and a great detention — We humbly petition you would take us under your convoy —

*Signed*

John Bulkley	David Forster	Rob <sup>t</sup> Ilsley
Robert Tate	Rob <sup>t</sup> Johnson	Jason Bordman
H. Church	W <sup>m</sup> Cowell	Valentine Pease
Elliot Deering	Nath <sup>n</sup> L. Terry	H. Winchester
Will <sup>m</sup> Goodshall	Nath <sup>l</sup> Boush	Josiah Barron
Elihu Doley	John Hammett	Josiah Simpson
Sam <sup>l</sup> Tibbals	John Tittle	Sam <sup>l</sup> Ingersoll
I. [or J.] Hempstead	Will <sup>m</sup> Rush	Simeon Bray
Tho <sup>s</sup> Dyson	Eben <sup>t</sup> Gooe [or Gove]	Peter Fry
Tho <sup>s</sup> MacCray	Joseph Hewes	Sol <sup>n</sup> Hopkins
Jerem <sup>s</sup> Buckman	J. Prentiss Jun <sup>r</sup>	Eben <sup>est</sup> Graves
Will <sup>m</sup> Hugans	Step <sup>n</sup> Whitehouse	Rich <sup>d</sup> Dixey
Sam <sup>l</sup> Gillpatrick	Rich <sup>d</sup> Price	Sam <sup>l</sup> Nolan
Asael Riley	Tho <sup>s</sup> Attarick	Allan Drinkwater
Lewis Peterson	Jeremiah Thorndike	Peleg Tupper
Asa Benton	Gideon Rea	
Josias Carver	Zenos Rogers	

[Enclosure No. 2]

[U. S. S.] *Ganges* AT S<sup>t</sup> CHRISTOPHERS27<sup>th</sup> June 1799

GENTLEMEN Your favor of this morning was duly handed to me, and has been maturely considered. It would have given me infinite satisfaction, to have anticipated your wishes, by an immediate offer of my services, and the protection of the *Ganges*, to the extent of your desires — But considering the tenor of my orders — and the situation of the station; I am constrain'd to advise You to prepare and sail with the British Convoy of to morrow, proceeding with them as far as latitude 26° N. and on parting with them, to shape a Course far Westerly for 24 or 36 hours.

I have reason to expect more of our public force hourly — and should any arrive under my direction they shall be sent with you — If a Senior Officer comes I shall with much pleasure attend You myself. But as the time is so short, I cannot help repeating my desire that, You do not fail to embrace the opportunity of the British Convoy.

I am with regard — Gent<sup>l</sup>

Y<sup>r</sup> Obed<sup>t</sup> &c &c

T. T. [THOMAS TINGEY]

To Captains JOHN BULKLEY — ROBERT TATE  
and all the Commanders of  
American Vessels — now at S<sup>t</sup> Christophers

[NDA. Tingey LB, 1798-1800.]

To Captain John Barry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 29. June 1799

Commodore BARRY

SIR The Frigate *United States*, under your command, being now ready for sea, you will proceed, cruising at a convenient distance along the Coast, to Charleston, where you will remain just long enough to let the Citizens of that place know that you are in their vicinity, and to discharge the Artillery Company you take on board — and thence proceed farther South, indeed as far as the River S<sup>t</sup> Marys, if you find you have time to get back to Hampton Roads about the 15<sup>th</sup> or at latest the 18<sup>th</sup> of July. — but if you should find yourself pressed for time, you will in that case, so direct your Cruise, as to admit of your being at Hampton, about the time mentioned, when I expect Captain Talbot in the *Constitution* will join you there. — There will be a Bowsprit prepared for you at Norfolk, and immediately on your arrival at Hampton, it will be necessary for you to order William Pennock Esquire, Naval Agent to send it down to you — together with any thing else you may find yourself in need of for a Cruise of four months. — You shall receive at Hampton your further destination. — these Instructions shall get to your hands between the 15<sup>th</sup> and 20<sup>th</sup> of July — and it will be necessary that you have every thing in order, to proceed to sea as soon after you receive them as possible. —



Wishing you great success and glory, I have the honor to be with great esteem &c &c &c.

Enclosed Circulars of 29. Dec<sup>r</sup> 16 Jan<sup>r</sup> 12<sup>th</sup> March, 19<sup>th</sup> 27<sup>th</sup> & 28<sup>th</sup> June.

[NDA. OSW, Vol. 2, 1799.]

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To Captain James Barron, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 29<sup>th</sup> June 1799. —

Cap<sup>t</sup> JAMES BARRON

SIR It is intended, for the present, that you shall act, on board the Frigate *United States*, Cap<sup>t</sup> Barry as second in Command. — Holding a Captains Commission in the Navy, you will be entitled to the Pay and Emoluments of a Commander of a 20 Gun Ship, Seventy five Dollars, p<sup>r</sup> month and Six Rations p<sup>r</sup> day. —

I am &c &c &c.

[NDA. OSW, Vol. 2, 1799.]

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[29 June 1799]

To Lieutenant Andrew Sterett, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

SIR, After having waited in daily Expectation of your Arrival from Baltimore for some Days, I am compelled to proceed on to New York with the Frigate. — Follow on by the first Oppertunity without fail, bringing with you M<sup>r</sup> Morgan the Gunner, and any entered as a Part of his Crew, with such able Seamen as you may have; all others put on Board the Frigate, *Insugente*, and take a Receipt for them, provided that Ship is in the Roads, otherwise bring them all on, but I must enjoin it on you as a Duty (not to be deviated from) to proceed to me without Delay. I am, Sir,

Your Obed<sup>t</sup> Serv<sup>t</sup>

29<sup>th</sup> June 1799.

Lieut: ANDREW STERETT.

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

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To Midshipman J. L. Dubose, U. S. Navy, Prize Master of French Prize Sloop *Vainqueur*, from Captain Thomas Tingey, U. S. Navy

[U. S. S.] *Ganges* AT SEA 29<sup>th</sup> June 1799

SIR Herewith You have a copy of my commission from the President of the United States, by virtue of which I do appoint you prize master of the Sloop *Vainqueur* late of Guadeloupe. — You will of course have charge of my dispatches for the Secretary of the Navy and my letters for my friends Mess<sup>rs</sup> Willings & Francis of Philadelphia, into whose care you will deliver said Sloop & her materials as they may direct.

If you are detain'd in the Delaware by quarantine, these letters & papers must be deliver'd to the health Officers, to be sent off express. Take care also to keep sufficient weight always attach'd to them —

that should you fall into the hands of the French (which however I have little apprehension of) you may instantly sink them, that they fall not into their perusal.

You will take care not to interfere with the Navigation of the Vessel by Capt<sup>r</sup> Pitchar, as it is necessarily confided in him, owing to the short time you have been at Sea & consequent inexperience.

Should necessity force Captain Pitchar to Norfolk — apply to Moses Myers Esq<sup>r</sup> & put the business in his hands — If to New York, put it in the hands of Nicholas Cruger Esq<sup>r</sup>

Wishing you safe & soon into Port I am

S<sup>r</sup> Y<sup>rs</sup> &c

T. T. [THOMAS TINGEY]

To M<sup>r</sup> J. L. DUBOSE

hereby appointed Prize Master of the Sloop *Vainqueur*

[NDA. Tingey LB, 1798–1800.]

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To Willings & Francis, Agents for U. S. Ship *Ganges*, from Captain Thomas Tingey,  
U. S. Navy

[U. S. S.] *Ganges* AT SEA NE OF S<sup>t</sup> MARTINS

29<sup>th</sup> June 1799

Mess<sup>rs</sup> WILLINGS & FRANCIS

GENT<sup>rs</sup> This will be handed, or forwarded to You, by M<sup>r</sup> J. Dubose, midshipman of the *Ganges*, now prize master of the late French Privateer Sloop *Vainqueur*, captur'd the 16<sup>th</sup> ins<sup>t</sup> by the *Ganges* & *Norfolk* — which vessel he will put under your charge to effect condemnation and disposal of. — I do not apprehend her value will be great in America — Unless Government should purchase her for a Revenue Cutter, or a tender to the Navy — But here (in the West Indies) where she is so well known for her rate of sailing *by the wind*, and fame while the British Privateer *Harlequin*, she could not have been purchas'd for 6000 Dollars. I hope shortly to be home and have the pleasure of seeing you — but it is accompanied by an earnest hope also, that I shall yet do more effectual service to my country, by speedily sending to your care, a more valuable surety of the *Ganges's* speed through the element she was design'd for. 'Tis rough weather, You'll therefore excuse this hasty scrawl.

Accept my respects to yourselves & families & believe me

Sincerely Y<sup>rs</sup>

T. T. [THOMAS TINGEY]

P. S. Her Commission is enclos'd to M<sup>r</sup> Stoddert — You have herewith an Inventory of her materials.—

[NDA. Tingey LB, 1798–1800.]

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To Captain Pitchar, French Prize Sloop *Vainqueur*, from Captain Thomas Tingey,  
U. S. Navy

[U. S. S.] *Ganges* AT SEA 29<sup>th</sup> June 1799

SIR Having confided to You the Navigation of the Sloop *Vainqueur* — You will please use every possible dispatch to obtain arrival at Philadelphia, as it is of much concern, that my dispatches are there very speedily.



MIDSHIPMAN SAMUEL ELBERT, U. S. NAVY



You will do every thing in your power to prevent her falling into the hands of the French, therefore in case of danger, you are at liberty to proceed either to Norfolk or New York — but to Philadelphia in preference — Nor must You (except from particular necessity) go into any port South of Norfolk —

I must beg your attention that there is no waste of her stores or materials — And as this business is chiefly on Government service; your dispatch may particularly recommend You to the Secretary of the Navy — which I shall be happy to assist in

I am Sir Your Obed<sup>t</sup> Serv<sup>t</sup>

T. T. [THOMAS TINGEY]

To Capt<sup>n</sup> PITCHER, Sloop *Vainqueur*.

[NDA. Tingey LB, 1798-1800.]

To Timothy Winn, Purser, Steward, and Captain's Clerk of the U. S. Brig *Scammell*,  
from Secretary of the Navy

[PHILADELPHIA]

Navy Department 29. June 1799

M<sup>r</sup> TIMOTHY WINN

Purser to the *Scammell*. —

SIR You will consider this as your authority to take charge of all the stores, on board of the Brig *Scammell*, belonging to the Department of Purser and Stewart, as pointed out in the Marine Rules and Regulations. — You will also act as Captain's Clerk — and will be intitled to receive forty Dollars p<sup>r</sup> month and two Rations p<sup>r</sup> day, in consideration of your services in those several capacities. —

I am &c.

[NDA. OSW, Vol. 2, 1799.]

[29 June 1799]

Protest of Zebedee Hunt Jr. of the Sloop *Nancy*

*State of Rhode Island &c*

Providence ss on this Twenty ninth Day of June in the Year of our Lord one Thousand Seven Hundred and Ninety nine. Before me Sam<sup>l</sup> Chace Esq<sup>r</sup> Publick Notary Duely admitted & sworn, and Residing in the Town of Providence Personally appeared Zebedee Hunt Jun<sup>r</sup> late Master of the Sloop *Nancy* of Warren. And on Solemn Oath Declared in addition to his Declaration on oath on the Eighteenth day of March last and the Seventeenth day of May last Before James Grigg Notary Publick in the Island of Tortola. That at the Time He saild from Newport as mentioned in his former Declaration all the Persons on Board said Sloop — were Himself, Ebenezer Jencks Part owner of Cargo & supercargo of said Sloop, Josiah Hunt Brother of the said Zebedee — and James Atwood — That after the said Josiah was washd overboard, The said Ebenezer Jencks, James Atwood, and the said Zebedee Hunt were obligd to work at the Pumps at the rate of seven or eight hundred strokes an Hour till they arrivd at Cape Francois That for nine days after the said sloop was cast down on her Beam Ends — The Sea was so rough & broke over her so Constantly that it was not Practicable to keep any Fire on Board. And

the said Zebedee Hunt Jun<sup>r</sup> and others who were left on Board said sloop were obliged to Eat their Provisions without cooking during all that Time and for the space of Fourteen days the wind was so heavey That it was impossible to carry any sail — and the said sloop lay too all that Time with the wind from West nor West to North — He said Zebedee Hunt further Declares That on his arrival at Cape Francois — He and the said Ebenezer Jencks Petitioned the administration at that Place For Liberty to Repair the said Sloop, and to Proceed on their intended Voyage But they were wholly refused the Priviledge of so Doing. That their Cargo was taken from them as stated in his Former Declaration That the Answers to their Petitions Refusing them Liberty to Depart, and the Protest made at Cape Francois containing the particular circumstances relating to their Passages being Taken and Detained from them, as before sett forth — and said Capt Zebedee Hunt Jun<sup>r</sup> Being the only Remaining Person living that saild from Home in said Vessell at the Time she was Condemned —

Z HUNT JUN<sup>r</sup>

Wherefore Capt Hunt Protests and I as Desired By Capt Zebedee Hunt Jun<sup>r</sup> Do Hereby Publicly and solemnly Protest against the said Capture and Condemnation and Detention of said Vessell and Cargo as before Protested — and ag<sup>st</sup> the loss of his Register and all his Papers as before recited and against all Loss Cost Damage and Detriment that arrises thereon or that may hereafter accrue to the owners Freighters or Insurers of on the said Sloop *Nancy* her Cargo and appurtenances

Thus Done and Solemnly Protested under my Hand & Seal Notarial in Providence aforesaid in said state of Rhode Island & Providence Plantations on the Date hereafore written

SAM<sup>l</sup> CHACE  
Publick Notary

[RIHS.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 29 June 1799

First part fresh breezes & Squally Cloudy Weather. at 1 PM saw a sail to the North<sup>l</sup> standing for us at 5 gave chase & fir'd 3 Shott at her at 8 took in sail being very Squally at 9 she hove too, Spoke her & order'd her to shew a light & keep by us till morning it blowing very heavy & a Rough sea running could not board her. at 10 close reef'd the topsails in courses & M T Sail, wore Ship to the N & W<sup>l</sup> Lost sight of our prize the other Schooner by us with a light. Middle part heavy Squalls with rain & thunder & lightning at 2 AM wore to the South<sup>l</sup> at 5 AM saw a sail gave chase at 7 Saw Deseada bearing S b W 7 leagues at 8 came up with & boarded our chase the Schooner *Isabella* from Baltimore bound to Martinico out 16 days, the same Sch<sup>l</sup> we brought too last Night At Mer<sup>ch</sup> Antigua bore N by E 5 leag<sup>s</sup> Montseratt SW b W 6 leagues Latter part Mod<sup>er</sup> & Cloudy.

[HS of Old Newbury, Mass., NDA photostat.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding United States Ship *Montezuma*, 29 June 1799

Gentle breezes & agreeable Weather

Sounded repeatedly, but found no bottom.

Saw the Island of Navaza, bearing NE. b/ N. dis<sup>t</sup> 5 leagues, Spoke a Spanish Schooner from Jamaica, bound to Porto Rico — Saw a Ship, which gave chase to us. Made the B. Signals, which were answered by her —

[NA.]

To Secretary of State from Job Wall, U. S. Consul, Saint Bartholomew

SAINT BARTHOLOMEWS June 30<sup>th</sup> 1799

Duplicate

TIMOTHY PICKERING Esq<sup>r</sup>:

SIR, I had the honor of your respected letter of the 28<sup>th</sup> January 1799 — handing me the appointment of the President of the United States, as Consul for this Port on the 8<sup>th</sup> May following; and after the previous necessary communication & Exhibition of your Letters — Patent, to the Executive Authority of this Island; — commenc'd the Consular functions on the 15<sup>th</sup> day of June. — the prejudices rooted in the minds of this Government, in favor of the French will make it arduous for me to Exercise my Functions, with much good to my Country; or with much satisfaction to myself, — in a little town too, where every accession to its trade, no matter the means employ'd to bring it, is encourag'd without much regard to what violations may be committed on other Nations for the success of it. —

In conformity to your instructions, I transmit to you — a list of our Vessels of different descriptions, which have enter'd the Port since March 22<sup>nd</sup> down to the close of June, and as a specimen of how much success I can promise myself, I hand you a Copy of my Letter to his Excellency Governor of Trollé, claiming restoration of two of our Vessels, captur'd at the entrance of this Harbour, one of which, was sent to the Island of S<sup>t</sup> Martins, & the other brought to Anchor here, — and sold with her lading before condemnation had been obtain'd for them from Gaudeloupe; the Copy of one Condemnation, I have now the honor to hand you, as I shall do with the other, as soon as it reaches me; — one or more of our Arm'd Vessels, station'd here, and in continual or occasional Cruize in and about the coast of this Island, would have prov'd the means of saving a considerable property to our Citizens, and may be still of use in future, for in proportion as the supplies to Gaudeloupe, from our Continent, becomes precarious through the medium of this & the Danish Islands; their zeal for Privateering will continue to encrease necessity will impose this upon them. —

The very slender perquisites, attach'd to the consulate here, & the exorbitance of all the necessary means of living; leaves me room to solicit, some addition to be made to the rates of fees, or such a moderate salary; as would not much augment the expenditures of the United States; — I shall continue, to make you, such farther com-

munications as may be necessary. — I also hand you the Copy's of two protests & my surity Bond. —

I have the honor, to be very respectfully

Sir

Your mo: Obd:<sup>t</sup> Serv:<sup>t</sup>

JOB WALL

Consul

P. S. have also the honor of handing a Copy of Brig *Matilda's* Condemnation

[SDA. St. Bartholomew, Vol. 1, 1799—1828.]

[30 June 1799]

**Memorial of Benjamin B. Mumford, Supercargo of the Ship *Mary Ann*, concerning her recapture by French Frigate *Le Romaine***

To the Honourable the board of Commissioners appointed under the eleventh Article of the Treaty of Amity, Settlement and limits, between the United States of America and his Catholic Majesty, concluded at Washington on the 22<sup>d</sup> day of February A. D. 1819.

The Memorial of the claim of Benjamin B. Mumford of Newport, in the County of Newport and State of Rhode Island & Providence Plantations, and a native citizen of the United States of America

HUMBLY SHEWETH

That your memorialist was appointed Supercargo of the American Ship *Mary Ann* Knowles Adams Master, which ship was owned by Mess<sup>rs</sup> Murray & Mumford Merchants of the City of New York; that said vessel was loaded with a cargo of Tobacco and Flour, that she cleared at the Port of New York for the City and Port of Hamburg, but her real and actual port of destination was the Isle of Guernsey in the English channel; that she sailed from New York in the latter part of January or the beginning of February in the year of our Lord one Thousand Seven Hundred and ninety nine, and arrived at the said Isle of Guernsey some time in the month of March or April following, where this Memorialist Sold her Tobacco. That after completing the sale of the Tobacco at the Island of Guernsey, and settling his voyage there, on or about the latter part of April of said year your Memorialist sailed with the said Ship, destined for Gibraltar, intending there to dispose of the residue of her cargo, to wit, the Flour, and from thence in conformity with his instructions received from his employers, to proceed to Barcelona, in Spain, and there purchase a cargo of Brandy Wine &c &c and return with them to New York.

Previous to your Memorialist leaving the Isle of Guernsey he purchased his adventure of Goods Wares and Merchandise, contained in the Invoice Number one, hereunto annexed

While your Memorialist was pursuing his voyage from Guernsey to Gibraltar, on the morning of the [ ] day of May A. D. 1799 being then directly off Cape Trafalgar at the entrance of Gibraltar Straights, the *Mary Ann* was attacked at first by five afterwards by two other Privateers, who hoisted and fought under red flags as well as French flags, that were fitted out of the Port of Cadiz. the *Mary*



*Ann* was eventually overpowered and carried by boarding; upon which an outrageous and indiscriminate plunder commenced of every moveable article that were on board of the Ship. All our trunks containing our wearing & apparel, bed and bedding, Sectants books, charts &c., and the very hats were with violence torn from our heads & carried off, beside the barbarous outrage inflicted on our persons. During the robbing your Memorialist's cases & bales of Goods were forcibly cut and torn open and every article therein taken out & carried & distributed them on board of the different privateers — their robbery was so extensive that they Scarcely left us sufficient provision to support us and no clothing but what we actually then had on, they left nothing that could be taken off. The day Succeeding the capture, the Ship arrived at Algeceras, and by the Spanish Government was placed under a vigorous quarantine for Several days.

As soon as liberated from this quarantine, your Memorialist with his captain hastened to Cadiz, where resided the French Consul — On his arrival there he presented himself at the French Consulate, when, at his first interview with the French Consul, he was presented by him with a copy of the Condemnation, of the *Mary Ann*, her cargo and appurtenances as a legal prize to the Captors, that while said Ship *Mary Ann* was in the possession & controul of the Captors at Algeceras, they, the captors took out and Sold part of the Flour, Some of her sails & rigging, and part of her Armament & ammunition.

After she was thus condemned your Memorialist purchased said Ship her armament & ammunition & all the Flour that she then had on board, for the Sum of Five Thousand Dollars, paying to one Farva [or Fawa] a native Spaniard and one of the owners or part owners of the said Privateers Six hundred Dollars in addition to the said Five Thousand Dollars for getting said vessel & her appurtenances with the cargo at so low a rate. After said Ship was purchased of the said Captors, she was refitted and repaired in the best manner that our circumstances would admit and proceeded with her to Gibraltar where her flour was sold.

After the disposal of said Flour and after putting said Ship in complete repair at Gibraltar your Memorialist Sometime in the middle of June A. D. 1799 again Sailed with the said Ship for the port of Barcelona for the purpose of purchasing a homeward cargo of Brandy & Wine. But before his leaving Gibraltar he purchased another adventure which is contained in Invoice Number Two, which is hereunto annexed, except two hundred Dollars which was the proper or an interest belonging to M<sup>r</sup> Joseph Hunt a native of Boston Massachusetts who was then a Passenger on board of said vessel and was returning in her to America.

While persuing his voyage towards Barcelona, on the 30<sup>th</sup> day of June 1799, the Ship *Mary Ann* was again captured by the French Frigate *Roman* Capt La Caille one of the combined fleets of France & Spain, which fleets were then under the command of Admiral Bruix, and again taken back to the Port of Cadiz, and there again condemned by the very same French Consul who condemned her on her first capture, & among the alledged causes of her second condemnation was one for being armed & having no commission, when, that commission was retained by him in his office under the first capture.

Your Memorialist would farther represent to your Honours, that on person or persons directly or indirectly had then or now have any

property claim share or interest in the Goods Wares & Merchandize enumerated set forth and claimed in Invoice Number one but himself — that in Invoice Number Two no person or persons directly or indirectly except a M<sup>r</sup> Joseph Hunt a Native of Boston Masseurchusetts who had an interest of Forty five pounds Sterling, which is not now claimed, had then, nor have now any claim property share or interest in those goods wares and merchandize but himself. And the claim now preferred to your Honours is on his sole & exclusive account property & interest.

Your Memorialist preferred both of these claims under the Louisiana Treaty to the Council of Liquidation who met at Paris who awarded to our Memorialist on the Invoice Number Two to the total exclusion of Invoice Number one, the Sum of 22,000 real velloons at five cents each is equal to Eleven Hundred Dollars from which deduct the expences as per statement annexed he actually received but \$——.

Your Memorialist would respectfully farther state that at his Second capture the Seamen belonging to the French Frigate *Roman* who were placed on board of the *Mary Ann* after her capture actually broke open his bales & boxes of Goods and stole thereout a major part of them

Your Memorialist understands and believes that his claim upon Invoice Number one was not considered and allowed under the Louisiana Treaty, first because it was understood that the first capture was by Spanish Privateers, notoriously owned and fitted out in Spain by persons resident in Cadiz, and secondly because the adventure consisted of light and valuable goods viz Broad cloth, Watches &c and packed in convenient Bales & Boxes were immediately plundered by the Privateers men & distributed as spoil and did not appear on board the Ship at the time of her entry into Port & condemnation.

That all the original documents that he possessed were sent to M<sup>r</sup> Mountflorenc in the first instance at Paris, and not suspecting they would ever again be useful neglected to retain copies of them; that Capt Adams died previous to preferring his claim at Paris otherwise he could have obtained the fullest testimony of the fact of his goods being on board of said Ship at her several captures. the Mate, a M<sup>r</sup> Griffith, and the second Mate this Memorialist, brother are also dead, and the crews part foreigners and part American, being promiscuously shipped he does not at this present moment recollect any of them or their place of residence or whether in existence or dead, that all the papers and documents that are within this Memorialist power, or that are within his controul are attached to this Memorial.

That your Memorialist is a native American born at this Newport — that he never has changed his citizenship during his life nor has he been in any foreign Service, nor borne nor held, nor acted under any foreign commission — but invariably hath been and now is an American Citizen — Nor has your Memorialist Goods Wares or Merchandize at either of the aforesaid captures been insured by an out door policy or policies or any Insurance Company whatever.

Your Memorialist has not by himself or his Agent or Attorney directly or indirectly received from any person or persons Company or body of men whatever, nor from any Government, the award made at Paris under the Louisiana treaty only excepted any remuneration

upon the aforesaid Goods, wares & merchandise now claimed and to be claimed — and as in duty bound will ever pray —

BENJAMIN B. MUMFORD

N. B. The different condemnations of the *Mary Ann*, will be furnished by John B. Murray Esq<sup>r</sup> and the heirs and representatives of John P. Mumford Esq<sup>r</sup> late of New York and formerly Trading under the Firm of Mess<sup>rs</sup> Murray & Mumford Merchants of New York

[NOTE.—See Protest of Captain Knowles Adams under date of 11 May 1799.]  
[S.D.A. Spol. Cl., S. C., 1819, Vol. 55.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 30 June 1799

These 24 hours begin with Moderate breezes & cloudy — at 1 PM exchange'd signals with an English frigate who was standing to the South<sup>d</sup> at 2 d<sup>o</sup> saw a sail standing to the North<sup>d</sup> at 5 d<sup>o</sup> saw Nevis bearing W by N 5 leagues saw 2 sail Standing to the West<sup>d</sup> Lay off & on till they came down at 7 came too in Nevis Rhoads in 6 fath<sup>s</sup> water — — — Mid. part D<sup>o</sup> weather at 9 AM got under way, the prize in Comp<sup>t</sup> at 10½ came too in Bassterre roads in 9 fath<sup>t</sup> Water, Moor'd Ship

The Cap<sup>t</sup> went on shore.

Latter part hazey —

[HS of old Newbury, Mass., NDA photostat.]

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Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding United States Ship *Montezuma*, June 30 1799

At 1/2 Past 1 P.M. Saw the East end of Jamaica, bearing S.W. by W Distant 5 leagues —

At Morant Bay, made Signals for a Pilot, but procured none

In sight of the shiping at Kingston — Every endeavour to obtain a Pilot proved without effect. —

[NA.]

Muster Roll of U. S. Frigate *Constitution* from (earliest entry date) 22 September 1798 to July 1799

MUSTER ROLL

U. S. Frigate *Constitution*

[July 1799]

[Note: "V" before the rank of an officer is interpreted to indicate service performed in specified rank by direction of Commanding Officer, without Commission or Warrant from Navy Department, such as "Acting Midshipmen" et cetera]

No.	Names	When entered	Stations	Monthly pay	Advanced by recruiting officer	By whom advanced and recruited	Commencement of pay on powers	When de-cessed	When dis-charged	When turned over to another ship	When run	Time last paid up to	Remarks
1	Austin William		Chaplain	40								1799	
2	Alexis Louis		V. Mid'n	10								May 31	
3	Allen Joseph	1798, Nov 15	Seaman	17								ditto	
4	Atwood John	Dec 27	Seaman	17								April 30	
5	Arnsden Lewis	1799, June 10	O Seaman	10	20	Hull						ditto	
6	Arnsden Lyman	" June 11	Boy	9	18	Hull		Sept 2					Drowned
7	Ashby Thomas	June 10	O. Seam.	11	28	Hamilton							
8	Austin Daniel	July 6	ditto	13	28	Hull							
9	Andrews Eben	" 6	ditto	15	30	Delouisy							
10	Andrews Stephen	" 6	ditto	16	32	ditto							
11	Anthony Isaac	" 13	Lieut.	16	32	ditto							
12	Boss Edward	June 27	4 Lieut.	40									
13	Boss Edward Jr	" 27	V Mid'	10									
14	Blake Charles		Surge Mate	30					July 14				discharg'd by his request July 14 <sup>th</sup> 1799
15	Bosworth Nathaniel		Midshp.	19								May 31	promoted to Lt on 16 <sup>th</sup> of Aug <sup>t</sup> (on b <sup>d</sup> Prize <i>Amalia</i> )
16	Brackett Benjamin	July 8	Boats <sup>v</sup>	20	40	Hull							Arrested Aug <sup>t</sup> 13 <sup>th</sup> Broke & sent on shore 17 Aug <sup>t</sup>
17	Burchard Moses	" 5	Mstr M <sup>t</sup>	20	40	Hull							
18	Blaau Richard	June 10	G <sup>v</sup> Yeom <sup>v</sup>	18	36	ditto							
19	Bentley James	1798, Nov 20	Seaman	17								Apr 30	
20	Bosence John	" Dec 8	ditto	17								ditto	
21	Burke John	1799, June 6	O Seaman	10	22	Hull							
22	Bailey Joseph	" 7	ditto	10	20	ditto							
23	Beck John	" 3	ditto	12	24	ditto							
24	Brown Jesse	" 5	ditto	15	30	ditto							
25	Bennet Ezekiel	" 10	ditto	12	25 25 <sup>cts</sup>	Hamilton	Sept 15 <sup>th</sup>						
26	Blanchard Daniel Jr	" 8	Boy	8	12	ditto							
27	Brown John	" 1	Or Gun <sup>r</sup>	18	36	Hull							
28	Blanchard Daniel Senr	" 8	O Seam	14	28	Hamilton	Sept 1						

438 NAVAL OPERATIONS, APRIL 1799-JULY 1799



Muster Roll of U. S. Frigate *Constitution* from (earliest entry date) 22 September 1798 to July 1799—Continued

MUSTER ROLL—Continued

No.	Names	When entered	Stations	Monthly pay	Advanced by recruiting officer	By whom advanced and recruited	Commencement of pay on powers	When discharged	When ship changed	When turned over to another ship	When run	Time last paid up to	Remarks
75	Cotes Gilbert	July 6	O Seam	12	31.87	Delouisy						1799	
76	Clarke Jonathan	" 4	Boy	8	12	ditto							
77	Cavalier Samuel	June 15	S/ Makt	20		Hull							
78	Collins James	" 7	Gr Gun	18	46	ditto	Sept 15	Octr 21					Complicat <sup>d</sup> of Disease
79	Clarke (or Clark) William	July 6	O Seam	18	32	Delouisy							
80	Case Moses	" 9	ditto	10		ditto							
81	Carves Henry	" 9	Seam	17	34	Hull							
82	Crocker Nathaniel	June 7	ditto	17	34	ditto							
83	Chase Thomas	" 14	Boy	10	20	ditto							deserted at Boston
	Coffin William	" 8	Gr Mast	18		ditto							d <sup>o</sup> d <sup>o</sup>
	Coplett Thomas	" 4	O Seam	8	16	ditto							d <sup>o</sup> d <sup>o</sup>
	Collins Richard	" 11	ditto	10		ditto							d <sup>o</sup> d <sup>o</sup>
	Coffin Peter	" 27	Seaman	17		ditto							
84	Debiols James S.		Purser	40								May 31	
85	Delouisy John B.		Mid <sup>v</sup>	19								May 31	
86	Dunn William	July 1	Ditto	19									appot <sup>d</sup> Surgeons Mate Protem July 16 <sup>th</sup>
87	Davidson Pliney	" 12	Carpent <sup>r</sup>	20	40	Hull							
88	Downe Jesse	June 10	S. Stewart	18	36	ditto	Sept 15						
89	Dinsdale John D.	" 15	Dr <sup>v</sup> Mate	17	36	ditto	Sept 15						
90	Deveraux Benj <sup>e</sup>	1798 Nov 21	O Seam	10								Apr 30	
91	Davis John	Decr 4	Seam	17								ditto	
92	Dodge Levi	1799 June 18	ditto	17	34	Hull							
93	Defield Jesse	" 7	O Seam	14	23	ditto							
94	Derrick Henry	" 3	ditto	12	24	ditto							
95	Drummond Daniel	" 22	ditto	10	20	ditto							
96	Dunton Samuel	" 20	ditto	14	28	ditto							
97	Dunton Joseph	" 20	ditto	14	28	ditto							
98	Davis Benjamin	" 26	Seam	17	34	ditto	Sept 15						Sent in prize <i>Amalia</i> Sept 15.
99	Diamond William	July 7	O Seam	13	26	Delouisy							
100	Downes John	June 24	Boy	8	16	Hull							Run at Boston
	Dixon George	July 6	O Seam	14	28	ditto							
101	Elton Charles B.	1798 Nov. 24	Seam	17								Apr 30	
102	Eddy Luther	1799 May 30	O Seam	10	20	Jarvis							
103	Erwin James	June 15	Seam	17	34	Hull	Sept 15						
104	Ellis Peter	" 18	ditto	17	34	ditto							
105	Earle Robert	" 21	ditto	17	34	ditto							
106	Earle Johial	" 14	O Seam	12	24	ditto							

107	Earle John	July 6	Seam	17	34	Hull					sent in the <i>Amalia</i> Sept 15
108	Emmons Richard	" 10	O Seam	13	26	ditto	Sept 15				
109	Fay Jonas		Surge Mt							May 81	
110	Folsom John	July 1	Mid*								
111	Fluker Francis 1798	Decr 28	V Mid	10						May 81	
112	Flood John	Novr 15	Seaman	17						Apr 80	
113	Foster John	Decr 26	O Seam	10						Apr 80	
114	Festingdon Henry 1799	May 29	Seam	17	34	Jarvis	Sept 15				Sent in the <i>Amalia</i> Sept 15
115	Furness Joseph	" 30	ditto	17	34	ditto					
116	Fillyby [or Filby] William	June 6	ditto	17	34	Hamilton					
117	Flanders Joshua	" 18	ditto	17	34	ditto					
118	Francisco Anthony	" 13	O Seam	13	26	Hull					Sent in the <i>Amalia</i> Sept 15
119	Fulkes William	May 31	Qr Mstr	18	36	ditto					
120	Fryer John	June 25	O Seam	12	24	Hamilton					
121	Freeman Rufus	July 1	M. Arms	18	36	Hull	Sept 15				broke for misconduct & made Corp Yeoman July 24 <sup>th</sup> - Sent in the <i>Amalia</i> Sept 15 <sup>th</sup>
122	Foster Job	" 2	O Seam	14	28	ditto					
123	Flinn Edmund	" 3	O Seam	14	28	ditto					
124	Freeman Andrew	" 17	ditto	14	10	ditto					
	Fisher Ass	June 27	ditto	10		ditto					Deserted at Boston
	Fessingdon [or Fessenden] Thomas	" 9	Seam	17	34	ditto					Deserted at Boston
125	Gregory John 1798	Nov 15	Seam	17						Apr 30	
126	Green [or Greene] Thomas	Decr 26	ditto	17				June 21		Apr 30	
127	Greary Daniel 1799	May 31	O Seaman	14	28	Hull	Sept 15				
128	Gray William	June 11	ditto	7	14	Hamilton					
129	Giddens John	" 11	ditto	10	24.86 <sup>th</sup>	ditto					
130	Grimes William	1	Seaman	17	34	Hull	Sept 15				Sent in the <i>Amalia</i> Sept 15 <sup>th</sup>
131	Gould William	21	O Seam	14	28	ditto					
132	Green [or Greene] John	5	ditto	13	26	ditto	Sept 15				
133	Gage Simon	28	ditto	12	24	ditto					sent in prize <i>Amalia</i> Sept 15 <sup>th</sup>
134	Gay John	24	ditto	14	52	ditto					
135	Gandall John	July 4	ditto	14	28	ditto					
136	Gardner James	" 14	ditto	14	28	Delousy					
137	Glover John	June 5	ditto	14	28	Hull					
138	Grimes John	" 6	Boy	6	12	ditto					
139	Hull Isaac		1 <sup>st</sup> Lieut	40						May 81	
140	Hamilton Robt W		2 <sup>d</sup> Lieut	40						May 81	
141	Harden [or Harriden] Nathaniel		S. Master	40						May 81	
	Hadfield, Stephen										
	Cooper, William										Ship'd at Sea Novr 2 <sup>d</sup> [1798]. No wages agreed upon till I know their qualifications
142	Hudson Fred <sup>d</sup> N [or F]	July 5	Mid*	19							
143	Hoyt James	June 6	M'n Mate	18	27.75	Hull					

Muster Roll of U. S. Frigate *Constitution* from (earliest entry date) 22 September 1798 to July 1799—Continued

MUSTER ROLL—Continued

No.	Names	When entered	Stations	Monthly pay	Advanced by recruiting officer	By whom advanced and recruited	Commencement of pay on powers	When discontinued	When discharged	When turned over to another ship	When run	Time last paid up to	Remarks
144	Humphries [or Humphreys] Robt <sup>1798</sup>	Nov. 19	O Seam	10								1799	
145	Howard Samuel	" 24	Seam	17								Apr 30	
146	Hunt Nathan	" 28	ditto	17			Sept 15					do	
147	Hall Nathaniel	Decr 6	ditto	17			Sept 15					do	--sent in prize <i>Amalia</i> Sept 15
148	Hilton Francis	" 26	ditto	17			Sept 15					do	
149	Hopkins William 1799	June 5	ditto	17	36	Hull	Sept 15						
150	Hayden Gerrard	" 6	ditto	17	34	ditto							
151	Hardison Jonathan	" 8	O Seam	12	24	ditto							
152	Hunt John	" 11	ditto	14	28	Hamilton	Sept 15						
153	Hazen Benjamin	" 5	Seam	17	34	Hull							
154	Hagget [or Haggett] Isaac	June 14	O Seam	12	24	Hamilton							
155	Harvey William	" 15	Qr Mast	18	36	Hull	Sept 15						
156	Hanley [or Hanly] John	" 13	O Seam	14	28	ditto							
157	Hillman Robert	" 4	ditto	11	22	ditto							
158	Hewett John	" 21	Seam	17	34	Hamilton							
159	Harnet Augustus	" 21	Qr Gun	18	36	Hull		Octr 12					--Drowned Octr 12 <sup>th</sup>
160	Hohn George	" 17	Seam	17	34	ditto							
161	Hollam James	" 10	O Seam	12	24	ditto							
162	Hunt Oliver	July 2	ditto	14	28	ditto							
163	Heminway Simeon	" 1	ditto	14	28	ditto	Sept 15						
164	Henry Benjamin	" 5	ditto	15	30	Delouisy	Sept 15						
165	Hinks James	June 22	ditto	14	45	Hull							
166	Hunt Benjamin	July 3	ditto	14	40	ditto	Sept 15						
167	Hollis Samuel	" 14	ditto	12	24	Delouisy							
168	Hopkins Franklin	" 14	Boy	10	20	Hull							
169	Horsewell Nathl	" 14	ditto	10	20	ditto							
170	Hoiden Nathaniel	" 12	Seam	17	54	ditto	Sept 15						
171	Johnston [or Johnson] Thomas		Boats <sup>a</sup>						July 14			May 31	--broke for misconduct, and sent on shore at Boston July 14 <sup>th</sup> 1799.
172	Jones Benjamin	June 1	Seam	17	34	Hull							
173	Jackson James	May 31	Boy	10	20	ditto							
174	Ingalls Henry	June 12	O Seam	14	28	Hamilton	Sept 15						
175	Joseph John	" 6	ditto	8	16	ditto							
176	Johnston Henry	" 4	ditto	14	28	Hull							



177	Joy Samuel M.	"	20	ditto	14	28	ditto											sent in the Amalia Sept 15 <sup>th</sup>
178	Johnson [or Johnston] John	"	21	Qr Gun	18	36	ditto											
179	Johnston Christopher	"	21	Seam	17	34	ditto	Sept 15										
180	Jeffers Nicholas	"	27	ditto	17	34	ditto											
181	Jaquin Paul	July	9	O Seam	10	6.50 <sup>th</sup>	Delouisy											
182	Jobling William	"	7	Seam	17	36	Hull											
183	Justin Samuel	"	8	O Seam	14	28	Delouisy											
	Janson Derrick	June	7	Seam	17	34	Hamilton											Deserted at Boston
184	Kimble [or Kimbal] Samuel	"	13	O Seam	11	22	Hull											apprentice to Gabl Chadwick
185	Kimble [or Kimbal] Asa	"	10	ditto	11	24.50	Hamilton	Sept 1										
186	Kuhn Philip	"	13	Seam	17	34	Hull											
187	Knowles Anthony	July	6	ditto	17	34	Delouisy											
	Kennedy Benjamin	"	6	O Seam	14	28	ditto											Deserted at Boston
188	Longley John			Mid*	19													
189	Leonard Sorenus [or Soranus]			ditto	19													
190	Lovett Solomon [or Samuel]	June	7	O Seam	10	10	Hamilton											
191	Low William	"	14	ditto	8	10	Hull											May 31 do.
192	Lewis John	"	6	S. Cook	18	36	ditto											
193	Lawrence John	"	24	Seam	17	34	ditto											
194	Long William	July	6	O Seam	12	24	Delouisy											
195	Lewis Samuel	June	23	ditto	12	22	Hamilton											
196	Leonard Charles	July	12	ditto	13	26	Hull											
197	Lee James R.	"	11	Seaman	17	34	ditto											
	Lecour Baptist John	Sept	22	ditto	17	No advance	ditto											recruited on board
	Leavett Edward	June	8	Boy	8	16	Hull											Deserted at Boston
198	Milne James	June	16	Mid*	19	12												
199	Morris Noahdiah	May	27	O Clk	25	20	Hull											
200	Marsh Edward	1798	Nov. 19	Seam	17													
201	Metcalf John	"	Decr 3	ditto	17								June 21					Deserted in Boston June 21 <sup>st</sup> 1799 -
202	Middleton George	"	Novr 28	ditto	17													
203	Morgan John	1799	May 27	ditto	17	34	Jarvis											
204	Marston William	June	3	Boy	5	10	Hull											
205	Mason Thomas	"	1	Seaman	17	34	ditto											
206	Montgomery Thomas	"	8	ditto	17	34	ditto											
207	Melzard Richard	"	7	O Seam	10	20	Hamilton											
208	Marshall John	"	18	Seaman	17	34	Hull											
209	McCabe Alexander	"	13	ditto	17	34	ditto											
210	McPherson William	"	7	Boy	6	12	Hamilton											
211	Marston David	"	7	Seam	17	34	Hamilton	Sept 15										
212	Martin Henry	"	27	O Seam	12	24	Hull											
213	Mayhew William	"	20	ditto	14	30	ditto											
214	Moody Thomas	"	4	ditto	14	28	ditto											
215	Miller William	"	22	Seam	17	34	ditto											
216	Mines Joseph	"	24	ditto	17	34	ditto											
217	Marston Lemuel	"	23	ditto	17	53.26 <sup>th</sup>	Hamilton											
218	Moore James	July	1	Gunner	20	40	Hull											May 31
219	Martin Andrew	July	2	Seam	17	34	ditto											
220	McCulloch William	June	24	ditto	17	34	ditto	Sept 15										
221	Mew John	July	8	O Seam	10	20	Delouisy											

Muster Roll of U. S. Frigate *Constitution* from (earliest entry date) 22 September 1798 to July 1799—Continued

MUSTER ROLL—Continued

No.	Names	When entered	Stations	Monthly pay	Advanced by recruiting officer	By whom advanced and recruited	Commencement of pay on powers	When deceased	When discharged	When turned over to another ship	When run	Time last paid up to	Remarks
222	Millet Benjamin	" 9	ditto	14 28		ditto	Sept 15					1799	
223	Major Charles	" 3	Qr Gun	18 42		ditto							
224	Mack John P	"	Mid*	19					July 14			May 31	-- Delivered his warrant to Capt
225	Murray Dennis	July 9	O Seam	14 28		Hull							
226	McDougal Archd	" 6	Qr Mast	18 36		ditto							
227	McDowell Thomas	June 29	Seam	17 34		ditto	Sept 15						
	Merrill Nathaniel	July 9	O Seam	14 28		ditto							-- Deserted at Boston
228	Nazro James	June 16	Mid*	19									
229	Nicholson John	" 15	O Seam	13 26		Hull							
230	Nash Thomas 1798	Novr 23	ditto	10								Apr 30	
231	Needham Nathaniel 1799	June 18	Seam	17 34		Hull	Sept 1						
232	Nichols Richard	" 16	O Seam	12 24		ditto	Sept 1						
233	Newcomb Francis	July 2	ditto	14 28		ditto							
234	Newton John	" 9	Seam	17 34		ditto	Sept 15						
235	Oliver Thomas 1798	Novr 24	Seam	17			Sept 15					Apr 30	
236	Oneil Bryan 1799	June 10	O Seam	12 28.9		Hull	Sept 15						
237	Osborne William	" 7	ditto	14 28		Hamilton							
238	Ober Samuel	" 13	ditto	13 26		Hull							
239	Oaks Samuel	" 27	Seam	17 34		ditto	Sept 1						
240	Osborne [or Osborne] John	" 10	ditto	17 34		ditto				July 23			-- Deserted at Boston
241	Poole Samuel	June 16	Mid*	19									
242	Prescott [or Prescott] Samuel	" 18	ditto	19									
243	Pearce William	" 18	V Mid										
244	Parsons Thomas 1798	Novr 22	Seaman	17								Apr 30	
245	Porter Thomas 1799	May 27	O Seam	14 34		Jarvis							
246	Parker Carey	June 8	ditto	14 28		Hamilton							
247	Perry John	" 18	ditto	14 24		ditto	Sept 1						
248	Perry Mirick	" 20	ditto	15 5		ditto							
249	Poline Peter	" 18	Seam	17 34		Hull							
250	Phelps Henry	" 19	O Seam	14 28		ditto							
251	Perry Heman	" 13	ditto	13 26		ditto							
252	Phillips [or Phillips] Francis 1798	Novr 23	Seam	17								30 Apr	-- Sent to sick gr <sup>d</sup> at Boston July 18 <sup>th</sup>
253	Perkins Jotham	" 24	ditto	17								30 Apr	-- sent in Prize <i>Amalia</i> 15 <sup>th</sup> Sept
254	Pickernall William 1799	July 6	ditto	17 34		Hull							
255	Proctor Isaac	June 27	O Seam	13 26		Hull							
256	Pease Abner	June 28	Seam	17 34		ditto							

267	Parker Asa	July 3	O Seaman	10	20	Delouisy						
268	Pine Edward	" 8	ditto	14	23	Hull						
269	Patton James	" 11	Seam	17	34	ditto						
290	Prentice Asa	" 6	ditto	17	34	Delouisy						
261	Rosch John		Mid <sup>s</sup>		19							
262	Robinson William	1798	Seam	17						June	May 31 Apl 30	
263	Rhodes Thomas	"	O Seam	10								
264	Robson John	1799	Boy	10					Oct 18		d <sup>o</sup>	
265	Ripley Silas	June 8	O Seam	14	29.2	Hamilton						
266	Rider Salem	" 7	Boy	11	23.50	ditto						
267	Reasidge Francis	" 7	O Seam	13	26	Hull						
268	Rigg Cuthbert	" 17	Qr Mast	18	36	ditto						
269	Rogers William	" 20	O Seam	10		ditto						
270	Roberts William	May 27	Capt <sup>s</sup> Serv <sup>t</sup>	10								
271	Rose Joseph	June 15	Seam	17	34	Hull						
272	Robinson John	" 6	ditto	17	40.75	d <sup>o</sup>						
273	Robinson Benjamin	July 12	O Seam	14		d <sup>o</sup>						
274	St Medard [or St Midard] Peter		Surgeon	50							May 31	
275	Shattuck Benjamin	June 20	Mid <sup>s</sup>	19								
276	Shore John	July 3	d <sup>o</sup>	19								
277	Sprague John	June 25	Mst <sup>s</sup> Mate	17	38	Hull			Oct. 25			
278	Smith Thomas	1798	Seam	17								
279	Saunderson Robert	Novr 20	do	17							Apl 30	
280	Sloan George	" 22	do	17							Apl 30	
281	Smith John 1 <sup>st</sup>	Decr 27	O Seam	10							Apl 30	
282	Swan Aaron	June 1	d <sup>o</sup>	11	13.72	Hull						
283	Symms [or Syms] James	May 30	d <sup>o</sup>	14	28	Jarvis	Sept 1					
284	Smith Samuel	" 27	Seaman	17	34	Hull	Sept 1					
285	Silvers Robert	June 10	ditto	17	22.50	Hamilton						
286	Shuman John	" 8	OSeam	12	24	d <sup>o</sup>	Sept 15					
287	Shannon William	" 13	d <sup>o</sup>	10	20	Hull						
288	Siddons Edward	" 12	Cooks M <sup>t</sup>	12	24	d <sup>o</sup>	Sept 1					
289	Sawyer John	" 6	Qr Mast	18	36	d <sup>o</sup>						
290	Smith William	" 10	Seaman	17	34	d <sup>o</sup>						
291	Sharky Robert	" 30	d <sup>o</sup>	17	34	d <sup>o</sup>						
292	Smith John 2 <sup>d</sup>	" 11	OSeam	12	24	d <sup>o</sup>	Sept 15					
293	Smith Thomas 2 <sup>d</sup>	" 18	Seam	17	23	d <sup>o</sup>						
294	Salisbury William	" 15	d <sup>o</sup>	17	34	d <sup>o</sup>						
295	Sultees [or Sutlees] Thomas	" 19	Qr Mast	18	36	d <sup>o</sup>						
296	Seabran Peter	" 21	Seaman	17	34	d <sup>o</sup>	Sept 15					
297	Scolfield William	July 3	d <sup>o</sup>	17	30.50	d <sup>o</sup>	d <sup>o</sup>					
298	Scolfield W <sup>m</sup> Junr	" 5	Boy	6	12	d <sup>o</sup>						
299	Schyler [or Scyler] Charles	" 5	Seam	17	34	Delouisy	Sept 15					
300	Smith John 3 <sup>d</sup>	" 3	Qr Gun	18	37.50	d <sup>o</sup>						
301	Shaw William	" 1	OSeam	14	28	Hull						
302	Smith Edward	" 4	Seam	17	34	d <sup>o</sup>	Sept 15					
303	Sullivan Rich <sup>d</sup>	" 3	OSeam	14	28	Delouisy						
304	Sands Charles	June 24	Seam	17	34	Hull						

-- Deserted at Boston in  
June 1799 --

-- Fell over board & was  
Drown'd --

-- sent in *Amalia* Sept  
15<sup>th</sup> 1799

-- Died of a Consump-  
tion  
-- was made Act<sup>t</sup> Boat-  
swain 13<sup>th</sup> Aug<sup>t</sup> at 20<sup>th</sup>

Muster Roll of U. S. Frigate *Constitution* from (earliest entry date) 22 September 1798 to July 1799—Continued

MUSTER ROLL—Continued

No.	Names	When entered	Stations	Monthly pay	Advanced by recruiting officer	By whom advanced and recruited	Commencement of pay on powers	When ceased	When discharged	When turned over to another ship	When run	Time last paid up to	Remarks
305	Stocdale [or Stockdale] Thomas	July 9	Seam	17	34	Hull						1799	
306	Sever John	" 4	do	17	34	do							
307	Spelman Elihu	" 3	Qr Gun	18	38	Delouisy	Sept 15						
308	Soverain Peter	Augt 25	OSeam										recruited at Hampton Virginia
309	Spencer Thomas	July 6	do	13	26	Delouisy							
	Simmonds Joseph	June 21	do	14	28	Hull							In Goal at Boston
310	Talbot Silas Esq <sup>r</sup>		Cap <sup>t</sup>										
311	Tarbell [or Tarball] Joseph		Mid <sup>s</sup>	19								May 31	
312	Thompson Robert	Jany 18	Qr Mast	18								Apr 30	
313	Thompson John 1 <sup>st</sup>	June 1	B. Mate	19	36	Hull							
314	Talbot Thomas	" 14	Seam	17	34	do	Sept 1						sent in the <i>Amalia</i> Sept 15
315	Tay Abijah	" 7	Armor	18	36	do	Sept 1						
316	Tash Thomas	July 1	OSeam	18	8 40	Hamilton							
317	Thompson John 2 <sup>nd</sup>	June 24	Qr Mast	18	40 75	Hull							
318	Twist Benjamin	" 12	Qr Gun	18	42 74	do	Sept 15						
319	Tiles Jasper	July 5	OSeam	14	28	do	do						
320	Thornton Rufus	" 9	Seam	17	34	Delouisy	do						
321	Trask Benjamin	" 4	Arm <sup>t</sup> M <sup>t</sup>	17	34	Hull	do						
322	Thompson Arch <sup>d</sup>	" 6	Qr Mast	18	36	do	do						
323	Vanschick Sybrant	May 15	Mid <sup>s</sup>	19									
324	Vetsell [or Vetsel] Andrew	June 10	Seam	17	34	Hull				June 15			Deserted at Boston
325	Vaughan Prince	July 5	do	17	34	Delouisy	Sept 15						
326	Uran [or Uran] Thomas	" 2	OSeam	14	28	Hull	do						
	Ushard William	June 5	do	16	32	do							Deserted at Boston
327	Warrick William	1798 Nov. 16	Seam	17								Apr 30	
328	Wyther [or Wither] Francis John	1799 May 27	Boy	8	16	Jarvis							
329	Welch John	June 4	do	8	16	Hull							
330	Whiteley [or Whitely] Andrew	" 7	Seam	17	38	Hamilton							
331	Wyatt Jonathan	" 10	OSeam	14	28	do	Sept 1						
332	Webber Benjamin	" 8	do	14	29. 2	do							
333	Williams Richard	" 10	Seam	17	34	do							
334	Wyer Jonathan	" 12	OSeam	14						July 15			deserted at Boston
335	Whitemore Jacob	" 10	Qr Gun	18	36	Hamilton	Sept 1						
336	Welsh [or Welch] Thomas	" 14	Seam	17	34	Hull							
337	Williams Thomas	" 18	do	17	34	do							

333	Welden John		"	22	OSeam	14	26	d <sup>e</sup>	Sept 1								Sent in the <i>Amalia</i> Sept 15,	
339	Wright John		"	13	Seam	17	34	d <sup>e</sup>										
340	Wood Elijah		July	2	d <sup>e</sup>	17	34	Hamilton	Sept 15									
341	Wilson John		"	2	d <sup>e</sup>	17	34	Hull										
342	Ward Ferrin		"	5	Or <sup>d</sup> d <sup>e</sup>	7	14	d <sup>e</sup>										
343	Westcott [or Wescot] Jeremiah		"	5	Qr Mast	18	37.50	Delouisy	Sept 16								Sent in the prize <i>Amalia</i> Sept 15	
344	Warner Nehemiah		"	3	OSeam	16	32	d <sup>e</sup>										
345	Wheeler Joseph		"	5	d <sup>e</sup>	10	20	d <sup>e</sup>	Sept 15									
346	Wheeler Stephen		"	9	Boy	5	10	Hull										
347	Write John		"	10	OSeam	10	20	d <sup>e</sup>	Sept 15									
348	Williams Richard		"	8	Seam	17	34	d <sup>e</sup>										
349	Warren Nathaniel		"	12	OSeam	13	26	d <sup>e</sup>	Sept 15			July 13					Sent on shore at Boston deserted at Boston —	
350	Watson James		"	7	Seam	17	34	Delouisy					July 19					
MARINES																		
351	Carmick Daniel		July	4	Capt	40												
352	William Amory				Lt	30												
353	John Burchard		Janr		Sergeant	9												
354	Erastus Brunston	1798	Nov.	21	d <sup>e</sup>	9						Augt 20	Febr 1				made Master at Arms 24 <sup>th</sup> July 1799	
355	Silas Cushman		"	27	d <sup>e</sup>	9						Augt 20	d <sup>e</sup>				at Hampton Deserted— d <sup>e</sup>	
356	Calvin Carver	1789	May	22	Corpl	8												
357	Asa Darling	1798	Nov.	30	Corpol	8											Prot to Sergt <sup>s</sup> 26 <sup>th</sup> Sept	
358	George W. Bates		Dec.	29	d <sup>e</sup>	8												
359	Jason Mann	1799	Janr	2	Drummr	7												
360	Samuel Walker		June	8	Fifer	7	2	Amory	Sept 15									
361	John Scott	1798	Sept	28	Private	6												
362	Peter Allen		"	9	d <sup>e</sup>	6					Oct. 18							
363	Thomas Evans		"	20	d <sup>e</sup>	6												
364	Michael Schryock	1799	Jan.	24	d <sup>e</sup>	6												
365	Japhet Bates		May	31	d <sup>e</sup>	6												
366	Simeon Bates	1798	Oct.	9	d <sup>e</sup>	6												
367	Michael Smith	1799	Febr	10	d <sup>e</sup>	6												
368	Daniel Smith		Febr	10	d <sup>e</sup>	6												
369	Charles Smith		June	20	d <sup>e</sup>	6	2	Amory										
370	Gerrard [or Jerard] Kimble	1798	Dec.	3	d <sup>e</sup>	6												
371	Ely Bates		Nov.	5	d <sup>e</sup>	6												
372	Elihu Packard	1799	Janr	29	d <sup>e</sup>	6												
373	John Jennings	1798	Sept	29	d <sup>e</sup>	6											to pay 20 dollars for appreh <sup>st</sup> of him	
374	Rue Manter [or Mantor]	1799	Feb	28	d <sup>e</sup>	6												
375	Aaron Clark [or Clarke]		"	11	d <sup>e</sup>	6												
376	Lucius Clary		"	2	d <sup>e</sup>	6												
377	Joshus Buck		"	13	d <sup>e</sup>	6												
378	Ezra Ardale		"	21	d <sup>e</sup>	6												
379	Michael Towers		"	22	d <sup>e</sup>	6												
380	Daniel Stockwell		"	26	d <sup>e</sup>	6												
381	Joel Nims [or Nimms]		Mar.	1	d <sup>e</sup>	6												
382	Royal Reynolds		"	11	d <sup>e</sup>	6												

Muster Roll of U. S. Frigate *Constitution* from (earliest entry date) 22 September 1798 to July 1799—Continued

MUSTER ROLL—Continued

No.	Names	When entered	Stations	Monthly pay	Advanced by recruiting officer	By whom advanced and recruited	Commencement of pay on board	When de- ceased	When dis- charged	When turned over to another ship	When run	Time last paid up to	Remarks
MARINES—continued													
383	Lemuel Battles	" 14	Private	6								1799	
384	Ely Moody	Apl 2	de	6								Apr 14	
385	John Sweetland [or Sweatland]	12	de	6								May 2	
386	William Younger	7	de	6								" 7	
387	William Jennison	May 13	de	6								June 13	
388	Jonathan Weedon	Apl 26	de	6								May 26	
388	Nehemiah Towers	Janr 29	de	6								Mar. 1	
390	Luke Bliss 1798	Sept 22	de	6				Oct. 15				Feb. 1	died of a fever.
391	Asa Barret 1799	Apl 13	de	6								May 13	
392	Simeon Cook	" 5	de	6								5	
393	Hiram Andrews 1798	Oct 2	de	6								July 15	
394	Aroniah Strong 1799	Jan. 17	de	6								de	
395	John Dimlar 1798	Sept 30	de	6								de	
396	Elihu Marchant 1799	Janr 10	de	6								de	
397	Luther Clary	" 10	de	6								de	
398	Henry Peake	" 11	de	6								de	
399	Jonathan Rice	June 5	de	6	2.0	Amory							
400	Asa Haskins [or Hoskins]	" 5	de	6	2.0	de							
401	John Glover	" 1	de	6	2.0	de							
402	Abel Chandler	" 5	de	6	2.0	de							
403	Harmen Fultz	" 5	de	6	2.0	de							
404	John Atkins	" 5	de	6	2.0	de							
405	Eliphos Mitchell	" 8	de	6	2.0	de							
406	James Mathews	" 10	de	6	2.0	de							
407	John H Gabriel [or Gabel]	" 20	de	6	2.0	de							
408	Rheuben [or Reuben] Whitney	" 8	de	6		de							.8 dollars advanc'd by Purser
409	Enos Howard	" 8	de	6	2.0	de							
410	Saml Brackett [or Bracket]	" 12	de	6	2.0	de							
411	Jacob Godby	" 24	de	6	2.0	Carmick							
412	Benj Stebbens 1798 [Stephens on another roll]	Oct. 9										July 15	

To Captain Alexander Murray, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department July 1, 1799. —

Cap<sup>t</sup> ALEXAN<sup>d</sup> MURRAY

SIR You will instruct such of your Officers as may appear best calculated, and at places which may appear to promise the greatest success, to open Rendezvous, for the purpose of recruiting a Crew for the *Insurgente*; — which including Officers, Men and Boys, of every description, may consist of Three Hundred persons. —

The Commissioned, Warrant and Petty Officers the latter of which you will appoint amounting to forty five in number, and the Marines, which will be supplied you by the Major of Marines, amounting to Thirty five; — there remains to be recruited Two Hundred & twenty persons, a proportion of which, not exceeding One hundred may be able Seamen — the residue to consist of ordinary Seamen and Boys. —

Able Seamen, you will allow 17 Dollars p<sup>r</sup> month: Ordinary Seamen and Boys from 5. to 14 Dollars according to merit — All to be entered to serve One Year from the Ship's first weighing Anchor on a Cruise. —

The Recruits upon giving responsible security, may be allowed two months Pay in advance. — You will instruct your recruiting Officers to enter none but sound and healthy persons, and to use no forcible or indirect means to induce them to enter the service. — The forms of a shipping Paper, Bond to be signed by the Sureties for the Seamen &c Muster Roll and Pay Roll are all enclosed. — All the necessary monies will be advanced you, and you must advance to your recruiting Officers, who will be allowed, besides their Pay and Rations, two Dollars for each Recruit, in full for every expense but that of provisioning the Men inlisted at a distant part, 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.

Prior to sailing you will be pleased to transmit your Account and Vouchers to William Winder Esquire Accountant of the Navy for settlement. —

I am &c &c.

[NDA. OSW, Vol. 2, 1799.]

To Major Commandant William W. Burrows, U. S. Marine Corps, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 1. July 1799. —

Major W. W. BURROWS

SIR The Frigate *Insurgente* lying at Norfolk Virginia, will require Officers of Marines and thirty five privates. — You will be pleased to take immediate Orders, for complying with this Requisition. —

I am &c &c

[NDA. GLB, Vol. 2, 1799.]

To Naval Constructor Joshua Humphreys, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA.]

Navy Department July 1. 1799. —

M<sup>r</sup> JOSHUA HUMPHREYS

SIR The district Court of Virginia having adjudged the *Insurgente*, to the Captors, as being a Vessel of force, superior to that of the *Constellation*, I want to ascertain her real value — that I may offer for her to the Captors, that value — no more, nor less. —

Enclosed are her dimensions — Inventory — and a Paper from M<sup>r</sup> Fox, shewing the state of her Copper — and also of her Masts, as she arrived at Norfolk. —

I have to beg the favor of you to give me your opinion of the value of this Vessel, as she arrived at Norfolk — make your calculations as if you were determining between an Individual who wanted to sell — and another who wanted to buy such a Vessel. — and favor me with the result as soon as possible. —

I am &c &c

P. S. A Letter from Cap<sup>t</sup> Trux[t]un dated 19<sup>th</sup> June enclosed.

[NDA. GLB, Vol. 2, 1799.]

Presumably to Rufus King, U. S. Minister to London, from Elias VanderHorst, U. S. Consul, Bristol, England

BRISTOL July 1<sup>st</sup> 1799

DEAR SIR. The amount of Postage which I have paid on your Acc<sup>t</sup> for the last half year, ending this day, amounts to £1:16.10<sup>d</sup> for which Sum I have given M<sup>r</sup> Sam<sup>l</sup> Grove an order on you, & which I must beg you'll have the goodness to order paid when presented. — The American Snow *Charlotte*, Cap<sup>t</sup> Moffott (an armed Vessel) I expect will be ready to Sail hence for Baltimore, M. L. on or about the 16 or 17<sup>th</sup> Inst. no other Vessel will be going for America from hence before the next Convoy, expected to be about the 1<sup>st</sup> of next Month, the *Charlott* will, I believe, run it. I remain very respectfully. D<sup>r</sup> Sir

Yours sincerely

ELIAS VANDERHORST

[SDA. Bristol, Vol. 1, 1791-1799.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate, *Constellation*. Monday, 1 July 1799

Since my Arrival here the 20<sup>th</sup> of May last, we have been employed discharging the best Part of the old, and entering principally a new Crew, together with making various Repairs; these being nearly completed, I determined on proceeding immediately, and without Delay for New York, to receive a new Sett of Guns, Sails, &c ordered for me there, and at 2 PM I passed without Cape Henry, discharged my Pilot, and shaped my Course as P<sup>r</sup> Column. — Spoke, and passed several American Merchant Vessels, but they had no News to communicate. Depth of Water 21 Fathoms at Noon, fine Sand, mixed; Black, white, and Red with a Shell.

[Long'de. Account. 74°.26' W.]  
[Latt'de. Ob'd. 38°.41' N°]

[HS of PA. NDA photostat.]



Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 1 July 1799

[Basseterre Roads, St. Christopher.] These 24 hours begin with light breezes hazey weather all hands employ'd at sundry jobs

Middle part moderate breezes & cloudy weather, Landed the prisoners, Landed 9 casks rum, 6 D<sup>o</sup> rice 2 D<sup>o</sup> Molasses 11 D<sup>o</sup> bread, 5 Bbls Flour, 5 D<sup>o</sup> vinegar 2 D<sup>o</sup> tar. Lifted the Fore rigging put on 2 pair of New Shrouds —

the 2<sup>nd</sup> Lieut<sup>t</sup> went onboard the prize & moor'd her further in Shore  
Latter part Hazey weather

[HS of Old Newbury, Mass., NDA photostat.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]  
N. D. 2 July 1799

Pres<sup>t</sup>

SIR, Having information that Cap<sup>t</sup> Little of the *Boston* will be ready for Sea by the 10 Instant — I have the honor to enclose for your perusal his Instructions.

It having been determin'd, not to let it be known any where, until it could be known every where, that two ports in S<sup>t</sup> Domingo were to be open to our trade, I have calculated Cap<sup>t</sup> Little's Instructions, so that he is not to know his destination, until he leaves Boston, lest others might avail themselves before their time of the knowledge of these ports being opened.

I have the honor &<sup>e</sup>

[NDA. LB, 1799-1807.]

[Enclosure No. 1]

To Captain George Little, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
Navy Department July 2<sup>d</sup> 1799. —

Captain GEORGE LITTLE  
*Boston.* —

SIR Herewith you will receive your Instructions for your Government, on a Cruise — and also, such of the Acts of Congress as require your attention. —

As soon as the *Boston* is ready for Sea, which I hope will be by the 10<sup>th</sup> of July at latest, you will proceed shaping your course for the Island of Porto Rico, and on the third day after your departure from Boston, and not before, you will open the enclosed Letter, which directs your future operations. —

I am &c &c &c.

Enclosed Circulars of 29 Dec<sup>r</sup> 16 Jan<sup>r</sup> & 12 March 19<sup>th</sup> 27<sup>th</sup> & 28<sup>th</sup> June —

[NDA. OSW, Vol. 2, 1799.]

[Enclosure No. 2]

To Captain George Little, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
Navy Dep<sup>t</sup> 2nd July 1799.Cap<sup>t</sup> LITTLE  
of the *Boston* —

SIR It has been agreed between our Government, & Gen<sup>l</sup> Toussaint, that intercourse shall be opened on the first of August, between two Ports in the Island and the United States — These ports are Cape Francois & port Republican. Our Merchant Vessels will be flocking in great numbers, to these Ports, about & immediately after the 1st of August — The French Privateers will no doubt have such early information of the opening of this intercourse, as to be prepared to annoy our Vessels. Your object must be to protect them, by all the means in your power. For this purpose, you will proceed to Cape Francois, where you may safely reenter the harbour, certain of a friendly reception — and where you will receive Supplies should any be needful, from the Navy Agent Nath<sup>l</sup> Levy Esquire — or if he should not have arrived, Doc<sup>t</sup> Stevens the American Consul, will afford you any Assistance.

I will not point out your Cruising Ground, because you will be better able to judge on the spot, where you shall cruise to give the most effectual aid to our Commerce to S<sup>t</sup> Domingo, & to capture the French Privateers You will confine your operations, however, to the North side of the Island, and put into Cape Francois sometimes, in the expectation of receiving further orders from me, which will be directed to that place.

Cap<sup>t</sup> Fletcher of the *George Washington*, has been ordered on this station, but it is possible, these orders might not have reached him, prior to his sailing — Should you meet with him, you will cooperate with him, & he being your senior Officer, under his Command — Other Vessels will be sent on this station — and before you have been there long, you will again hear from me — In the interim I have nothing to add, but to urge your best exertions, on this important duty: — that you take pains to conciliate the friendship of the Inhabitants & that you suffer not the American flag to be dishonored — nor your Officers & men to be rendered sickly, by remaining in port. Great activity of mind and body, will best guard you and your Officers & men, from the diseases of the Climate.

Wishing that the *Boston*, may prove herself worthy of her name and the Officers and Crew, worthy of such a Ship --

I have the honor to be  
&c &c &c

Cap<sup>t</sup> GEORGE LITTLE  
of the Frigate  
*Boston*,  
at Boston

[NDA. LR, 1799-1807.]

To Secretary of State from President John Adams

QUINCY July 2. 1799

SIR I thank you for the favour of your Letter of 29. June and the Copies inclosed, of Dispatches from Stevens and Maitland, which I suppose it is unnecessary for me to return. The necessary alterations in the Proclamation will of Course be made by you with the Advise of the heads of departments. Harmony with the English, in all this Business of St. Domingo is the thing I have most at heart. The Result of the whole is in my mind problematical and precarious. Toussaint has evidently puzzled himself, the French Government, the English Cabinet and the Administration of the United States. All the rest of the World knows as little what to do with him as he knows what to do with himself. — his Example may be followed by all the Islands French English Dutch and Spanish and all will be one day played off against the U. S. by European Powers. I think We have committed one great Mistake, in exchanging Prisoners with Guadaloupe. We have Sent a thousand Men to that Island Some of whom have been taken three times by our Cruisers. We should soon exhaust the Island of Seamen if we brought all to America.

J. ADAMS.

SECRETARY OF STATE

[SDA. Misc. L, Jul-Dec. 1799.]

To Secretary of War from Secretary of the Navy

[PHILADELPHIA]

Navy Department July 2<sup>d</sup> 1799

THE SECRETARY AT WAR

SIR There is a necessity for employing on board of Ships, all the Marines we have. — I want therefore the guard on the Frigate in this town — and have the honor to request that you will be pleased to direct a guard of the military to relieve the Marines. — The guard consists of a Serjeant and six men. —

I am &c

[NDA. Sec. War, LB, 1798-1824.]

To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department July 2<sup>d</sup> 1799

Commodore TRUXTUN

SIR I am honored with your letter of the [ ] Ult<sup>o</sup> enclosing the Decree of the district Court, in the case of the *Insurgente*. — By this decree that Vessel is to be delivered to the Captors, who have the right to sell her in what manner, & to whom they please. — The decree is an extraordinary one — not agreeable to Law in directing the Vessel to be delivered to the Captors — not agreeable to fact, in determining her force to be superior to that of the *Constellation*. — I am not however disposed to appeal from this decree. — But anxious as I am on every occasion to do at least full justice to the Commanders Officers and Seamen of our Navy, I cannot but feel that it is my duty to do justice to the Public also. —

Had the Decree assigned one half the prize to the United States — One half to the Captors, as I calculated would have been the case; and had the Vessel been exposed to Public Sale, I had prepared my mind to purchase her for the Public at a full price — Under present circumstances I must treat with you for the Vessel. — The sum fixed on by the Gentlemen at Norfolk is far beyond her value in my opinion. — She is I presume seven, or nearly seven years old — a rough built Vessel, much the worse for wear — her copper it seems will soon want shifting — I have no Account of the state of her timbers, which I wish may be sound. — Upon a view of all circumstances, and as you will have to wait a little while at New York, I think it will be best for you to come on to the seat of Government on this business. —

I am &c &c.

[NDA. OSW, Vol. 2, 1799.]

To Captain Samuel Barron, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 2<sup>d</sup> July 1799. —

Cap<sup>t</sup> SAM<sup>l</sup> BARRON

Norfolk.

SIR I am honored with your letter of the 25<sup>th</sup> June — I presume you are at Norfolk by this time. — You will please immediately to cause the Crew of the *Baltimore* to be discharged, and paid off, and opening a rendezvous for inlisting a new Crew, — for which you shall receive Instructions by next mail. — The Men on board have generally about a month to serve — it can answer no purpose to keep them that month — the sooner they are discharged & paid off, the sooner they will be ready to enter again into the service. — I beg that you will suffer [no] delay in this business; — that if any repairs are necessary for the *Baltimore*, you will immediately have them made — but don't attempt any alterations. — you will put every thing respecting the Ship in a state to enable her to proceed again to sea.

It was unfortunate, but no fault of yours, that she came in a month too soon — It was very unfortunate that none of the Letters I have sent to prevent your return and that of the *Richmond* and *Eagle*, arrived in the West Indies before your departure from thence — If the Brig *Richmond* should also be at Norfolk, and the Brig *Eagle* — please to direct the Commanding Officers to apply at once to M<sup>r</sup> Pennock, for Provisions &c to last them until the end of the year for which the Crews are engaged, — and to be prepared for Sea, the moment they receive Instructions — which will be sent the moment I hear they or either of them are in. — The Purser must apply to M<sup>r</sup> Pennock for money to pay off the men, to whom I shall immediately remit, but who will in the mean time advance what will be wanted. —

I am &c &c.

[NDA. OSW, Vol. 2, 1799.]

[2 July 1799]

To Secretary of the Navy from Captain Thomas Truxtun, U. S. Navy

SIR, I left the Chesapeake Bay on the 30<sup>th</sup> Ultimo, agreeable to my last Dispatch by the *Eagle*, which Vessel, I trust has got safe to Hand, as the Wind was very favourable for her. I now enclose you Copy of a Letter I have sent the Naval Agent at New York, & a Copy of my Instructions to M<sup>r</sup> Garretson the Purser, by which you will see how Things are regulated here and judge, when the Ship may sail again, but much depends on the Gun Carriages, and Gunner's Stores with the Apparatus to be received. One Serjeant, one Corporal, and Twenty Marines are wanting to complete us; several of the Marines discharged at Norfolk entered as Ordinary Seamen, and are now on Board, as ordinary Seamen get 4\$ more per Month than Marines, it is not to be wondered at, and on this Account, the Country Towns are best calculated to recruit Marine Soldiers. I expect to see my own House to Morrow for the first Time since the 7<sup>th</sup> December 1797, now near 19 Months, and M<sup>rs</sup> T. I have only once that Time had a Sight of, and that only for a few Days in Philadelphia last December. Your Letters will reach me regularly at Perth Amboy, New Jersey, and my Ship Matters are so arranged, I will endeavour to pay you a Visit for a Day, or two at Philadelphia. I expect the *Richmond* in with Lieutenant Sterett and others in a Day or two. You know, what is necessary to be done to make that Vessel of some Service. Lieutenant Cooper has informed me, that he would much sooner continue with me, than command that small vessel, and if she was offered him, he would decline her. I have no Knowledge of any other Person, that I could recommend, that would take her, as none of my Officers, that are capable, would accept of her.

Aspiring young Men would sooner be on Board a Frigate, where they feel themselves, than in such Boats, tho' such are useful, and such we want, and ought to have in Numbers, among the Islands.

I have the Honor to be, Sir, with great Respect

Your very Obed<sup>t</sup> Serv<sup>t</sup>

UNITED S. S: *Constellation*  
New York Bay 2<sup>d</sup> July 1799.

Honb<sup>le</sup> BENJAMIN STODDERT  
Secretary of the Navy

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

[2 July 1799]

To James Watson, Navy Agent, New York, from Captain Thomas Truxtun, U. S. Navy

SIR, I hasten to dispatch M<sup>r</sup> Isaac Garretson, Purser of the U: S: Ship, of War *Constellation* under my Command, with the enclosed Order for various Stores, which is every Thing of any Consequence that will be wanting for that Ship, during her Stay at present within your Port. M<sup>r</sup> Stoddert writes me, he has procured Guns, Carriages, Sails, a Cable &c, which I suppose are at Hand and if so, the sooner they are sent on Board the better, as well as all the other Articles now indented for. As I leave the Ship for New Jersey in a few Hours,

I have charged my Purser to repair immediately unto you, for the above Articles, and to lose no Time in the Completion of the Object of his Mission. To prevent any of my Men running away, I have determined to go no higher, than the watering Place Staten Island, where the Articles can easily be sent down in Craft, it being only seven Miles from the City of New York. I refer you to M<sup>r</sup> Garretson for further Particulars, as my written Orders have been handed him.

I have the Honor to be, Sir, with great Respect

Your Obed<sup>t</sup> Serv<sup>t</sup>

UNITED STATES SHIP *Constellation*

2<sup>d</sup> July 1799

JAMES WATSON Esq<sup>r</sup>

Naval Agent New York —

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

[2 July, 1799]

To Purser Isaac Garretson, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

M<sup>r</sup> ISAAC GARRETSON,

Sir; You will proceed immediately to New York, and deliver my Letter, and Order for Stores to the Naval Agent there, M<sup>r</sup> James Watson, and procure all the Articles as per the accompanying List, and send the same on Board without Delay; I say without Delay, for naval Agents often love to take their time, and you have no Aversion to your Bed of a Morning.

Should any of the Gunner's Stores in the Indent have come round from Philadelphia, it will be well, if not, they must be procured at New York immediately, and a Tinman in that Case must take the Calibre of the 18 Poundsers for to make the Cannisters, for what we call Case Shot. — A Vessel must be sent down immediately for the 24 Pound Cannon, and Carriages, as also the Round, Double Head, and Case Shot belonging to them, so that we take in the 18 Poundsers immediately after, if they are at New York. There is a Gentleman by name of Hacker, who applied to me for a Lieutenantcy in the Navy, tell him I shall see the Secretary in Philadelphia, and mention him; mean Time he must exert himself, and ship twelve hearty able Seamen (no other Discription will do) and I will then discharge the August Men, whose Times would otherwise expire at Sea. I repeat again, that no Time is to be lost; keep at it Day and Night, fair Weather or foul, untill all is complete, and write me daily at Amboy, as there is a regular Post.

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

To Lieutenant James P. Watson, U. S. Navy, of the U. S. Ship *L'Insurgente*, from Captain Alexander Murray, U. S. Navy

PHI<sup>s</sup> July 2<sup>d</sup> 1799

Lieu<sup>t</sup> WASTON Herewith you will receive your instructions, as regulated in our naval service for recruiting Men for the U. S. Frigate *Insurgente*, I wish you to proceed to New York without delay and there

open your rendezvous, and from time, to time give notice of your proceedings. I must leave in some measure to your own discretion, the business of sending the men round, but if you think you can in any reasonable time, procure fifty good seamen and as many ordinary hands in proportion I think you had better go round with them yourself, and leave a good carefull Masters Mate behind you, with a Midshipman to follow soon after, with what others he can get, If your success, exceeds your present supply of cash, for advancements, I presume you may get what you may want from M<sup>r</sup> E. Watson our naval agent. The Seamen are allowed \$17 per Month ordinary Seamen & Boys from 5 to 14 Doll<sup>s</sup> Masters mates & 2<sup>d</sup> Masters agreeable to naval regulations all to serve one year from the time of the ship's sailing, you will be very careful to recruit none but sound, healthy, and able persons and be sure that their securities are able to refund their advance should they not attend to due notice, for embarking giving them one or two days previous notice you can inform yourself as to the regulations hitherto adopted with the person who is to keep the rendezvous as men hath been lately recruited at New York for the United States Frigate which must govern your proceedings the publick allow two Dollars for each recruit in lieu of all expences except provisions — Any unavoidable expences you are to proceed with caution and take vouchers for every transaction —

Wishing you success

I am

Your Most Ob<sup>t</sup>

[NDA. A. Murray's LB, 1799-1805.]

[2 and 18 July 1799]

Reports to Captain Christopher R. Perry, U. S. Navy, commanding U. S. Frigate *General Greene*, by Officers on board, regarding her condition, 2 and 18 July 1799

PROVIDENCE, Aug. 7.

MR. CARTER,

Your inserting the inclosed vouchers on the necessity of the U. S. frigate *General Greene's* going into the Havanna, and that of her return to Newport, will much oblige a friend and

A CUSTOMER.

Pursuant to an order from Christopher Raymond Perry, Esq. commander of the U. S. frigate *General Greene*, of this date, to us directed:

WE, whose names are hereunto subscribed, officers on board said ship, have made a strict and careful survey of every part of said ship, and finding her in a very leaky situation, and it being impossible to stop it at sea, give it as our opinion — that it is necessary the said ship should immediately go into port.

Thomas Laing, 1st Lieut.  
Jeremiah Fenner, 3d.  
Benjamin Coleman,

Robert Palmer, 2d.  
James Weaver,  
Benjamin Sayer.

*General Greene*, 2d July, 1799.

WE the undersigned, officers on board the United States frigate *General Greene*, Christopher Raymond Perry, Esq. commander, give

it as our opinions, from many circumstances which have occurred — that the fever which now prevails on board said ship, has been produced from the following causes: —

The first and most certain cause is, from the ballast, which is of a species of slate, and became very offensive by being wet in its confined situation; and the water that has passed from between decks into the hold has remained stagnant. One clear proof in favor of this argument is, that among the twenty-one marines that have been the most adjacent to the pumps, twelve of them have been the first taken, and of 7 that have died, 4 were marines; and another proof is, that of Mr. William Henry, acting midshipman, whose charge was that of the hold.

There are other causes which we conceive have tended to produce the contagion. It made its appearance soon after leaving the coast of America, say on the 18th of June. We immediately made search for the cause, and supposed it proceeded from some provisions which were damaged in a gale of wind soon after leaving Newport.

*Thomas Laing, 1st Lieut.*  
*Jeremiah Fenner, 3d,*  
*Benjamin Sayer,*

*Robert Palmer, 2d,*  
*James Weaver,*  
*Benjamin Coleman.*

THE foregoing observations and statement of circumstances made by the worthy officers on board the *General Greene*, I presume to be just, from the following occurrences:

On June 18, the first symptoms of putrid malignant fever made its appearance: three or four cases occurred, with symptoms of considerable violence; but they very happily yielded to the method of treatment which was adopted.

After proceeding further southward, where the sun was vertical and more sultry, we had a number of cases, which occurred with symptoms of much greater violence, and in many cases proved mortal, in spite of the most strenuous exertions which could be made, and the whole effect of those medicines which have been found most effectual in different parts of the United States, in fevers of a contagious malignant stamp, supposed to originate from putrid exhalations. Those persons whose provinces were in the neighbourhood of the pumps have been seized with much greater violence, and attended mostly with fatal consequences, although the attention has been indiscriminately the same throughout the ship. Every precaution has been taken by the officers which the invention of man could contrive, more especially at sea, to render the ship healthy; but, as yet, every effort proved ineffectual, and the disease continues to increase with redoubled violence. It has now disseminated itself through every part of the ship, and in my opinion, will never be removed, until the pestilential contents of the hold are discharged, and the ship undergoes a thorough cleaning, and receives a new set of ballast: this I declare to be, according to every appearance, the true situation of the *General Greene*.

PAUL R. METCALF,  
Surgeon's mate on board the *Gen. Greene*.

At sea' lat. 32, 17, N. }  
July 18, 1799. }

[LC, "Claypoole's American Daily Advertiser", Philadelphia, August 15, 1879.]



To Stephen Higginson & Co., Navy Agents, Boston, Mass., from Secretary of the  
Navy

[PHILADELPHIA]

Navy Department 2<sup>d</sup> July 1799.—

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>

GENTLEMEN I send by this days mail to the President Captain Little's sailing orders, tomorrow I shall send Talbot's and I hope he will be ready. — I will reply to your letter of the 26<sup>th</sup> June, in a day or two. — This ill fated City is under great alarm on account of the Fever, which no doubt exists, and commences with violence. — Besides the private calamity, this will occasion great delay in the public business, especially in my department — It is not yet fixed where the Offices are to go — it seems past a doubt, that they must quickly remove. —

I am &<sup>q</sup>

[NDA. GLB, Vol. 2, 1799.]

To William Pennock, Navy Agent, Norfolk, Va., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 2<sup>d</sup> July 1799.—

WILLIAM PENNOCK Esquire

SIR I am afraid the *Baltimore* and the *Richmond* are in Norfolk — they ought both to be in the West Indies — but the error does not belong to the Commanders of these Vessels. — I request you will at once supply the *Richmond* with provisions to last to the end of the year which the men have to serve — direct the Commanding Officer to make his estimates accordingly — and to hold himself in readiness to proceed without delay to Sea, on the receipt of my Instructions — which shall be forwarded in three or four days. — If the Commander thinks it prudent, the Officers and Men may have one two or three months pay — which you will please to advance — as well as money to pay off the *Baltimores* Men, who are to be discharge without delay. —

I shall tomorrow make you a remittance equal to this object. —

I am &<sup>q</sup> &<sup>q</sup> &<sup>q</sup>

[NDA. GLB, Vol. 2, 1799.]

To Secretary of the Navy, from Gibbs & Channing, Navy Agents, Newport, R. I.

NEWPORT July 2 1799

We are honored with your favor of y<sup>e</sup> 20 ult<sup>o</sup> The remittances you directed, have been duly made to us, for your attention to which we sincerely thank you. —

An unusul spell of Foggy weather, with contrary winds, has detained the *George Washington*: the fog has cleared off this day and we have now the pleasure to advise you, that the Ship is got under way, has a favorable wind, and will be out of the harbour before night. We have the satisfaction to observe that Cap<sup>t</sup> Flecher, has made every exertions to promote despatch, and has aimed at economy in the expenditures. — from the short aquantance we have had, he appears capable and deserving. —

The Bread remaining on hand by our last store account, is of so coarse quality that Cap<sup>t</sup> Flecher & the Purser would not take it. Cap<sup>t</sup> F informs us, that some coarse bread he had the last cruise occasioned great dissatisfaction, we therefore procured what pilot bread we could purchase, and had the residue baked out of fine Flour — The Bread remaining being too coarse for the Navy, we should think it best to have sold at Auction, what cannot be disposed off immediately at private sale, as the warm Wheather will injure it — If you expect any Ships to come to this Port for supplies, it will be necessary that you advise us early as possible the kind of supplies that will be wanted, particularly if a supply of bread is wanted, as it requires some notice to procure or have baked of the quality that will be approved. —

We learn from Cap<sup>t</sup> Flecher that the allowance of Rum of West India proof is injurious to the seamen, if the supplies of this article were limited to the first proof it would be full & as good.

Hon. BENJAMIN STODDERT Esq<sup>r</sup>:

[Newport HS. Gibbs & Channing LB.]

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To John Bispham, Sheriff of Burlington County, N. J., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 2<sup>d</sup> July 1799.*

To JOHN BISPHAM

*Sheriff of Burlington*

SIR You will be pleased to permit the French Officers now in your custody, in the prison at Burlington to go on parole, confining them to the limits of the City of Burlington — take their parole in writing.—

I am &c &c &c

[NDA. GLB, Vol. 2, 1799.]

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To Robert Liston, Envoy Extraordinary of Great Britain to United States, from General Thomas Maitland, representing British Government, St. Domingo

ON BOARD H. M. S. *Camilla* AT SEA.

Lat. 35 N. Long. 68 W. *July 2<sup>nd</sup> 1799*

Copy.

DEAR SIR, I find from my friend Wigglesworth that sending any thing by an American vessel is so precarious that I shall only now touch upon one point, which though explained in my letters to Jamaica may require some observation on my part.

It regards the time of opening the ports. — At first M<sup>r</sup> Stevens and I agreed upon the 20<sup>th</sup> of July — Subsequently however we thought the first of August was as early as possible to give the Americans time; And when we came to this agreement, I certainly understood the Ports of St. Domingo were to be open on the first of August.

As I found however from M<sup>r</sup> Stevens that the mode in which he had construed it was that they were to sail from America the first of August, you will please to observe that it is so arranged, and the Admiral will give his orders to this effect. —

In case it should not have arrived, you have very voluminous dispatches from me by His Majesty's Cutter *Sprightly* bound to Charles-

ton and also others that were to go from Jamaica the first safe opportunity.

I am My dear Sir

Your's most faithfully

(Signed) T. MAITLAND

[Mass. HS. Pickering Papers, Vol. 25.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 2 July 1799

[Basseterre Roads, St. Christopher.] Begins with moderate breezes & hazey Weather all hands employ'd at Sundrys Repairing the rigging Stowing the Hold & Cleaning Ship &c —

Middle part pleasant Weather got a number of things from the prize for Ships use

Latter part all hands employ'd on Ships duty —

[HS of Old Newbury, Mass., NDA photostat.]

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Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Montezuma*, 2 July 1799

At 1 P. M. a Pilot came on board — Proceeded to Port Royal Harbour, Saluted the Admiral with 13 Guns, and were answered by 9 from the Flag Ship —

Came too —

Saluted the Fort with 13 Guns, and were returned Gun for Gun —

[NA.]

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To Midshipman Abner Woodruff, U. S. Navy, from Captain Thomas Tingey, U. S. Navy

[U. S. S.] *Ganges* OFF S<sup>t</sup> BARTHOLEMUEWS  
3<sup>d</sup> July 1799.

SIR You are hereby appointed to the present charge of the Brig<sup>t</sup> *Young George* of Boston — You will therefore be careful that no part of the Cargo, or materials of said vessel suffer by embezzlement or otherwise.

M<sup>r</sup> Andrews & M<sup>r</sup> M<sup>r</sup>Pherson, who appear to be jointly concern'd in the vessel & Cargo, have liberty to try the market, and inform themselves if an eligible sale can be effected: in which case Capt<sup>n</sup> Bainbridge or myself will corroborate the sale, on security being given, that the whole amount is paid agreeably to our direction — or may hereafter be laid out in other produce suitable to the American Market at the election of Mess<sup>rs</sup> Andrews & M<sup>r</sup>Pherson.

For the purpose of facilitating these arrangements Capt<sup>n</sup> Bainbridge or myself will come off the harbour every day or nearly until the business is regularly transacted — 'Till when You are not to permit any part of her cargo to be taken out or landed.

You will also keep all the Brig's papers in safe custody — The gentlemen have liberty of taking out all their trunks, baggage & private stores for their accommodation.

It being however possible, that by chacing or other casualty we may be kept away for some days — Capt<sup>n</sup> Bainbridge may therefore find it convenient to add to these orders, describing such security as You may accept, and permit the cargo to be landed without waiting farther orders.

I am Sir &c &c

T:T: [THOMAS TINGEY]

To M<sup>r</sup> ABNER WOODRUFF. appointed to the charge of the Brig call'd *Young George* of Boston.

[NDA. Tingey LB, 1798–1800.]

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To President John Adams from Secretary of the Navy

[Philadelphia]

*Navy Department 3. July 1799. —*

JOHN ADAMS Esquire  
*President of the U. S.*

SIR I have this day sent on to Cap<sup>t</sup> Talbot his Instructions, to proceed to Norfolk — where he will join Cap<sup>t</sup> Barry and receive further orders. — Cap<sup>t</sup> Barry sailed yesterday — the *Delaware* will be out next tuesday, and the *Scammel* about the same time. —

I have the honor &c<sup>t</sup>

[NDA. Nom. Appts. LB, 1798–1820.]

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To Captain Silas Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 3<sup>d</sup> July 1799.*

Cap<sup>t</sup> SILAS TALBOT  
*Boston —*

SIR Herewith you will receive your Instructions for your Government on a Cruise — and also such Acts of Congress as require your attention. —

It was intended that you should proceed in the *Constitution* to the Neighbourhood of Gaudaloupe, to take the command on that station — But the Harricane Season is at hand, and the Frigate is too valuable to be risked on that service — it is therefore contemplated to employ you in another quarter for the present. — But nothing is positively determined, or can be, for a few days. — further than that your first port after leaving Boston, must be Hampton Roads in Chesapeak Bay, where you will receive further orders. — You will please therefore, as soon as the *Constitution* is ready, which I hope will be by the 10<sup>th</sup> instant, proceed to Hampton Roads, & immediately on your arrival send to W<sup>m</sup> Pennock Naval Agent at Norfolk, for a Bowsprit, should you want one — he has been ordered to have it prepared — and will supply any other articles you may find needful. Wishing you great success & Glory,

I have the honor &c.

Cap<sup>t</sup> Nicholson will deliver over to you all the necessary Signals. — Enclosed Circulars of 29<sup>th</sup> 16<sup>th</sup> — 12<sup>th</sup> & 27<sup>th</sup> June — & 19<sup>th</sup> & 28<sup>th</sup> June

[NDA. OSW, Vol. 2, 1799.]

To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 3<sup>d</sup> July 1799

Commodore TRUXTUN

SIR I am honored with yours of the 23<sup>d</sup> Ult<sup>o</sup> — I do not think you need to be under the least uneasiness on the subject of rank. The Heads of Departments all concur in my opinion, that you must rank from 1794 — Talbot from 1798. — I have not laid my correspondence with Talbot before the President tho' I have sent to him a Commission for Talbot dated 1798. — He will not like to interfere at all — and if he did interfere, he would not I am well persuaded, be disposed to violate your right. — He would probably if he interfered refer to the Heads of Departments — As to what the Navy Officers may have said — you cannot be affected by such conversations — Besides it will soon be known, that no person but Barry *in actual service*, ranks above you. — Talbot never hinted an objection to acting with you, on any other ground, than this of Rank — He has always expressed a high opinion of your merit and qualifications. — I wrote you yesterday on the subject of the *Insurgente* — I am anxious that that business should be settled as quickly as possible — as much that the Men may get their prize money as that the Ship may get into service — I have a difficult part to act — But there is but one right course and that is to do justice — I wish sincerely the Court had decided as I think they ought — then there would have been no difficulties — I hope to see you very soon.

I am &c &c.

[NDA. OSW, Vol. 2, 1799.]

To Captain George Little, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 3<sup>d</sup> July 1799.

Cap<sup>t</sup> GEORGE LITTLE

*Boston.*

SIR I find from conversation with Col<sup>o</sup> Pickering that the Presidents Proclamation for opening the intercourse with S<sup>t</sup> Domingo, will be published at Boston, before your receipt of my dispatches of yesterday. — You may therefore, at once open the Letter which you were directed to open after being three days at Sea — and proceed at once to Cape Francois, where you will be received in a friendly manner by Gen<sup>l</sup> Toussant, to whom and his people you will shew every kind of civility.

If there are Merchant Vessels, ready to sail from Boston, you may take them under convoy — but let nothing short of the Presidents positive Command detain you two days for them. —

After getting to Cape Francois, you will proceed as directed in my letter of yesterday. —

I am &c &c.

[NDA. OSW, Vol. 2, 1799.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Department. 3<sup>d</sup> July 1799. —

JOHN ADAMS ESQUIRE  
President of the U. S.

SIR I do myself the honor to enclose a Letter to Cap<sup>t</sup> Little, covering Warrants for —

Samuel Buller	} To be Midshipmen	
Sam <sup>l</sup> G. Jerald		
John G. Norwood		
Edward Durant		Gunner
James Potts		Boatswain
James Howe		Carpenter

These Gentlemen were recommended in a Letter just received from the Committee at Boston — and are intended for that Frigate which I hope is on the eve of sailing — their Warrants, if you think proper to appoint them, will require your signature and will be immediately wanted. —

I am &<sup>c</sup> &<sup>f</sup>

[NDA. Nom. Appts. LB, 1798-1820.]

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To Captain George Little, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 3<sup>d</sup> July 1799

Cap<sup>t</sup> GEORGE LITTLE

SIR I enclose warrants for

Sam <sup>l</sup> Buller	} to be Midshipmen	
Sam <sup>l</sup> G. Jerald		
John G. Norwood		
Edward Durand		—Gunner
James Potts		—Boatswain
James Howe		—Carpenter

These Gentlemen, must take the enclosed oath of allegiance, and you will transmit them when taken to this Office. — Having entered the service on the 20<sup>th</sup> May last, their pay and Emoluments must commence from that day. —

I am &c.

[NDA. OSW, Vol. 2, 1799.]

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To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

Navy Department July 3, 1799 —

SECRETARY OF THE TREASURY

SIR The *Baltimore* has arrived at Norfolk where it will be necessary to discharge her men, and get a new Crew — for this purpose 20000 Dollars will be wanted. — The *Constellation* and the Brig *Richmond* will both be at New York in a few days, and will require 10000 Dollars

for their expenditures — I have the honor therefore to request that you will be pleased to direct the Treasurer of the United States to pay over to Sam<sup>l</sup> Meridith Esquire, Treasurer of the Navy, Thirty Thousand Dollars — out of the appropriation of 2,102,384 41/100 Dollars. —

I am &c.

[NDA. Req. on US T, 1798–1803]

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To Secretary of War from Secretary of the Navy

[PHILADELPHIA]

Navy Department 3<sup>d</sup> July 1799. —

The SECRETARY AT WAR

SIR I am honored with yours of this day — I hope you can order a guard from some other place, if not from Fort Mifflin for the Frigate — —

Every man we have must go on board the vessels now recruiting. — — —

I am &c

[NDA, Sec. War LB, 1798–1824.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 3 July 1799

[In Old Roads, Basseterre, St. Christopher.] Begins with light breezes & pleasant weather all hands on Ships duty, rec<sup>d</sup> on board 7 Boxes of Soap. at 4 P M unmoor'd Ship the rest of our men return'd from the prize sent 2 others on board —

Middle part fresh breezes & cloudy at 6 A M hove Short at 7 took a pilot got under way at ½ past 7 came too in Old Roads, run out a Kedge anchor sent our water cask on shore Rec<sup>d</sup> onboard 13 Cask water employ'd filling up the ground tier

Light breezes & pleasant

[HS of Old Newbury, Mass. NDA photostat.]

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Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Montezuma*, 3 July 1799

Unmoored, to proceed to Rock Fort for water — but through the ignorance or inattention of the Pilot were run on shore, but fortunately soon got off again — and moored Ship —

[NA.]

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Extract from Journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 4 July 1799

Begins with light breezes & pleasant weather Employ'd Starting & Stowing water Rec<sup>d</sup> onboard 40 Casks water. at 8 P M weigh'd anchor & made sail from Old Roads & beat up to Bassterre at Mid-night came too off Bassterre in 17 fath<sup>s</sup> water.

Middle part moderate & cloudy at 6 A M hove up & run into 9 fath<sup>s</sup> water & came too. at 11 the Cap<sup>t</sup> went on shore at Mer<sup>th</sup> fir'd

a Salute of 16 Guns & was answer'd by our prize with 11 Guns, in Honor of the Day —

Ends pleasant

[HS of Old Newbury, Mass., NDA photostat.]

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Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Montezuma*, 4 July 1799

[Off Port Royal, Jamaica] Fired a Salute in honour of the Day — Independence.

[NA.]

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To Secretary of the Navy from President John Adams

QUINCY July 5<sup>th</sup> 1799

SIR We shall never get the *Constitution* to sea, by any means that I know of. After much enquiry I found no body particularly acquainted with Talman, tho many knew him. All agreed that he was a man of property & respectable character. I accordingly sent on by the post your letter to him with his commission. Now I find he is not liked. I desired Talbot to make enquiry — the result you have in the letters inclosed from him. I shall not put Talman into the *Constitution*. Of Dobell I have not found one soul to speak well. To him I have not sent the commission and I shall not till I hear some better account of him. — I sent your letter to Talbot with his commission in as handsome a letter from myself as I could pen but he has returned the commission, which I enclose & pray you to return to me with the other. I will do all in my power to persuade him to serve, but I expect no success. — I have no objections to Hull and Hamilton. Collins, Hacker[?] & Boss I have no knowledge of but would receive them on Talbot's recommendation if he would commend them.

SEC<sup>y</sup> OF THE NAVY.

[NDA photostat.]

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To Captain Samuel Barron, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 5 July 1799

Cap<sup>t</sup> SAM<sup>l</sup> Barron  
Norfolk

SIR You will instruct such of your Officers as may appear best calculated to open Rendezvous &c &c See page 154 — Letter to Cap<sup>t</sup> Baker [dated 25 June 1799]. — Monies have been remitted to M<sup>r</sup> Pennock on whom you will call for the necessary supplies &c.

I am &c.

[NDA. OSW, Vol. 2, 1799.]



To Captain Hugh G. Campbell of U. S. R. C. Brig *Eagle*, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 5<sup>th</sup> July 1799. —

Cap<sup>t</sup> HUGH CAMPBELL  
of the Brig *Eagle*.

SIR I have received a Letter from the board of Health, complaining of your having been in the City contrary to Law. — There is, I perceive a disposition to put the Law in execution against you. — You had better not appear here again, nor suffer any person belonging to your Brig to come while they do belong to her. — I have directed Dowers to prepare the Sails for you as quickly as possible — and have written to Mess<sup>rs</sup> Bird & Riddle — New Castle — to supply you with every thing you want. — Bread and Pork I will send from hence. — Let me know at once all you do want. — and when you will be ready to receive a new Crew, and whether you can get any Men at New Castle. — You suffered a little in my opinion last fall by delay, which I believe you could not prevent — You have more than retrieved by your activity abroad — Let it now be seen that you can also be active at home. — As to your Officers — Let me know at once, whether any you have will do — that Commissions may be sent — and that those wanted may be sent you. — Your own Commission as Master and Commandant shall be sent you in a few days. — You have herein the Laws respecting the Navy. —

I am &c &c &c. —

[NDA. OSW, Vol. 2, 1799.]

To Stephen Higginson & Company, Navy Agents, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 5<sup>th</sup> July 1799. —

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>

GENTLEMEN, Having purchased the Brig *Augusta* at Norfolk which Vessel is to supercede the *Herald* in the service, I have ordered her on to Boston, and expect she will arrive nearly as soon as the *Herald*. — You will please to direct the Captain and Purser to discharge and pay off the Crew of the *Herald* immediately on her arrival, without regard to the time they have to serve. — The Officers will take charge of her til the arrival of the *Augusta*, when she is to be dismantled of her Military equipage, which with her Officers, will be transferred to the *Augusta* — The *Herald* you will please to sell either for Cash, or Notes at a few months, as you find most advantageous for the public Interest. —

I have directed M<sup>r</sup> Winder the Accountant of this Department to send you on immediately an Account of any monies advanced at other places than Boston to the Officers or Men of the *Herald*. — I hope the Purser has his Accounts in such order, that the men need not be kept on board as in the case of the *Constitution*, because the Purser was not prepared to settle. — I have directed a remittance of 20000 Dollars to be made you. —

I am &c &c

[NDA. GLB., Vol. 2, 1799.]

To John Bispham, Sheriff of Burlington County, N. J., from Secretary of the Navy

[PHILADELPHIA]

Navy Department, July 5. 1799. —

JOHN BISPHAM Esquire

*Sheriff of Burlington County New Jersey. —*

SIR I have received your letter on the subject of the French prisoners in your custody. —

You will please to admit as many of them to go on parole as produce to you the Commission under which they acted at the time they were captured. —

The allowance to the Officers on parole is not to exceed the expense which would be incurred by keeping them in prison. —

I am &c &c

[NDA. GLB, Vol. 2, 1799.]

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To John Bispham, Sheriff of Burlington County, N. J., from Secretary of the Navy

[PHILADELPHIA]

Navy Department July 5. 1799

JOHN BISPHAM Esquire,

*Sheriff Burlington Co N. Jersey*

SIR You will please to permit Mess<sup>rs</sup> Reouffe and J. [or I.] P. Tilly French National Officers now in your custody to go on parole without restriction upon giving their word of honor to give themselves up on demand unless legally exchanged. —

I am &c

[NDA. GLB, Vol. 2, 1799.]

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Extract from Journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 5 July 1799

These 24 hours begin with light breezes & pleasant weather, all hands employ'd cleaning Ship at 7 PM hove up & got underway from Bassterre roads — at Midnight the west point of S<sup>t</sup> Christophers bore N N E dist 4 miles Saw S<sup>t</sup> Eustatia bearing N N W 8 miles

Middle part light breezes & Hazy at 6 AM S<sup>t</sup> Bartholomews bore N b E 8 leagues at 11 the Shipping bore N by E 2 miles sent the boat onshore at noon the boat return'd

Latter part Steady breezes & Hazy Laying off & on S<sup>t</sup> Bartholomews —

[HS of Old Newbury, Mass., NDA photostat.]

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To Master Commandant Timothy Newman, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 6<sup>th</sup> July 1799. —

Master Comm<sup>t</sup> TIMOTHY NEWMAN

SIR It is intended that you shall take command of the Sloop of War [*Warren*] building at Newbury Port, to which you will be pleased to

repair as early as convenient. — Upon your arrival there, you will make me a return of the exact state of the Vessel, and when you expect she will be ready to launch and sail on a Cruise. — And you will be pleased to give every necessary attention to her construction and equipment. —

I am &c &c &c.

[NDA. OSW, Vol. 2, 1799.]

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To Lieutenant Cyrus Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department July 6. 1799*

M<sup>r</sup> CYRUS TALBOT

SIR Immediately upon receipt hereof you will be pleased to come on to New York, and write me as soon as you arrive there. — You will there hear from me again. — Write me upon receipt of this when you expect to be in New York

I am &c &c

[NDA. OSW, Vol. 2, 1799.]

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To Major Commandant William W. Burrows, U. S. Marine Corps, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 6<sup>th</sup> July 1799*

Major W. W. BURROWS

SIR The Ship *Baltimore* Cap<sup>t</sup> Barron, now lying at Norfolk Virginia, will require Officers of Marines and twenty one Privates — I am not certain as to the number of Marines already on board this Ship, or whether they require to be relieved or not. — I have therefore the honor to request, that you will take any orders that may be necessary for supplying this requisition. —

I am &<sup>t</sup> &<sup>s</sup>

[NDA. GLB, Vol. 2, 1799.]

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[6 July 1799]

Protest of Captain Solomon Clark, Master of the Merchant Schooner *Hope*, captured by French Privateer, set adrift, and again captured by another French Privateer who plundered the Schooner before releasing her

COMMONWEALTH OF MASSACHUSETTS

*Boston SS*

By this Publick Instrument of Protest, be it known and made manifest, that on this twenty second day of October in the Year of our Lord one thousand seven hundred and ninety nine, before me William Stevenson Notary Public, by legal authority admitted & sworn and dwelling in Boston aforesaid personally came and appeared Solomon Clark who manifested & declared upon Oath as follows To wit, that on or about the 25<sup>th</sup> day of May last he sailed from Boston aforesaid, in and with the Schooner *Hope* bound for Surinam and being then loaded with sundry articles of Merchandize on Account of Ephraim Prescott, Daniel Sargent, I Wheeler Apthorp and others, all Merchants of Boston, That he proceeded on said voyage without any

remarkable occurrence untill the sixth day of July following, being then in sight of Land, a few leagues to Windward of Surinam River, the said Schooner was chased by a french Privateer, from 9 A. M. to 6 oClock PM. during which said Privateer kept up a constant fire, and having approached very near said Schooner, she was at last obliged to strike her colours to said Privateer, One other French boat with two swivels having come under her Bow and fired into her — That he with the Mate and Crew of said Schooner were taken on board the first mentioned privateer Mounting twelve Guns (name unknown) Commanded by Captain Savage — The next day he the appearer and the aforesaid Mate & Crew were all ordered into a small Boat & turned adrift about twelve miles from the Land, with only ten Biscuit and half a gallon of water; on which they subsisted until they landed; and were taken into Custody by Dutch Officers and carried before the Governor of Surinam who ordered them to be set at Liberty. — That after remaining at Surinam twenty two days, he went on board said Schooner then lying at Brantz point with said Mate — Capt<sup>n</sup> Henry Young — Alexander Robinson & William Whetstone and retook her & carried her along side the United States Ship *Portsmouth* and deliverd Captain M<sup>c</sup>Neill his Prisners — after which he proceeded by said M<sup>c</sup>Neills permission to Berbice where he sold all the Cargo that he found on board, they having plundered the greatest part while in their possession — He received in payment Bills and Cash as per Account — That on the 6<sup>th</sup> day of September he saild in & with said Schooner bound for Boston and on the 15<sup>th</sup> at 4 P.M. of same month was taken by a French privateer Schooner Commanded by a Frenchman supposed from point Petre — the said Captain ordered their Boat out and the appearer and three of the crew went on board of him — he sent an officer on board with them again and took from him all the Money and Bills except one set for Four Hundred & Fifty five Guilders after which they left him without leting him know where they was from or who commanded — He then proceeded on for Boston, but meeting head winds he put into New London where he arrived the 12<sup>th</sup> day of October and from thence proceeded to Boston where he arrived the 21<sup>st</sup> inst. and now desires Protest

SOLOMON CLARK  
JOHN BAILEY

Wherefore I the said Notary have protested and by these Presents Do solemnly protest against the Owners of the aforementioned French Privateer and Officers and Crews, as the cause of all Loss Costs Damages & Demurage arrising to the Owners of said Schooner or Cargo or to any part thereof, or to any person or persons concerned therein. —

Thus done & protested at Boston aforesaid & my Notarial Seal affixed the day & Year first herein written In presence of John Bailey Mate on board said Schooner in and upon the Voyage aforesaid — who made solemn oath to the truth of the foregoing declaration.

[SEAL]

WILLIAM STEVENSON *Not. Pub.*

[6 July 1799]

**Encounter of the Merchant Ship *Aurora*, Captain Suter, with the French privateer *L'Hazarde*, J. Perroud, Commander**

The *Aurora*, capt. Suter, sailed from Batavia on the morning of the 1st July. On the 4th at 3 o'clock A. M. struck on a shoal, in the mouth of Welcome Bay, in the Straits of Sunda, from whence after beating about an hour and a half, unshipped the rudder and sustaining considerable damage in her bottom, she got off, and made sail for Batavia to refit. Off Angere, on the afternoon of the 6th, she was attacked by the French privateer *L'Hazarde*, J. Perroud, master; from the Isle of France. The privateer after discharging a volley of small arms into the *Aurora*, attempted to board her; but were effectually repulsed, with considerable loss. In a second and more desperate attempt, they succeeded in carrying the ship; disposed of the supercargo and part of the crew, and ordered the vessel to the Isle of France.

For the information of those concerned we have procured the following list of the fate of the crew of the above vessel:

KILLED.

George M'Cord, gunner; John Shalt, seaman; Mathew Clathan, do.

WOUNDED, AND LEFT AT BATAVIA.

John Patterson, 2d officer; William Williams, 3d. do. James Newton, seaman; Nathan Ferguson, do. C. Ward, do. Joseph Kelly, steward.

REMAINING IN THE *AURORA*.

John Suter, captain; John Walker, seaman; and a boy.

RETURNED IN THE *REBECCA*.

C. Bridges, supercargo; Peter Johnson, seaman; George Pickle, do. and Pat. Lynch.

RETURNING IN THE BRIG *PLANTER*.

James Spencer, 1st officer; Wm. Reeves, boatswain; Winchester Vial, seaman; John Robinson, do. John Hagan, do. Jas. Healy, do.

[LC. "Claypoole's American Daily Advertiser" (Phila.), 29 Nov. 1799.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 6 July 1799

First part steady breezes & hazey weather laying off & on at 2 PM the first Lieu<sup>t</sup> went onshore, at 8 D<sup>o</sup> returnd & made sail to the S & E<sup>d</sup>

Mid. part fresh breezes & cloudy at 1 AM S<sup>t</sup> Kitts bore S by W 6 miles at ½ past 5 saw a sloop to leward bore away for & Spoke her from Martinico bound to S<sup>t</sup> Bartholomews at 6 the East part of D<sup>o</sup> bore N by E 3 leagues at 9 saw 2 Schooners at 10 came up with them & boarded them one a privateer the *Lucretia* of Antigua the other the *Polly* from N<sup>o</sup>Carolina for S<sup>t</sup> Croix John Chadwick master.

Latter part D<sup>o</sup> weather

[HS of Old Newbury, Mass., NDA photostat.]

To Major Commandant William W. Burrows, U. S. Marine Corps, from First Lieutenant Jonathan Church, U. S. Marine Corps

ON BOARD THE *Boston* July 7<sup>th</sup> 1799

Major BURROWS —

SIR—After a fatiguing March of 100 Miles at twelve OClock on the 3<sup>d</sup> of July Ins<sup>t</sup> I place<sup>d</sup> all the Remainder of men Left me, Safe on Board the *Boston*

I have waited with Anctious Expectation, to hear from you. Last Evening Rec<sup>d</sup> yours together with \$300 — \$241 of which this Morning I have paye<sup>d</sup> the Men, Agreeable to pay Roll and their Rec<sup>t</sup> now forwarded — Their Appears to be A total Stagnation to the Recruiting of Marines, I have Use<sup>d</sup> Every Exertion and at no small Expence to myself, but the \$12 Bounty for Land troops and the Extraordinary Wages for Sea men, will Baffell the Utmost Exertions of Any Marine Recruiting Officer I was Happy to Receive Your Orders to Repair on Board the *Boston*. I have made no Delay, and have with me Hubbard the Drummer, and Lay [?], Hertley [?], Tucker, the fifiers — to have sent them from Springfield to N London, with A Sargeant to Conduct them, or A wagon or Knapsack to have carried their provisions in, would be Impractable — I thought the Safest way to Bring them with me to Boston place them on Board A Coaster and Send them to N London, this mode of proceeding would prevent their Diserttions, I hear we are Under Sailing Orders, If that be the Case I shall be Ablige<sup>d</sup> to sail with Abut half A Dozen men. You may Judge my Mortification Major after Recruiting so many fine Lads as I have, to be Ablidged to sail with with A Corporals Guard — my Acct now Sir I hope will meet you Approbation,

I am with Asteem and Respc<sup>t</sup>

Yours

JON<sup>s</sup> CHURCH  
*Lieut Marines*

[MCA. LR, 1799.]

[7 July and 14 August 1799.]

Protest of Captain David Lufkin, Master of the Merchant Schooner *John*, Captured by French Privateer *L'Importune*, released, and again captured, by French Privateer *Reveliteu*

COMMONWEALTH OF MASSACHUSETTS.  
*Essex SS*

By this Public Act of Protest, Be it known unto all Men, That on this Eleventh day of September One thousand seven hundred and Ninety Nine, Before me John Rogers, Notary Public by Legal Authority admitted and & sworn and dwelling in Gloucester in the County & Commonwealth aforesaid — Personally came David Lufkin, Master of the Schooner *John*, Owned by Eliphalet Davis Esq<sup>r</sup> and others of Gloucester aforesaid, burthen about Fifty Seven Tons — and Abraham Elwell a Seaman, on board said Schooner — Who after being sworn, did Testify and declare, That we sailed in said Schooner from Gloucester aforesaid on the 12<sup>th</sup> of June last, bound on a Voyage to Surinam — that nothing remarkable happened on our Passage, till the 7<sup>th</sup> of July last; being then about Ten or Fifteen Leagues to the Windward of Brandt Point we saw a schooner, which stretched

off, and came along side of us, which proved to be a French Privateer of 12 Guns called the *L'Importune* commanded by [space] Savage, from Cayenne — who ordered me on Board — and then my Mate, and three of my People, who were put in Irons in my presence — He then manned my Vessel and ordered her for Cayenne — the next day the Cap<sup>t</sup> of the Privateer ordered my Vessel to come along side of him, in order to plunder her, and then (as he said) to set her on fire — the Privateer belonged to the Government and had an Agent then on Board — But, it was agreed and concluded on, That if I would Draw a Bill for Five thousand Dollars, on a M<sup>r</sup> I. P. Lemmers, payable in Sixty days, and send my Mate as a Hostage to Cayenne, there to remain until the Money was paid, they would give me up my Vessel and Cargo — which I agreed to do. — They then delivered me up my Vessel, and people, except my Mate, who went to Cayenne, and there remains, for ought we know not having either seen or heard of him since. — I then proceeded to Surinam where I arrived on the Ninth of July last — and went immediately on shore, waited on M<sup>r</sup> Lemmers — acquainted him with my Situation — presented him the Bills — with a Letter from the Capt & Agent of the Privateer — M<sup>r</sup> Lemmers accepted to pay the Bills, and to Receive the whole of my Cargo therefor, on Condition that I would deliver the Cargo at Berbice freight free — which I accordingly consented to, and did as soon as I possibly could: — After agreeing with M<sup>r</sup> Lemmers, I the next Morning noted a Protest with the Notary Public of Surinam, for which Note, I paid him Eight Dollars — and should have extended my Protest, but had not the means in my Power to satisfy his Exorbitant demand therefor, the Expence of which, as the Linguister informed me, would amount to Eighty Dollars. — After delivering my cargo at Berbice, I Ballasted my Vessel on the 5<sup>th</sup> of August last sailed for Home in a set of Sand Ballast — met with nothing very remarkable till the 14<sup>th</sup> of the same Month — when I fell in with another French Privateer of Fourteen Guns called the *Revellieu* — commanded by Cap<sup>t</sup> Rox, who took from me, all my People, excepting a Lad and put on Board — Prize-master and Six men, ordering them to carry my Vessel to Guadaloup — on the 15<sup>th</sup> day of the same Month, we Met with the United States Ships *Ganges*, *Merrimack* & *Pickering* to the Windward of Antagua, who Recaptured my Vessel — took out all the Frenchmen and put on Board a Midshipman and four men — and ordered us to S<sup>t</sup> Christophers — where we arrived the Evening of the same day — Being considered as a Prize — My Vessel was appraised at Twelve hundred & fifty Dollars, by the Advice of the Commanders, and the American Agent Residing there — it was agreed for them to Receive One fifth of the Appraisal — provided the Schooner Arrived safe in America — and Bills, were accordingly conditionally drawn on my Owners for the Payment thereof — We then Proceeded to S<sup>t</sup> Thomas', where we arrived on the 19<sup>th</sup> of the same Month, with the Fleet under their Convoy — at the Port of S<sup>t</sup> Thomas' The Midshipman and People were taken out of my Vessel — And I then Shipped a new Crew, and sailed from said Port on the 22<sup>d</sup> of August last, under Convoy for Gloucester — and arrived in Gloucester aforesaid in the Evening of the 10<sup>th</sup> Current. —

(Signed) DAVID LUFKIN —  
ABRAHAM ELWELL —

Wherefore I the said Notary, at the Instance and Request of the said David Lufkin, in his own Name & Behalf, and in the Behalf of all and every other Person or Persons whatsoever or howsoever concerned in the said Schooner *John* her Cargo and Appurtenances, — Do Solemnly Protest, against all orders and Instructions, by Authority or means whereof he was captured as aforesaid — and against all the Acts of the Commanders of the said Privateers for seizing by force of Arms the said David Lufkin, his Vessel, Cargo and Appurtenances as aforementioned — and also against all the Damages, Misfortunes, Losses, Costs, and Expenses sustained, suffered or to be suffered by Reason of the Misfortunes as aforesaid —

In Testimony whereof I the said Notary have hereunto [SEAL] set my hand, and affixed my Seal, the day & year first within written. —

JOHN ROGERS, *Not<sup>y</sup> Public.*

[Ct. of Cl. French Spol. Case No. 259.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy commanding, Sunday, 7 July 1799

First part fresh breezes & cloudy saw a brig to leeward at 3 P M saw a Ship to the west<sup>d</sup> at 4 bore away Shew'd Signals & was ans<sup>d</sup> by the Brig at 4½ hal<sup>d</sup> on a wind to the S & E<sup>d</sup> at 6 saw 2 sail to wind<sup>d</sup> running down one was a Schooner the other a Ship fir'd a Gun to leeward & was ans<sup>d</sup> by her at 7 spoke her the U S Ship *Ganges*.

Mid. part D<sup>o</sup> Weather at 3 A M spoke the Brig *Norfolk* at 6 saw 3 sail to wind<sup>d</sup>

At Mer<sup>dn</sup> the Body of S<sup>t</sup> Kitts bore SSW 7 leagues

[HS of Old Newbury, Mass., NDA Photostat.]

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To Captain Silas Talbot, U. S. Navy from President John Adams

QUINCY, July 8, 1799.

SIR, — I have this moment received your favor of this day's date, by Mr. Tarbell, and had before received your note.

I can give no answer to any of your propositions, nor determine any thing concerning officers or men, until I know who is to command the *Constitution*. Your refusal to accept the commission has ruined all my designs. It was altogether unexpected to me. I know not the facts at present, with precision enough to decide between your pretensions and those of Captain Truxton. If I must appoint Captain Little, I must appoint all his officers, or at least consult him which of them to take with him, and which to remove from the *Constitution*. If I should appoint Lever [Sever], I must do the same. I know of no other captains at hand. In short, I see no possibility of getting the *Constitution* to sea, unless you go in her, under a fortnight or three weeks, if so soon. If she must remain in harbor so long, it will be better to send the *Boston* to sea, and complete her crew out of the *Constitution*. But in this case I cannot appoint Little to the command of the *Constitution*. It will be impossible for me to arrange any thing without a personal conference with you. If you would accept the



commission, altered so as to leave the question of rank undecided, to be determined hereafter by a council of officers, this shall be done. Assurances have been given you, as I understand, by Mr. Stoddart, that you should not be ordered to serve with Truxton, without absolute necessity. These assurances I am willing to confirm.

I am, however, fully of opinion that I must see you before I can do any thing. If you cannot come here, I will meet you any where; but it will take time and trouble to concert time and place; so that I believe you had better come here, if you can, tomorrow morning, as early as possible, or next day, or leave it till Thursday.

I have this day forwarded to Captain Little his sailing orders, received only this morning from the Secretary of the Navy. If he is completely ready in all other respects, I am willing to fill up his complement for the *Constitution*. But the service on which the *Constitution* is ordered is at least as pressing, and perhaps more so, than the other. I have the honor to be with great esteem,

Your humble servant,

JOHN ADAMS.

Captain TALBOT.

[NR&L, "The Life of Silas Talbot" by Henry T. Tuckerman.]

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To Lieutenant Mark Fernald, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 8<sup>th</sup> July 1799

Lieut. Comm. FERNALD

SIR Herewith you will receive your instructions for your Government on a Cruize, and also such acts of Congress as require your attention — It is intended that you should join the *Portsmouth*, Capt<sup>n</sup> M<sup>e</sup>Neale at Surinam or in that Vicinity — for this purpose you will proceed immediately to Sea and shape your course to fall in with the coast to the Windward of Surinam and near Cayenne, and thence down to Surinam — If you go as near the Coast of Cayenne as you can well get with safety to your Vessel [U. S. Brig *Scammel*] from the Shoals you will have a chance of meeting with a French Privateer and of recapturing American Vessels on that Coast before you join Captain M<sup>e</sup>Neale, — a circumstance which will redound much to your own honor & the honor and profit of your Crew.

When you fall in with Captain M<sup>e</sup>Neale you will place yourself under his Command and remain on that Station, exerting every effort in your power to protect our Commerce and Punish the French privateers degrading upon it until further orders —

I am &c —

Enclosed Circulars of the 29<sup>th</sup> December, 16 January 12 March — & I have the honor to enclose &° 19<sup>th</sup> June ordered to indent for 4 months — Authority &° Laws.

[NDA.OSW, Vol. 2, 1799.]

To Secretary of State from Secretary of the Navy

[PHILADELPHIA]

Navy Department 8<sup>th</sup> July 1799.

THE SECRETARY OF STATE

SIR I have this day seen M<sup>r</sup> Wolcott letter to you of the 6<sup>th</sup> — and Mr. Dawson's report respecting Trenton as a place of assylum for the Officers, should they be driven from Philadelphia. — My opinion coincides with M<sup>r</sup> Wolcott's that a place for all the Officers ought to be fixed on — and altho I have engaged a house at Trenton (my wife's situation making it improper that she should go into a boarding house, or a very confined house) yet I have no preference for that place, and will cheerfully pay without murmuring the expense of securing it, should any other place than Trenton be the choice of other Gentlemen — or should it continue safe to remain in the City. — Bristol I understand cannot accommodate the Officers, — Burlington is full, and is said not to be out of danger — Germantown I preferred until I found the general opinion against Germantown, on account of it's being a crowded, dirty, and very extravagant place — during the prevalence of disease in Philadelphia — Wilmington cannot be safe when Philadelphia is not — and Lancaster is not on the Post Road — Under all circumstances then, the City of Washington being out of the question, Trenton appears to me to be the most eligible place, to which the Officers can be removed, when Philadelphia becomes so dangerous, as to render it improper to remain longer there. — This I do not conceive to be the case at present — yet I am strongly impressed with the belief that it soon will be. —

I am &amp;c &amp;c

[NDA. Sec. State LB, 1798–1824.]

To Secretary of State from George Haily or Hally, acting as U. S. Consul at Isle of France, in absence of Jacob Lewis, U. S. Consul at that place

(Triplicate)

ISLE OF FRANCE July 8<sup>th</sup> 1799.Hon<sup>ble</sup> TIMOTHY PICKERING,

SIR, I have the honour to inform you that Jacob Lewis Esq<sup>r</sup> Consul from the United States of America at this Island, hath thought proper to appoint me to represent him in his public Capacity during his absence (and accordingly invested me with the necessary powers) which have been recognized and approved by this Government, therefore, Sir, I think it my duty to address you and to state all such occurrences, as have taken place since the departure of M<sup>r</sup> Lewis respecting the American Flag, as are of any moment to the United States; & to exhibit to you in a particular manner the very arbitrary & unjust proceedings of this Government, relative to the American Ship *Concord*, John Thompson Master belonging to Peter Blight, Esq<sup>r</sup> of Philadelphia —

this Ship was arrested Sixth February last past, off Cap of Goodhope (on her homeward passage from China) by the french frigate (or otherwise Corsair) *La Prudente* Cap<sup>t</sup> Joliff of this port, who after a strick examination of the *Concord's* papers, finding every thing in perfect rule, permitted Cap<sup>t</sup> Thompson to pursue his course, soon after this dismissal, the mass of the Equipage on board *La Prudente*

which was composed of the *Jeune gens* (as they stile themselves) of this port insisted on Cap<sup>t</sup> Joliff's again giving chase to the *Concord*, taking and sending her here, accordingly pursuit was again ordered, the *Concord* brought to a fresh examination made, after which the chief mate and seventeen of the *Concord's* men were taken on board *La Prudente* and She was dispatched for this place where She arrived the tenth of March — on the twelfth, the *Concord's* hatches &<sup>ca</sup> were sealed & afterwards an examination of the Captain, Supercargo and Crew as usual by the Judge of the Peace, all the *Concord's* papers and the declaration's of the Cap<sup>t</sup> Supercargo &<sup>ca</sup> proved beyond a shadow of doubt, the Neutrality of Ship and Cargo —

The Tribunal of Commerce of land and Sea after these investigation's assembled to proceed to the tryal of this property, the Counsel for the Cap<sup>t</sup> & Supercargo requested to Know of the tribunal, if he was considered as pleading for Neutral's in Amity or for ennemies; if the former he was ready to proceed, if for the latter, he had nothing to observe; this embarrassed the court and they adjourned for Consultation, after this many threats were made by the armateurs and others interested in *La Prudente* to turn the *Concord's* crew on Shore or put them in prison, on the twenty first April the Governor dreading consequences issued his order for the emprisonement of the *Concord's* equipage, they were accordingly put on board the prison Ship. I remonstrated against these proceedings and demanded their immediatte enlargement being American Citizens & Neutrals conducting themselves with propriety and in no instance infringing the law's or disturbing the Public tranquility: but, I could obtain no other Satisfaction than that the Government were sorry not to be able to grant my request, and what had been done was wise and prudent, ex necessitate rei — I soon after obtained the release of these men to go on board a Danish Ship for Copenhagen, in order to return home — On the Second — day of May a law was passed by the assembly and Sanctioned by the Governor ordering the Sequestration of all American's Vessels in this port or which should arrive, thus to remain, 'till it should be known whether war or hostilities existed between the United States & France or not, at the time of passing this Law, fortunaly no American Vessels were in port except the *Concord* and none have arrived Since; this Law was made to hush the Clamours made by the Armateurs of *La Prudente* for Confiscation of the *Concord* &<sup>ca</sup> and the Spirit of the Law is clearly, that the property Should remain Sequestred untill official News should arrive respecting the Situation of the two countries, America & France. In Consequence of this act the *Concord* & Cargo were — Sequestred, the Ship unloaded and the Cargo put in Magazines on Shore. — On the twenty first day of June, the Governor General without any official information in a very extrajudicial and extraordinary manner issued his order to the Tribunal of Commerce, directing the confiscation of the American Ship *Concord* and her entire Cargo to the benefit of the Captors. — On the twenty Second day of June the Tribunal of Commerce assembled, but some difficulty was stated as to the propriety of their Proceeding to pass Sentence of confiscation on this Ship and Cargo, without the Governor first proclaimed War or hostilities to exist between France & the United States, they therefore adjourned.

I addressed the Governor and endeavoured by every possible exertion and argument in my power to prevent or at least to procrastinate any

decision taken place in respect to the *Concord*, untill Government should receive official accounts of the Political Situation of France and the United States; praying that the Ship and Cargo might remain in a state of Sequestration, 'till unequivocal Information should be received; but to my mortification all my efforts proved abortive, and on the twenty third day of June the Governor issued his Proclamation that hostilities had existed between France and the United States since ninth of July one thousand Seven hundred and ninety eight. — In consequence of this the Tribunal of Commerce again met on the twenty fifth day of June, and by virtue of the aforesaid order and Proclamation of the Governor, passed Sentence of confiscation on the *Concord* and her entire Cargo, and adjudged the same to the benefit of the Captors on account of hostilities as stated in Said Proclamation. —

Such Sir, has been the Conduct of this Government, and I must say that the mass here view the United States & France as in actual war, what the real State of things is, we know not here, all accounts are vague, contradictory and uncertain, my Situation has been and is extremely painfull, not being able to obtain even common justice — the Government is in an enervated and palsied State, and some Change must soon take place.

I have also to inform you of the American Ship *Pacific* of Norwich, State of Connecticut, Solomon Ingraham Master, this Ship was taken in March last on her passage from Bengal to New York by the french Corsair *La Clarisse* Cap<sup>t</sup> Surcouff, under the french Decree — ordering the confiscation of all Neutral Vessels having British Manufactured goods on board She was expedited by Surcouff for this port on her arrival off this Island She was chased by the English Squadron from the Cap of Good-hope then cruizing here, Commanded by Comodor Lausacke [?] ran on Shore on the Island and the next day burnt by the English after having taken out all they could with conveniency Cap<sup>t</sup> Ingraham, the Supercargo, and three officers arrived here a few weeks since in the corsair *La Clarisse*

as I have not the honour of any particular acquaintance with you, I beg leave to refer you to my estemmed and Worthy Friend George Hatcher Esq<sup>r</sup>: Member of the House of Representatives of the United States for any particular's which you may judge necessary concerning me.

I have the honour to be

Sir,

With highest Esteem & Respect

Your most obedient & humble Servant

GEO. HAILY [or HALLY]

[SDA. Port Louis. Vol. 1, 1794–1834.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 8 July 1799

Begins with fresh breezes & cloudy weather 2 sail in sight, at 6 spoke the *Norfolk* at 7 S<sup>t</sup> Kitts bore W S W 5 leagues dist at 10 D R [Double Reefed] the Topsails

Middle part fresh breezes attended with rain tack<sup>d</sup> Ship Several times, took in & made sail as occasion requir'd —

At Mer<sup>dr</sup> Nevis bore S W 4 leagues

Latter part Squally & flying clouds the *Norfolk* in Comp<sup>r</sup>

[ES of Old Newbury, Mass., NDA photostat.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Montezuma*, 8 July 1799

Run down to Port Royal, [Jamaica] & anchored.

To President John Adams from Captain Silas Talbot, U. S. Navy

ON BOARD THE FRIGATE *Constitution*,  
9th July, 1799.

SIR, — The foregoing sheets contain exact copies, as I believe, of my commission in the navy of the last war, an official notice of my appointment under the present form of government, the letter announcing the suspension of my pay as Captain, and some correspondence between the honorable the Secretary of the Navy and myself on that subject, in which I gave him to understand that neither my honor nor reputation would permit me to be commanded by Captain Truxton, because he was, in fact, a junior officer. I, at the same time, told him that I had no desire to give him, or the President, or any Captain in the Navy, the least uneasiness; and that he had my consent to strike my name from the list of appointments, if it should be found necessary or convenient. I must now observe to your Excellency, that, notwithstanding I have the command of so fine a ship as the *Constitution*, I will freely relinquish my present station, and retire to private life. If there is a desire, from political or any other motives whatever, to place Captain Truxton over me, I shall be silent on the occasion; but, at the same time, I cannot sacrifice the little reputation I have in the world as an officer, by accepting a commission that would inevitably compel me to yield that grade or relative rank, which no officer can do, and preserve his honor in or out of service. I am free to grant that Captain Truxton has much merit, and trust I have some small share also; he has bravely engaged and captured an enemy's frigate of nearly his own force, and this was certainly a brilliant action, for which he justly deserves and has received great praise. I have done some things that were, perhaps, thought at the time equally clever, and if the rules of delicacy would allow a detail of them, they might be easily brought to view, and I should glory in the comparison. I have the honor to be,

Your obedient servant,

SILAS TALBOT.

To the President of the United States.

[NR&L, "The Life of Silas Talbot" by Henry T. Tuckerman.]

To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 9<sup>th</sup> July 1799. —

Commodore TRUXTUN

SIR By the decree of the Court, the *Insurgente* is the private property of the Captors, who may sell her, to the Public or to Individuals at private, or public sale, at their pleasure — I cannot but think on a full consideration of all circumstances, the opinion of the Court erroneous, so far as respects the comparative force of the *Insurgente* and her Conqueror — and it is my opinion that the superior Court on an appeal, would reverse the decree. — I wish to avoid the disagreeable circumstance of a contest between the United States, and the Officers and seamen in the public service — and with this view, I offer you and the Officers and seamen of the *Constellation* interested in the *Insurgente*, Eighty four thousand five hundred Dollars, for all your claim to that Ship — I hope this offer will be agreeable — You know the principle upon which I make it — & I really think it ought to be satisfactory. I cannot exceed it. — If this offer should not be agreeable, then I propose, that the Ship shall be valued by competent persons, indifferently chosen — and I will immediately pay into the hands of your Agent, one half the amount of that valuation — the property of the other half, to depend upon the decision of the superior Court, on an appeal, which in this case shall be instituted — Or it may depend upon the decision of any three or five of our Naval Commanders, as to the comparative force of the *Constellation* and the *Insurgente*.

I am &c.

[NDA. OSW, Vol. 2, 1799.]

To Major Commandant William W. Burrows, U. S. Marine Corps, from Captain Daniel Carmick, U. S. Marine Corps

BOSTON 9<sup>th</sup> July 1799

Major W BURROWS

SIR I got here yesterday & am just returned from visiting the Marines on board the *Constitution*. I think it is not possible to produce such another shabby set of animals in this world the Chief of them are the Recruits of that decrepit Old Man Ruben who is now laid up the Hospital, (for life I hope). I hope you never intendedd that Man should sail with me. I would much rather send you my Commission. M<sup>r</sup> Amory is now on bord and wishes to Sail. Please to send him orders to go in the ship he is very ignorant of Military duty as he acknowledged, but he is a smart Gentleman and far preferable to the other. L<sup>t</sup> Weaver is here on board the *Boston* which will be ready for Sea by Saturday he has not any Marines & knows not where to get them The Marines on bord the *Cons<sup>t</sup>* do not know how to hold a Firelock. I would rather be without them and with them if could get the Command of a few great guns if I must go on board. Cap<sup>t</sup> Clark says Nicholson would not let him Drill the men on board. It is probable the ship will not sail for this some time in such Case if there is a possibility to get the Men from New York I hope you will have no objections. I will let you know by tomorrow's

post, when the Cap<sup>t</sup> will inform me. These Men have been abused in a most cruel Manner & know of no other Manner to get them better used than to send them on Shore & put the Men I had in New York in their place who will make themselves more respected. I shall bid adieu to the Marine Corps if these Men go in the Ship, it will be impossible to make them respectable, I must conclude as the post is Closing.

DAN<sup>t</sup> CARMICK  
Cap<sup>t</sup> Marines.

[MCA. LR, 1799.]

To Judge Richard Peters, U. S. District Court for Pennsylvania, from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 9<sup>th</sup> July 1799. —

HON<sup>ble</sup> RICHARD PETERS

SIR I have the honor to inform you in reply to your letter of the 1<sup>st</sup> instant, that upon consulting the Secretaries of War and Treasury, it is the general opinion that the prize money which may accrue to the United States, and is to constitute a fund for the half Pay Officers and Seamen is, as heretofore, to be paid into the Treasury of the United States — The Secretary of the Treasury will of course, give the Clerk a discharge for the sums so paid. —

I have the honor &c &c.

[NDA. GLB, Vol. 2, 1799.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 9 July 1799

Begins with fresh breezes & cloudy  
at 7 P M Reef<sup>d</sup> Topsails  
Middle part Squally with rain  
at 5 A M Saw Antigua bearing N b E 4 leagues Montseratt West 3 leagues. at 6 saw Guadaloupe S b E 7 leagues at 7 saw a sail to leeward gave chase to her at 8 Shew our Signals & was answer'd by her She was an English frigate wore Ship to N & East<sup>d</sup>  
Ends pleasant —

[HS of Old Newbury, Mass., NDA photostat.]

To Lieutenant Josias M. Speake, U. S. Navy, commanding U. S. Brig *Richmond*, from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 10<sup>th</sup> July 1799

Lieut JOSIAS M SPEAKE  
of the *Richmond*  
New York

SIR The *Richmond* under Your Command must not remain in port one hour longer than is absolutely necessary — You will therefore make instant application to Mess<sup>rs</sup> James and Ebenezar Watson for as much provisions as the *Richmond* will stow — Should she stow more than will be necessary to supply the Crew for their present term of Service, the surplus may be transferred to some other vessel in the West Indies — You will write me how many men, provision &<sup>t</sup> she will carry and before your departure you will receive orders on the

subject — It is not to be supposed from the *Richmond* having been so recently completely fitted & only a short time in Service that she will require any repairs or additions to her rigging or Sails. if however any thing of this sort should be *indispensably necessary* you will apply to Mess<sup>rs</sup> Watson immediately.

Should your officers require any money your purser must apply to the Mess Watson who will supply any sum not exceeding one thousand Dollars — I shall rely on your using the most prompt & rigorous exertions for carrying these orders into immediate execution —

The *Richmond* must be prepared in all respects to sail in 3 or 4 days after you receive this letter & whether prepared or not must sail in that time for which orders will be sent you.

I have the honor to be,

Sir

Your obed. Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

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To Captain James (Samuel) Barron, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 10 July 1799*

Captain JAMES [SAMUEL] BARRON

Norfolk.

SIR It is intended that Lt Cooper [Cowper] should be sent from New York to take the command of the *Baltimore*, and that you should superintend the equipment of the Frigate building at Norfolk, with a view to Command her — But it may turn out, tho I do not expect it will that some officer older in Command than yourself may take that Ship and that you must for the present take a smaller — I say it may so turn out but that I do not expect it will but if it should you must not complain for untill an Officer arrives at Norfolk to take the Command of the *Baltimore* you will continue in the Command of that Ship — Hasten her preparations & getting her men that she may be detained at Norfolk as short a time as possible. —

I have the honor to be,

Sir

Your obe<sup>d</sup>t Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

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To Captain Samuel Barron, U. S. Navy from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 11th July 1799*

Captain SAMUEL BARRON

Ship *Baltimore* Norfolk

SIR I yesterday wrote a letter directed by mistake to "Captain James Barron," it being intended for yourself. — You will inquire at the post office at Norfolk for it & consider it accordingly — The following is a Copy of it —

I am Sir

Y<sup>r</sup> obe<sup>d</sup>t Serv<sup>t</sup>

~~is~~ Here follows Copy of that of the 10<sup>th</sup> above referred to —  
[NDA. OSW, Vol. 2, 1799.]



To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

Navy Department 10<sup>th</sup> July 1799

SECRETARY OF THE  
TREASURY —

SIR Having purchased the *Insurgente*, the money for which is to be paid to the Agent, at this place & Same being now required, I have the honor to request that you will be pleased to direct the Treasurer of the United States to Pay over to Samuel Meredith Esquire Treasurer of the Navy, Thirty thousand Dollars.

I have the honor to be, with great respect & Esteem,

Sir &c.

[NDA. Req. on US T, 1798-1803.]

[10 July 1799]

Protest of John Holland, Captain of the Armed Merchant Ship *Rufus*, captured by French frigate *Cockade*

By This Public Instrument of Protest be it made known & Manifest unto all whom these presents shall come or may in any wise concern that on the 26 day of July in the Year of our Lord 1799 & of the Independance of the U. S. of America the Twenty fourth Before me Joseph Yznardy Pro-Consul for said U. S. personally appear'd John Holland Master Benj<sup>r</sup> f. Coffin Mate & Nathaniel W. Cames Seaman belonging to the American Ship *Rufus* who being duly sworn according to Law each speaking for himself jointly & severally declare in manner & to the effect following (that is to say)

That they the Deponents sail'd in & with y<sup>e</sup> said Ship from New York on the 3<sup>d</sup> day of June last with a cargo consisting of Cocoa, Rice, Indigo, Staves, Beef & Pork, bound for Cadiz that said Ship was then tight Staunch & strong & well & sufficiently equipped & provided in all respects for the performance of the said voyage on which they continued with various winds & weather until wednesday the 10<sup>th</sup> July when at about 4 OClock P. M. they were captured by the french frigate *Cockard* [or *Cockade*] the light house of this City bearing at the time about S. E. by E. distance four leagues & brought into this port where they arrived on the following day 11 ins<sup>t</sup> but where not suffer'd to come on shore until the 14 d<sup>o</sup> & the whole of the papers appertaining to said vessel & Cargo were sent to the french Consuls Office of this City by whom Ship & freight has been condemned as appears by the Sentence of condemnation deliver'd said Captain against which sentence said John Holland wish'd to appeal to the Superior Tribunal at Nantes but the appellation would not be admitted by said french Consul wherefore they the appearers & deponents do hereby for themselves & all others Interested or concerned in said Ship freight & Cargo, Solemnly Protest in the most ample & extensive manner & by these presents doth protest against the said french frigate *Cockard* her Captain & owners & against the french Consul & french Republic for the Sentence given & not admitting the appeal & against all others whom it doth or may concern for all damages detention embezzlement losses &c<sup>t</sup> sustained or that hereafter may be sustained by them & all others Interested or concerned in said

Ship freight & Cargo — or also against the incidents of the Sea &c<sup>a</sup>, declaring that during the passage previous to the Capture the Ship made & shipped a considerable deal of Water which kept one of the pumps continually working & the appearers make this declaration & protest to evince the premises to serve & avail in time & place convenient & for remedy & redress in due course of law reserving always the liberty of extending this Protest in case of need & which was duly noted in the Consular Book of this Office on Page 438 thereof by said John Holland within 24 hours after his arrival in this Port & being Suffer'd to come on shore —

Thus done sworn declared & protested in my presence day & Year first written —

Signed — { JOHN HOLLAND  
BENJ<sup>n</sup> f. COFFIN  
NATH<sup>l</sup> W. CAMES

I Joseph Yznardy Pro Consul aforesaid

Do hereby Certify the foregoing is a true & Faithful copy of its original registered in the Consular Book of this office on page — thereof & the Signatures annexed said Original of John Holland Benjamin f. Coffin & Nathaniel W. Cames are Respectively their true & Lawful ones —

Given under my hand & seal of Office in Cadiz this 29 day of July 1799 & of the Independence of the U. S. the Twenty fourth

In absence of M<sup>r</sup> J. Yznardy

ANTHONY TERRY  
Vice Consul.

[SDA. Spol. Cl. SC, 1819, Vol. 80.]

[10 July 1799]

Condemnation of the Armed Merchant Ship *Rufus*, captured by French frigate *Cockade*

[Translation]

N<sup>o</sup> 199. { Extract from the Register's of the Chancery of the Consulate  
General of the French Republic in Andalusia —

Liberty (Stamp) Equality.

At Cadiz the 29<sup>th</sup> Messidor, Year 7<sup>th</sup> of the French Republic, one and indivisible. —

The General of the French Republic, resident at Cadiz. —

Having seen and examined all the papers and documents presented and delivered me, concerning the American Ship *Rufus*, — Capt<sup>n</sup> John Holland, burthen two hundred tons, or thereabouts; armed with six Guns; & a crew, the whole in number of Thirteen Men; bearing a Letter of Marque & reprisal to board & capture all french vessels; sailed from the port of New York, loaden with Cocoa, Indigo, Rice, & Staves; with some Barrels Salt Beef, bound for Cadiz, belonging to Mess<sup>rs</sup> Benoit de La Piedra, & John Barri, Spanish Merchants of this place; the latter of whom being on board said American Ship *Rufus* in quality of Supercargo; which Ship was captured on the twenty second of the present month Messidor, about four leagues to the Westward of Cadiz, & conducted to said

port by the french frigate the *Cockade*, commanded by Citizen Croiset, the said frigate being of the french Navy, under the orders of Admiral Brieux, all of which appears by the proces — verbal formed on board the mentioned frigate, & annexed to the acts of the proceedings.

By the depositions taken by the Chancellor ad-interim of this Consulate of Cap<sup>s</sup> Holland; his Mate; M<sup>r</sup> John Barri, Supercargo; & of two of the Crew, it appears evident, that said Ship is from New York, where she was laden by the said John Barri, Merchant of Cadiz; the Supercargo, with Cocoa, Indigo, Rice, Staves, and some barrels Salt Beef, for account & risk of the same, as well as that of M<sup>r</sup> Benoit de la Piedra, Spanish Merchant of said Cadiz; where said Ship was bound: & that to preclude the English from the said Cargo; they had assimilated the documents to appear in the name of M<sup>r</sup> John Padrick, American Merchant; That on the twenty second Messidor, Year Seventh of the French Republic (tenth July one thousand seven hundred and ninety nine, (oldstyle) being about four leagues to the Westward of Cadiz, the said Ship was taken and conducted to this port by the french frigate *Cockade*, one of the Naval force, under the orders of Admiral Brieux —

Having seen 1<sup>st</sup> said Ships Letter of Marque & reprisal.

2<sup>d</sup>— Cruizing instructions to Cap<sup>t</sup> Holland.

3<sup>d</sup> — Roll of Equipage; specifying thirteen persons

4 — Sea Letter, in four diff<sup>t</sup> languages.

5 — @ Second passport (affirmative of her quality; for the Affrican States.

6 — Ships Register —

7 — Invoice & Bill Lading, Assimilated, of the entire of s<sup>d</sup> Ships Cargo.

8. Letter of instructions to Cap<sup>t</sup> Holland.

9 — Certain other papers, unimportant to be specified herein. —

Considering, that the said American Ship *Rufus*, bears a Letter of Marque to make prize of french Vessels; and that if no resistance was made on her being captured, it was in consequence of the Superior force of the Captors. That the above act must undoubtedly cause her to be considered as an Enemy of the Republic.

Considering notwithstanding, that Mess<sup>rs</sup> Benoit de la Piedra, & John Barri having represented, and deposited in the Chancery of this Consulate authentic documents, proving that the entire of the Cargo of the Ship *Rufus*, is wholly and solely their own property; & that it was only to assimilate, that it appeared amongst the ships papers, as the property of John Padrick, American Merchant.

That the Treaty of Alliance offensive and defensive existing between the French Republic & H. C. M. imperiously exacts that the entire of the Cargo of the Ship *Rufus* be placed at the disposal of Mess<sup>rs</sup> Benoit de La Piedra, & John Barri, Spanish Merchants. I have in virtue of powers & faculty's granted me by the Laws; adjudged, and condemned as good prize the Hull, tackle & Appurtenances of the American Ship *Rufus*, Captain John Holland, as having been legally captured by the French frigate, *Cockade* —

Ordering at the same time, that the entire of the Cargo of the mentioned Ship *Rufus*, to be immediately delivered in the possession and disposal of Mess<sup>rs</sup> Benoit de la Piedra, and John Barri, Spanish Merchants, as their whole and sole property.

Given at the Consulate General of the French Republic in Andalusia, under my hand, & Seal of the Consulate; Countersigned by the Chancellor ad-interim, at Cadiz, the day, Month & Year before written — Signed in the Register — Roquesante — & Sicard, — Chancellor ad-interim. —

Compared conformable to the Register, by me the Chancellor ad-interim of the Consulate General of the French Republic, in Andalusia — Cadiz the 22<sup>o</sup> Thermidor, Year Seventh of the French Republic one and indivisible.

(signed) SICARD.  
Chancellor ad-interim

R. Roquesante Consul G<sup>l</sup> of the French Republic in Andalusia, residing at Cadiz: Certify, that the foregoing signature of Citizen Joseph Sicard, Chancellor ad-interim of this Consulate; is truly his; & that full faith & credit should be given thereto in Law or otherwise — In testimony whereof I have granted these presents under my hand & Seal of this Consulate. —

Given at this Consulate Gen<sup>l</sup> of the French Republic, in Andalusia, Cadiz, the twenty second Thermidor, Year Seventh of the French Republic, one and indivisible —

(signed) ROQUESANTE

I Joseph Yznardy, Pro-Consul of the U. S. of America, in the Province of Andalusia, Galicia, &c &c Resident in Cadiz —

Do hereby certify that the annexed document is the original Sentence of Condemnation of the American Ship *Rufus*, John Holland, Master, the signature annexed said document of Roquesante, Consul Gen<sup>l</sup> for the French Republic in this City, & Sicard, Chancellor for said Consulate, are respectively their True and lawful ones.

In Testimony whereof, I hereunto set my hand & affix the Consular Seal of my Office, in Cadiz, the 14<sup>th</sup> day of August, 1799. & of the Independance of the U. S. the twenty fourth.

(signed) JOSEF YZNARDY.

*Washington City, May 30<sup>th</sup> 1822.*

The foregoing translation on six pages of the adjoined document in French on four pages — the condemnation of Ship *Rufus*, at Cadiz; in 1799 — faithfully translated

by JOHN M BAKER

[SDA. Spol. Cl. SC, 1819, Vol. 80.]

[10 July 1799]

A reprint from the "Star" a London paper of July 18, 1799, concerning the Ship *Planter's* encounter with a French Privateer

Copy of a letter from captain John Watts, of the American ship *Planter*, dated off Dover, July 15th.

I sailed from Hampton Roads, June 18, in company with the ship *Merchant*, loaded by J. Brown, of Richmond, and consigned to Lamb and Younger, London, bound for your place. We outsailing her much, lost sight of her the same day. Nothing particular occurred for 24 days; but when in the lat. of 29, 2, and long. 17, 30, on the 10 of July, at 2 P. M. espied a lofty ship to the southward, in chase of us.

By her appearance we were all fully convinced she was an enemy, and being likewise certain we could not outsail her, at 4 P. M. had all ready for action, down all small sails, up courses, spread boarding, nettings, &c. At half past 5, P. M. we packed our main top sail, and laid by for her; all hands giving three cheers; she then bore down under our starboard quarter, fired one gun into us, and shewed National colours; we found her to be a privateer of 22 guns, twelves, nines, and sixes, with small arms in the tops, and full of men. We immediately rounded to, and gave her a broad-side, which commenced the action on both sides; the first broadside we received cut away all our halyards, top sheets and braces, and killed three men on the quarter deck. We kept up a constant fire for two glasses and a half, when she sheered off to repair damages, and in about one glass returned to board us, with the bloody flag hoisted; we were all in readiness to receive him, got our broadsides to bear upon him, and poured in our tengrige and grape shot with great success. A heavy fire kept up on both sides for three glasses this second time, in all, the engagement continued for 5 glasses; at last he found we would not give out, and night coming on, sheered off and stood to the south-west. His loss no doubt was considerable, as the last 2 glasses were so nigh each other, and our well directed fire must have done great damage. My brave ship's company acted with a degree of cool and undaunted courage which no doubt does credit to the flag. I cannot help mentioning the good conduct of my passengers during the action: Mr. M'Kennon, and Mr. Hodgson, with small arms, stood to their quarters with a degree of noble spirit; my two lady passengers, Mrs. M'Dowell and Miss Mary Harley, kept conveying the cartrdges from the magazine to the deck, and were very attentive to the wounded, both during and after the action, in dressing their wounds, and administering every comfort the ship could afford, in which we were nowise deficient for a merchant ship.

When she sheered off, saw him heaving the dead bodies overboard in abundance. Our ship is damaged in the hull; one twelve pound shot under the starboard cat-head, splintered the sides much; one double headed shot thro' the long boats; sails, rigging, spars, prodigiously injured.

I here give you a list of the killed and wounded.

KILLED.

John Leech,  
Samuel Hubman,

William Johnston,  
William Chester.

WOUNDED.

W. M'Kennon, passenger.  
Daniel Comb, 2d mate.  
D. Gordon, seaman.  
Henry Mason, do.  
William Bagnate, do.  
John Baron, do.  
Goodwin Hill, do.  
John Brown, do.

The force of the *Planter* was twelve 9 pounders, and six 6 pounders—43 men.

To Nehemiah Hubbard, Navy Agent, Middletown, Conn., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 10 July 1799

NEHEMIAH HUBBARD JUN<sup>r</sup> Esq<sup>r</sup>

SIR I have received your letter of the 7<sup>th</sup> Ins<sup>t</sup> and greatly lament the unfortunate occurrence which is the subject of it —

It is not in my power at so great a distance from the scene to give any advice or Instructions which would be of any material service in your attempts to raise the *Connecticut* but assure myself that no exertion of skill or Enterprize will be omitted to accomplish as speedily as possible so desirable an object — I will however remark that I have heard it suggested that the floating of a Vessel in shallow water has been greatly facilitated by a number of Casks filled with water & connected together by ropes which pass under the body of the Vessel & then pumping the Water out of the Casks —

I have directed a Remittance of Ten thousand Dollars to meet the demands made on you as Agent — In your advances to M<sup>r</sup> Overton you will be guided by your own discretion — No doubt the misfortune which has occurred will render more than the stipulated advances necessary —

I am Sir with great Respect &<sup>c</sup>

[NDA. GLB, Vol. 2, 1799.]

To James & Ebenezer Watson, Navy Agents, New York, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 10 July 1799

Mess<sup>rs</sup> J. & EBENEZER WATSON

New York —

GENTLEMEN The Brig *Richmond* Lieu<sup>t</sup> Speake will want provisions & possibly some stores —

I have desired the Commanding officer to apply to you for what may be wanted which be so good as to furnish without delay, as I want to get the Vessel off in three or four days — The time of her men expires in November, her Cruize therefore can be but a short one, Yet I want her to take all the Provisions she can to supply should she have more than she can consume Vessels in the Islands — If the Purser should call on you for 1000 Dollars or a less sum please furnish it — I have the honor to be

Sir Y<sup>rs</sup> &<sup>c</sup>

[NDA. GLB, Vol. 2, 1799.]

Extract from Journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 10 July 1799

Begins with fresh breezes & cloudy

Employ'd turning to Wind<sup>d</sup>

at 6 P M Grandterre bore E by S 7 leag<sup>s</sup>

Reef'd the Topsails

Middle part Squally took in & made sail as necessary at 11½

A M saw a sail at Mer<sup>dn</sup> exchang'd Signals, She proved to be an English Frigate

Latter part D<sup>o</sup> Weather

[HS of Old ewbury, NMass., NDA photostat.]

Extract from Journal of Lieutenant John Mulloony, U. S. Navy, commanding  
U. S. Ship *Montezuma*, 10 July 1799

[Port Royal, Jamaica.] Proceed to sea, with several American  
Vessels under Convoy

(Viz) — Brig <i>Esparanza</i> , Thomas M <sup>o</sup> Intire Mas <sup>t</sup>	For Charleston
Brig <i>Polly &amp; Betsey</i> , John Tyler —	“ Norfolk
Brig <i>Nonperiel</i> , Mills Reddish	“ Norfolk
Brig <i>Sally</i> , Thomas Cushman	“ Baltimore
Schooner <i>Industry</i> Geo. Monk	“ Charleston

[NA.]

To Captain Hugh G. Campbell, of U. S. E. C. Brig. *Eagle*, from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department 11<sup>th</sup> July 1799*

Captain HUGH G CAMPBELL

of Brig *Eagle* —

SIR I have this day received a letter from M<sup>r</sup> Bauden Jun<sup>r</sup> who represents himself as an officer on board one of the French Privateers captured by you, and says his Commission was deposited with you — As it has been thought necessary to order the Commissions to be produced in order to obtain the privelidge of parole, you will be pleased to transmit Mr. Baudens to this Departm<sup>t</sup> if in your possession, or give such information on the subject of his Commission as you may be possessed of.

I am Sir

Y<sup>r</sup> obe<sup>dt</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

To John Bispham, Sheriff of Burlington County, N. J., from Jo Parrott for  
Secretary of the Navy

[PHILADELPHIA.]

*Navy Department 11<sup>th</sup> July 1799*

J. BISPHAM ESQUIRE

*Sheriff of Burlington County*

SIR You will be pleased to furnish the French officers at Burlington who are upon parole with the rations allowed by Law or with the price of them in Money —

I am Sir

Y<sup>r</sup> obed Serv<sup>t</sup>

JO — PARROTT

By order of the Sec<sup>y</sup> of the Navy,

[NDA, GLB, Vol. 2, 1799.]

To Edward Garrigues, President of the Board of Health of Pennsylvania, from  
Secretary of the Navy

[PHILADELPHIA.]

*Navy Department 11<sup>th</sup> July 1799*

EDWARD GARRIGUES ESQ<sup>r</sup>

*President of the Board of Health*

SIR It is represented to me by M Tilly one of the French Officers brought in by the Ship *Harmony*, that in conseq<sup>e</sup> of the quarantine

Law the Baggage of himself and Fellow Prisoners were detained at the Lazaretto — The time required by this Law having elapsed these prisoners are desirous to obtain their Baggage — I have therefore the honor to request that the Board of Health will give Such directions in this case as they may think proper

I Have the Honor to be Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

[NDA, GLB, Vol. 2, 1799.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 11 July 1799

Begins with fresh Breezes & cloudy the *Norfolk* in comp<sup>y</sup> at 3 P M saw a Sail to the Eastward, running down at 4 boarded her, the Danish Ship *Caroline* from Copenhagen bound to S<sup>t</sup> Croix & S<sup>t</sup> Thomas's 49 days out Hall<sup>d</sup> our wind to the S & E<sup>d</sup> at 6 Guadaloup Bore S W B S dist 5 leag<sup>s</sup> — Reef'd the topsails

Mid. part D<sup>o</sup> wind & weather

at 5 AM saw Deseada — S S E 7 leag<sup>s</sup> Dist

Latter part fresh breezes & flying Clouds —

[Latitude Observed 16.54 N]

[HS of Old Newbury, Mass., NDA photostat.]

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To President John Adams from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 12 July 1799*

JOHN ADAMS Esq<sup>r</sup>

*President of the U S*

SIR I am honored with your letter of the 5<sup>th</sup> Ins<sup>t</sup> inclosing the letters from Captain Talbott — I cannot express the mortification they have given me — I fear Captain Talbott has not met with much candour, in his Intercourse with the World or he would not have urged as one of his reasons for declining the Service a suspicion of my want of Confidence in him, directly in the teeth of my whole Correspondence with him, & the uniform opinion I have constantly delivered of him whenever his name has been mentioned.

Indeed nothing but a strong conviction of his worth could justify the infinite pains I have taken to retain him in the Service —

I now do myself the honor to lay before you all the letters which have passed between him and me on the Subject of his rank — This I should have done before but I saw that an early decision of the question of Rank would deprive the Service of either Talbott or Truxton, and I hoped that after having been a little while in the Service and after acquiring some Glory & when time & Circumstances had a little blunted the edge of his feelings, that Talbott might bring himself to submit to a decision against him and in the mean time I had determined to take every step consistent with the Good of the Service to save him from the mortification of being subjected to the Command of Truxton, a circumstance indeed which I hoped might always be avoided.



If it had been possible to have avoided sending him a Commission I would not have done it but I supposed it improper that he should go to Sea without a Commission and I could find no Trace of his having ever received one — I could only send him one to rank from his last appointment with a letter saying expressly that it was not to affect his claim to Superior rank, but that, that point must rest as his correspondence & mine had placed it to be determined by the President — This I cannot think a violation of the terms upon which he agreed to take the *Constitution*, nor do I think that this is the proper time for him to decline the Command of her —

I never understood that Talbott expected your determination as to the rank, would be made before he proceeded to Sea, Had this been understood the stipulation that he was not to receive orders from any Officer besides Barry & Nicholson would have been unnecessary. But since no good can be produced by delay if You Sir can make up your mind on a view of the Papers enclosed which contain every thing I can say on the Subject, the determination might as well be made at once — If it should be in Truxtons favor Talbott I presume will decline, if in Talbotts — Truxton will quit the Service —

It is a consolation however to know that the safety of the United States depends not on the services of those two Gentlemen — Good Men will not be wanting to serve their Country —

I mention not with a view to influence Your judgement for indeed I am not partial to Truxton, at the expense of Talbott, but lest you should desire to know that, I have laid the whole of this Business before the heads of Departments and the Attorney General before he went to Virginia and that all concurred with me in opinion that the Act of Selection in 1796 of the three Officers to be continued in the Service had settled the Question of Rank. That the three Officers then deranged because the Laws would no longer admit the Continuance of Six were as completely out of the Service, as if they had never been in it, and can now derive no Title to Rank but from their appointment in 1798.

In 1798 you were under no obligation to appoint either Talbott, Dale or Sever

If either had turned out to be a worthless character, he might have been neglected with great propriety and it would have required no Act of dismission to have kept him out of the Service —

M<sup>r</sup> Wolcott and M<sup>r</sup> M<sup>c</sup>Henry mention that in 1798 when the Second Nomination was made of Talbott, Dale & Sever, this subject was discussed with M<sup>r</sup> Tracy and other Senators who at first saw no occasion for the nomination, as these Gentlemen had been before appointed, but that upon a reference to the Acts of Congress to provide a Naval Armament and the Supplement to that Act, they concurred in the propriety & necessity of the measure —

I have the Honor to be &c<sup>t</sup>

[NDA. Nom. Appts. LB, 1798-1820.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

JOHN ADAMS Esq<sup>r</sup>  
President of the U S —

Navy Department 12<sup>th</sup> July 1799

SIR If Captain Talbot persists in declining the Command of the *Constitution* I presume Cap<sup>t</sup> Sever will be quite adequate to that serv-

ice — For my own part I have thought very highly of him from his correspondence & Captain Murray informs me that there was hardly a Vessel in our service where better discipline was kept up, than in the *Herald* which he attributed in a great degree to the regulations Sever had established while he had the Command —

Preeble I believe to be a very able officer, but he is young in Commission, yet if you prefer him I see no objection to his taking the Command of the *Constitution* for the present Cruize, at the end of it it would be necessary to exchange him for an older Captain

As the officer commanding so fine a Ship ought to have a separate Command with many vessels under him, this could not be the Case with Preeble, but no inconvenience could be experienced during the contemplated cruize as he would have to act only with Barry

If Sever takes the Command I suppose he could retain it — so much delay will be occasioned by the Change of the Captain, that it will be difficult to get the ship to Norfolk so soon as the expedition from thence ough to Commence to afford a prospect of the return of the Ships in full time to prepare for Winter operations in the West Indies — Every days delay will add to the risk —

As I do not know what arrangements you may have made about a Commander I can attempt none further than the Suggestions I have already made, I will take the liberty to add that any Captain You think proper to order on this Service may take the Instructions which Talbot has received & proceed as quickly as possible to Norfolk — On the subject of Lieut<sup>s</sup> I enclose a List of all about Boston now in the *Constitution* & in the Power of the Commander to call into service standing on the list in which they Rank — Cordis I hope will not be called on — L<sup>t</sup> Beale I think ought not to be employed in that Ship Lieut<sup>s</sup> [space] of the *Herald* by this time I presume at Boston is said to be an excellent Officer — The Commanding officer surely can select one of these four or five Lieut<sup>s</sup> fit for the *Constitution*.

I have the Honor to be

Sir Y<sup>r</sup><sup>s</sup> &<sup>t</sup>

[NDA. Nom. Appts. LB, 1798-1820.]

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To Captain Daniel McNeill, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 12<sup>th</sup> July 1799

To DANIEL M<sup>rs</sup>NEILE Esq<sup>t</sup>  
of Ship *Portsmouth* —

SIR — I have ordered the *Scammell* Lieut<sup>t</sup> Comm<sup>t</sup> M Fernald to proceed immediately to the Coast of Surinam & to act under Your directions —

With this Vessel and the *Portsmouth* I hope you will be able to give compleat protection to our Commerce on that Coast — I shall if practicable send another Vessel to join you but on this you are not to calculate with certainty — Much is expected from your activity and Enterprize on which the President greatly relies — I shall endeavor to send you provisions before your present Stock is exhausted but should they not arrive in time you can obtain a temporary supply from the Consul at Surinam —

I inclose you some News papers which will give you the News of the day to which I have nothing to add —

I have the honor to be Sir

Y<sup>rs</sup> &c.

[NDA. OSW, Vol. 2, 1799.]

To Captain Hugh G. Campbell, of U. S. R. C. Brig *Eagle*, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 12 July 1799*

Capt HUGH G. CAMPBELL

Brig *Eagle*. —

*New Castle Delaware* —

SIR Lieut Latimer a very good officer is appointed your first Lieut<sup>t</sup> — I shall immediately set him to recruiting & he will soon get 30 or 40 Men with which he shall proceed to join you — These I suppose will be as many as you will want independant of those of your old Crew who will be willing to enter again.

I fix on the 25<sup>th</sup> Inst for your sailing but if you sail sooner it will be a new proof that I did you injustice last Year in supposing you might have got sooner to sea —

As to a Sailing Master it will be difficult to get one for you here — Get one if you can & let me know immediately whether you can succeed — Will not the person you mention as second Lieu<sup>t</sup> answer for a Sailing Master? If not & you persist in wanting him for a 2<sup>d</sup> Lieu<sup>t</sup> he may be appointed — I think you said you could find room for only two Midshipmen — Have you got them —

I have the Honor to be

&c

[NDA. OSW, Vol. 2, 1799.]

To Captain Samuel Nicholson, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 12 July 1799*

Capt SAMUEL NICHOLSON

SIR You will be pleased to proceed to the Eastern Shore of Maryland & contract for the Keels & Kelsons of the two 74 Gun Ships to be built at Boston & Portsmouth — It will be best to contract with one person for the whole — to be delivered at one Landing — I will not be particular as to price &c trusting to your own good knowledge & discretion on this Subject.

Fix the time when those articles shall be delivered at the Landing —

I have the Honor to be Sir

Y<sup>rs</sup> &c.

[NDA. OSW, Vol. 2, 1799.]

To Lieutenant John Latimer, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 12<sup>th</sup> July 1799*

Lieu<sup>t</sup> JOHN LATIMER

SIR Herewith you will receive your Commission as Lieutenant in the Navy — You are intended at present for the Brig *Eagle* which

vessel not being manned you will immediately open a rendezvous and exert yourself to engage 20 able Seamen & 20 ordinary Seamen and [space] Boys all to be entered to serve one year from the Brigs first weighing Anchor on a cruize

Able Seamen you will allow 17 Dollars p<sup>r</sup> month ordinary Seamen & Boys from 5 to 14 dollars according to merit — You will enter none but sound & healthy persons & use no indirect or forcible means to induce them to enter into the Service —

You may allow two months advance but previously take care to obtain sufficient security to resort to in the event of desertion — The recruits are to give their Security agreeably to a form enclosed for that purpose — You have inclosed Shipping paper Pay Roll & you will keep a regular account of the name & station of each recruit together with a discription of the person so that he may be identified at any future period — Monies will be supplied you & you will be allowed two Dollars for each recruit in full for every expence but that of provisioning the Men & transporting them to the Brig — You will immediately on breaking up your rendezvous return your Account & Vouchers to W<sup>m</sup> Winder Esq<sup>r</sup> for settlement —

I have the honor to be Sir

Yours &c.

[NDA. OSW, Vol. 2, 1799.]

To James & Ebenezar Watson, Navy Agents, New York from Secretary of the Navy

[PHILADELPHIA]

Navy Department 12<sup>th</sup> July 1799

Mess<sup>rs</sup> J. & EBENEZAR WATSON  
New York

SIR Lieu<sup>t</sup> Watson has recruited a number of men for the *Insurgente* at Norfolk Captain Murray, it will save Expence & risk if those men can be sent in the Revenue Cutter. — I hope this can be done through your influence with the Collector, if it cannot be so good as to assist L<sup>t</sup> Watson in hiring a Vessel to carry them on to Norfolk — 60 or 70 Men will be enough to carry with him — L<sup>t</sup> Watson has been furnished with money — Should he want not exceeding One thousand Dollars more be pleased to supply him. —

I am Gent.

Y<sup>r</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

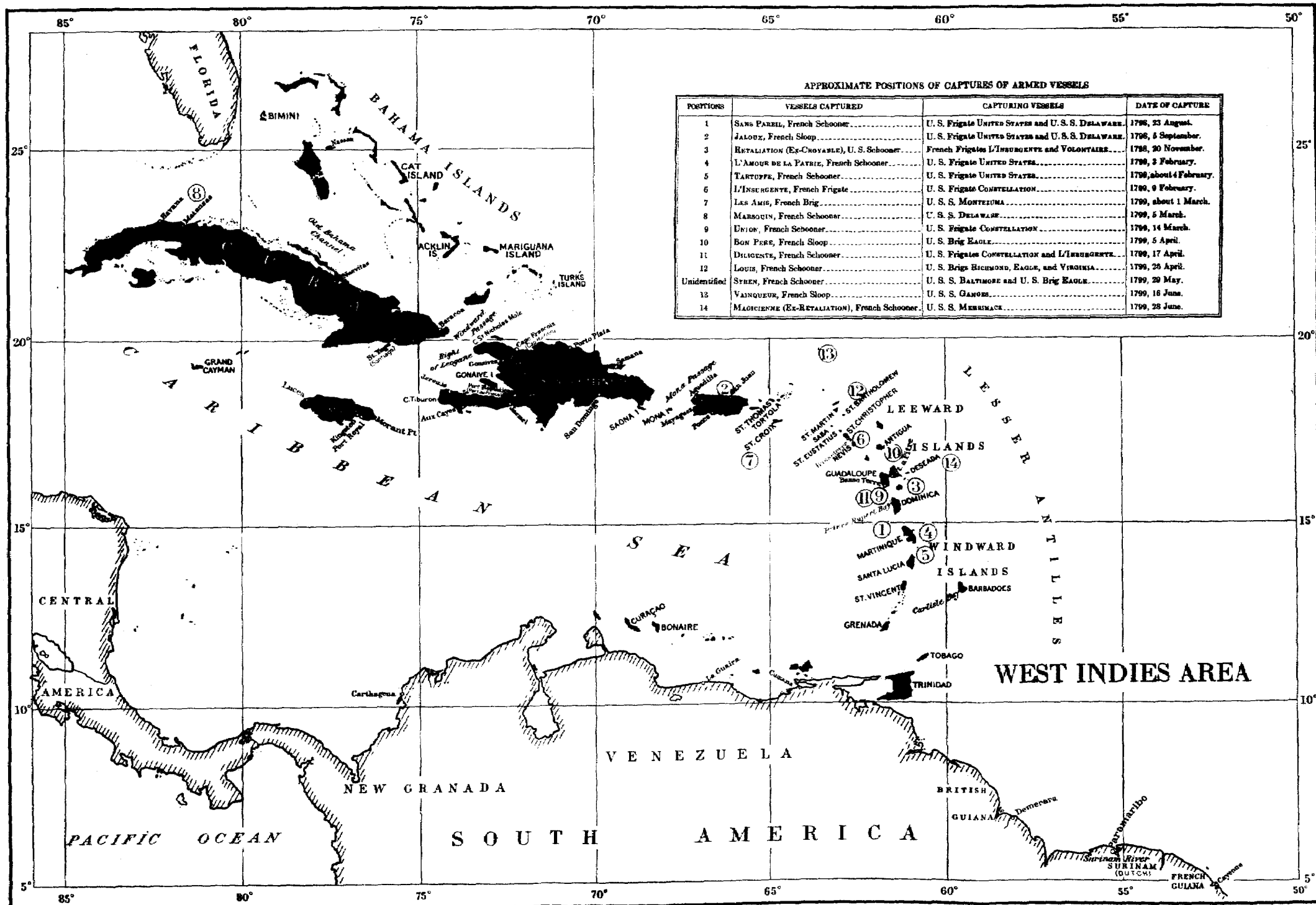
Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 12 July 1799

Begins with fresh breezes & Hazey employ'd turning to windward in Comp<sup>y</sup> with the Brig *Norfolk* at 6 P M Deseada bore S S E 4 leagues Reef'd the topsails & hall'd up the Courses —

Middle part squally with rain at 6 AM saw a sail under our lee Made sail for her at ½ past 6 spoke her the U. S. Ship *Ganges* Thomas Tingy Esq<sup>r</sup> Commander hall'd our wind in Comp<sup>y</sup> with the Ship & Brig — Latter part steady breezes & pleas<sup>t</sup>

[Latitude Observed 16.52 N.]

[HS of Old Newbury, Mass., NDA photostat.]



APPROXIMATE POSITIONS OF CAPTURES OF ARMED VESSELS

POSITIONS	VESSELS CAPTURED	CAPTURING VESSELS	DATE OF CAPTURE
1	SANS PAREIL, French Schooner.....	U. S. Frigate UNITED STATES and U. S. S. DELAWARE.....	1798, 23 August.
2	JALOUZ, French Sloop.....	U. S. Frigate UNITED STATES and U. S. S. DELAWARE.....	1798, 4 September.
3	RETALIATION (Ex-CHOYABLE), U. S. Schooner.....	French Frigates L'INSURGENTE and VOLONTAIRE.....	1798, 30 November.
4	L'AMOUR DE LA PATRIE, French Schooner.....	U. S. Frigate UNITED STATES.....	1798, 2 February.
5	TARTOFFE, French Schooner.....	U. S. Frigate UNITED STATES.....	1798, about 4 February.
6	L'INSURGENTE, French Frigate.....	U. S. Frigate CONSTELLATION.....	1798, 9 February.
7	LES AMIS, French Brig.....	U. S. S. MONTEUMA.....	1798, about 1 March.
8	MARSOIN, French Schooner.....	U. S. S. DELAWARE.....	1798, 5 March.
9	UNION, French Schooner.....	U. S. Frigate CONSTELLATION.....	1798, 14 March.
10	BON PERS, French Sloop.....	U. S. Brig EAGLE.....	1798, 5 April.
11	DILIGENTS, French Schooner.....	U. S. Frigates CONSTELLATION and L'INSURGENTE.....	1798, 17 April.
12	LOUIS, French Schooner.....	U. S. Brigs RICHMOND, EAGLE, and VIRGINIA.....	1798, 26 April.
Unidentified	SPREN, French Schooner.....	U. S. S. BALTIMORE and U. S. Brig EAGLE.....	1798, 29 May.
13	VAINQUEUR, French Sloop.....	U. S. S. GANGES.....	1798, 16 June.
14	MAGICIENNE (Ex-RETALIATION), French Schooner.....	U. S. S. MERRIMACK.....	1798, 28 June.

MAP OF WEST INDIES AREA.



Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding  
U. S. S. *Montezuma*, 12 July 1799

Moderate breezes and Pleasant  
Point Morant bore N. B. E. 2 leagues Distant  
Sounded every hour during the night, No bottom —  
Brought to and boarded a Spanish Schooner from Maracabo, bound  
to Jamaica.  
N. E. Point of Jamaica West, 10 leagues  
[NA.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 13 July 1799

JOHN ADAMS Esq<sup>r</sup>  
President of US.

SIR I am honored with your letter of the 8<sup>th</sup> Ins<sup>t</sup> — Having sent by yesterday mail all the papers relating to Talbott claim of rank — I will not add further on that subject — If Talbott will not continue in the *Constitution*, Sever I would risk my life would be found equal to the command of her — I am sorry for the prejudices which prevail against him which arise in part from his efforts to introduce proper discipline on board of the *Herald* & his not pursuing so far as he might have done a French Privateer of Superior force, which I have no doubt proceeded from a knowledge of & of consequence a total want of confidence in his own Vessel the *Herald* whose Guns in a heavy sea as was the case would have been totally useless — The men on board who are always for fighting clamoured & the officers spoke of the circumstances at Boston — Admiral Nelson if his understanding is equal to his bravery would have pursued the very course that Sever did

I think Sir if you find another Capt necessary for the *Constitution* if you will order Sever on board & let it be known that your determination is irrevocable every thing will go right — In this case Sever ought to Select his Officers out of those in Commission & if he wished it one or two Lieu<sup>ts</sup> of his choosing should be Commissioned — If he carries five or six Lieu<sup>ts</sup> it will be the better — They will learn discipline under a man of his order and regularity — I have just rec<sup>d</sup> Letters from Tingey at S<sup>t</sup> Kitts — He has captured a privateer of 8 Guns & 85 men & a Sch. (American) carrying on illicit Trade — I will by next mail send the Letters —

I have the honor to be

Sir Y<sup>rs</sup>

[NDA. Nom. Appts. LB, 1798-1820.]

To Captain Thomas Tingey, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 13 July 1799

Captain THOMAS TINGEY  
West Indies

SIR Referring to mine of the 22<sup>d</sup> June I have nothing very particular to say to you by this Conveyance. The *Delaware* Captain Baker who is to place himself under your Command — Under Convoy of this Vessel I meant to send you provisions, but so many Vessels have

returned that I do not suppose you can be in want — I cannot however well judge on this subject & would send you some under convoy of the *Delaware* but I cannot procure a Vessel. — The *Delaware* however is loaded & if you want take some from her I will send you some by the next Vessel I send to you which will be quickly — In the interim you will if necessary get supplies in the Islands getting a little at a time — The Vessels which have returned should have left provisions behind bringing back only enough to bring them home — This is a regulation of Common Sense Pray attend to it should the case occur under your command — I send you News papers — You will see by the Presidents Proclamations that intercourse is opened with two Ports in Saint Domingo — Our Vessels will flock there in great numbers — It must be your business for some time longer to keep the Privateers of Guadeloupe in their own Ports if possible — I have sent the *George Washington* Fletcher & the *Boston* Little to Cape Francois & shall soon send others — A McNeill in the *Portsmouth* is at Surinam — The *Scammel* of 12 Guns sailed yesterday to join him — At the Havana there is the *General Greene* & two Brigs of 12 & 16 Guns — I am this moment favored with yours of the 26 & 28 ulto. — I congratulate you on your prize, and entirely approve as will the President, of your conduct to the Merchant vessels no clamor will injure you — I have not time to say more than that I am sorry that you should be on a Station where the elements are more to be dreaded than the Enemy, but the post of danger is the Post of Honor — When you return you shall have a Frigate —

I am with great Esteem — D<sup>r</sup> Sir

Your most obed. Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

To Captain Alexander Murray, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 13 July 1799

Captain ALEXANDER MURRAY

SIR M<sup>r</sup> Barton of W<sup>m</sup>burg has been appointed a Lieu<sup>t</sup> in the Navy & has been ordered on board the *Insurgente* — His Com<sup>d</sup> is of old date, next comes M<sup>r</sup> Watson, then M<sup>r</sup> Wells & you have a Com<sup>d</sup> for M<sup>r</sup> King which you will give to him or not as you find him qualified on your arrival at Norfolk —

You have Midshipmen enough should you have too many try to get some of them on board of the *Baltimore* — As to the Lieu<sup>t</sup> should you not take King take any other person you approve —

On the subject of other officers I will send you a Surgeon and a Surgeons Mate, all others you must appoint yourself Send me their names & they shall have Commissions but if there should not be time to get their Com<sup>d</sup>s to them before sailing they must for the present act under your appointment in which they shall be confirmed —

I will send you powder from Baltimore, not knowing whether that on board of the Ship is good Every thing else you must get at Norfolk & let me know early how many months provisions you carry.

I have the Honor to be

Sir

Yours

[NDA. OSW, Vol. 2, 1799.]



To Captain Thomas Baker, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 13th July 1799*

Captain THOMAS BAKER  
Ship *Delaware* —

SIR Herewith you will receive Your Commission as Captain in the Navy, also a Commission for Samuel Anderson your Surgeons Mate, Warrants for George Williams Boatswain, William Furrall [Furrall] Gunner & John H Swimms — Carpenter

I have the Honor to be

Sir

Your obed Serv

[NDA. OSW, Vol. 2, 1799.]

To Captain Thomas Baker, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 13th July 1799*

Capt THOMAS BAKER  
Ship *Delaware*

SIR M<sup>r</sup> Crispin will deliver your dispatches & the Ship being now ready, I hope there will not be a moments delay in getting to Sea —

Your purser has not yet delivered in his acc<sup>ts</sup> to the Accountant — You must not wait for him — nor must you receive him on board until he delivers in his accounts — If he has not done this, when you are ready, proceed without him, & let the Stewart who I understand is qualified act as Purser.

I am Sir &c.

[NDA. OSW, Vol. 2, 1799.]

To Captain Thomas Baker, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 13<sup>th</sup> July 1799*

Captain THOMAS BAKER  
Ship *Delaware* —

SIR Herewith you will receive your Instructions for your Government on a Cruize, and also such Acts of Congress as require your attention — It is intended that you should join Captain Tingey of the *Ganges* in the Neighbourhood of Guadaloupe and to cruize under his command — For this purpose you will proceed immediately to Sea taking such vessels as may be ready under your Convoy to Martinico or any of the Islands not much out of your Course to Prince Ruperts Bay in Dominica or Bassatterre in S<sup>t</sup> Kitts, at one or another of which places Captain Tingey will rendezvous.

Should you not be able to fall in with Captain Tingey you will place yourself under the Command of any other officer of Superior rank to yourself whom you may meet with on the Guadaloupe Station, but if you can find no such Officer you are then to assume the Command of all inferior to yourself — you may fall in with and keep them cruizing under your Command in the vicinity of Guadaloupe

until further orders — Should you meet with no public Ships at all belonging to the United States you are still to remain on the Guadeloupe Station & do all in your power to Capture the French Privateers & to protect our Commerce from their deprivations.

Altho I am thus particular, still I rely that you will find Captain Tingey on the Guadeloupe Station.

I have the honor to be

Sir

Your obedient Serv<sup>t</sup>

Enclosed circulars of the 29<sup>th</sup> Dec<sup>r</sup> 16 Jan<sup>r</sup> & 12<sup>th</sup> March — & the one of "I have the honor to enclose y<sup>r</sup> authority &c. See page 162 [Circular to Captains dated 27 June 1799].

[NDA. OSW, Vol. 2, 1799.]

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To Captain George Little, U. S. Navy, from Secretary of the Navy.

[PHILADELPHIA]

Navy Department 13<sup>th</sup> July 1799

GEORGE LITTLE Esquire  
Com<sup>r</sup> of the *Boston*

SIR I have received your letter of the 9 Inst I am sorry to see the probability of your detention longer than my calculations; — Neither the want of Marines nor Sailors nor any other circumstance must delay the Sailing of the *Boston* after the receipt of this letter — The number of Men & officers you have on board are quite sufficient to authorize sailing immediately — British Vessels of equal force with the *Boston* often cruize with fewer men than you now have —

I am Sir with respect

Y<sup>rs</sup> &c.

[NDA. OSW, Vol. 2, 1799.]

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To Secretary of State from Robert Liston, Envoy Extraordinary of Great Britain to United States

NEW YORK 13 July 1799 —

*Private.*

DEAR SIR, Your obliging letter dated the 11<sup>th</sup> in the morning has but just reached my hands.

A thousand thanks for your publick news. It is an important confirmation of what is contained in the papers.

General Maitland's long Dispatches are not arrived.

Enclosed is a copy of the one you had the goodness to forward to me under your cover, — by which I learn, with astonishment, that D<sup>r</sup> Stevens has so far misunderstood our arrangements as to think that it was the *Ports of America*, not the stipulated *ports of St. Domingo* that were to be opened on the 1<sup>st</sup> of August.

All I conceive it to be in my power to do is to write to the Admiral on the Jamaica Station, with a view to prevent his molesting your vessels on a supposition that they are navigating contrary to Law and at the same time to request him to do every thing he can to prevent the bad consequences of the blunder.

I take the liberty of enclosing my Letter to you, in the idea that you will find an early opportunity of forwarding it. I will send other Copies another time. The departure of the Post puts it out of my power to-day.

Be so good as to seal the Letter, after you have read it.

I beg you will be assured of the perfect regard & attachment of

Your most obedient &

faithful

humble Servant

R. LISTON.

P. S. I venture to trouble with two Duplicates also to Admiral Parker.

[Mass. HS. Pickering Papers, Vol. 25.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 13 July 1799

Begins with Steady breezes and pleasant the *Ganges & Norfolk* in Comp<sup>y</sup> at 4 P M Point Chateaux bore S by E 6 leagues — hove too the Commodore & Cap<sup>t</sup> of the *Norfolk* came onboard at 8 the Comm<sup>o</sup> & Cap<sup>t</sup> went onboard made sail at 9 Reef'd topsails

Mid. part Squally with rain took in Sail as occasion requir'd at 10 A M saw a strange sail made sail for her at ½ past 10 Exchange'd Signals with her — an English frigate. — took in light sails.

Ends pleasant

[Latitude Observed 16'54° N.]

[HS of Old Newbury, Mass., NDA photostat.]

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Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding United States Ship *Montezuma*, 13 July 1799

Weather, Clear and moderate —

Saw a fleet to Leeward, standing to the N,ward Cape Tiberoon bearing E½ S., 15 leagues distant — Moderate & clear.

Exercised the Ships Company at Great guns, & small arms —

[NA.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 14 July 1799

Begins with moderate breezes & pleasant weather the *Ganges & Norfolk* in company at 6 P M Reef'd topsails, Grand Cape bearing W by N 6 leagues Deseada S E 4 leagues

Middle part D<sup>o</sup> wind & Weather

at 6 A M Deseada bore S ½ E 3 leagues

Latter part moderate & pleasant

[HS of Old Newbury, Mass., NDA photostat.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding United States Ship *Montezuma*, 14 July 1799

Pleasant & Clear weather —

Saw a sail on our Starboard bow, fired at her & brought her to — Found her to be the Schooner *Betsey*, of and from Charleston, bound for Kingston, out 16 days, Andrew Tuttle Master, who favoured us with some News Papers —

[NA.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 15 July 1799*

JOHN ADAMS Esq<sup>r</sup>

*President of the United States*

SIR I now do myself the honor to enclose you letters from Captain Tingey, who appears to be a judicious, attentive Active officer — I wish his Commission was of older date —

The *Merrimack* Captain Brown must have joined him very soon after the date of his last Letter She might have joined him before — The *Pickering* sailed from New York to join him the 27 June & the *Delaware* is now proceeding down the Delaware for that Station also — These five Vessels will be enough to keep in check the Privateers of Guadeloupe until we can send more — The *Scammel* has sailed from hence to join M<sup>r</sup>Neill at Surinam & as soon as the *Insurgente* can be got from Norfolk which I hope will be by the 10<sup>th</sup> August she will be sent to Cayenne, to assist in keeping in port the Privateers from that place — The *George Washington* Fletcher will be at Cape Francois in full time to protect our trade to Saint Domingo — the *Boston* I hoped might also be got there by the 1<sup>st</sup> August, but I find by late letters that she will be delayed longer than my expectations, grounded on the information of the Committee & the Captain — The *Eagle* of 14 Guns is at New Castle — & the *Richmond* of 16 Guns at New York — The *Richmond* will be out this week & the *Eagle* next — I think one must go to Saint Domingo & the other to Guadeloupe — The *Baltimore* is at Norfolk & must undergo some repairs & get a new Crew before she can sail again —

The *Herald* must be at Boston before this as she is totally unfit for the Service & is calculated for nothing but to spend money & ruin the reputation of her officers. I have instructed M<sup>r</sup> Higginson to sell her & am Sending a very fine Brig from Norfolk to take her Military Stores & Officers

I fear the delay of the *Constitution* may retard till too late, the enterprize to the Coast of France & Spain — I have been so much disappointed in my calculation on the Ship building in Connecticut the *Adams* at New York & the two Baltimore Ships that I cant venture another conjecture when they will Sail — The *General Greene* & the two Brigs from Charleston still remain at the Havana — The *John Adams* Cap<sup>t</sup> Cross at Charleston is recruiting but I have no information when she will be at Sea — I have the honor to be with the highest respect,

Sir

Your most obed. Serv<sup>t</sup>

To Captain Richard V. Morris, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 15 July 1799.

Capt RICHARD V. MORRIS  
Ship *Adams* — N York

SIR — You will make such arrangements to commence recruiting a Crew for the Frigate *Adams* 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 and 25 privates which will be supplied you by the Major of Marines & Your Comm<sup>d</sup> & petty officers the latter of which you will appoint) not exceeding One hundred and fifty two Men & Boys, Of this number you will recruit not exceeding sixty able Seamen the residue to consist of ordinary Seamen & Boys — It is our best policy to create Seamen — You are therefore at liberty to increase the proportion of ordinary Seamen & Boys & lessen the proportion of able Seamen so as not to exceed the above limitation of 152 — I think it would be found for the Good of the Service if you were to do so.

Able Seamen you will allow 17 Dollars p<sup>t</sup> month — Ordinary Seamen & Boys from 5 to 14 Dollars according to merit, all to be entered to serve one year from the ships first weighing Anchor on a cruise — Your recruiting officers must be careful to enter none but sound and healthy Persons and that no indirect or forcible means be used to induce them to enter into the Service — If you find that you are obliged to advance the two months pay before the recruits are got on board you will be careful to obtain responsible security to resort to in the event of desertion. — 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 as that he may be identified at any future period. — Every man entered must take an oath agreeably to the form you will receive herewith — I enclose you Blank forms of a Shipping paper & Bond, wherein the name, station and pay of each person on board must be entered — It will be necessary to avoid confusion that this Business be executed with the utmost exactness —

Eight thousand dollars will be remitted you, & you must advance your recruiting officers, who will 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 &<sup>s</sup> in short every expence but that of provisioning the men enlisted at a distant port — & in such cases the unavoidable Expence for their Conveyance to other Ship but they must observe the utmost economy for extravagant Charges for those expenditures will not be allowed & no charge will be allowed without a proper Voucher to support it —

Prior to Sailing you will be pleased to transmit your Acc<sup>t</sup> & Vouchers to William Winder Esq<sup>r</sup> Accoun<sup>t</sup> of the Navy for Settlement —

I have the honor to be

Sir,

Your Ob<sup>d</sup> Serv<sup>t</sup>

To Captain Alexander Murray, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 15 July 1799

Capt ALEXANDER MURRAY  
Norfolk Virginia

SIR: I have desired Lieut Watson to proceed to Norfolk as soon as he can make up 70 or 80 Men and to arrive there in 12 days from this time. I have directed a camboose to be sent you from Newbury port which I hope you will get in less than three weeks — I have ordered powder enough from Baltimore for the *Insurgente* which you may take or keep what is on board — the quality of which has been questioned & you will do well to try it before you depend on it — From hence I have ordered the Medicine Chest, Glasses & Colours — I have no doubt with the aid of Watsons men from New York you will immediately get your Crew and I calculate that you will be ready for your orders by the 5 August at latest —

I have the honor to be

Sir—

[NDA. OSW, Vol. 2, 1799.]

To Joseph Howland, Navy Agent, Norwich, Conn., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 15 July 1799.

JOSEPH HOWLAND Esq<sup>r</sup>

SIR I am honored with your letter of the 8th Ins<sup>t</sup> — I have directed a remittance of Ten thousand Dollars to be made you — The price you have fixed upon for the Timber I have no doubt is equitable — The Ship not being yet ready to receive the inferior officers I wish to avoid the unnecessary expense which would be incurred by appointing them at present and the disgrace of having a number of unemployed officers in the Country — I shall however thank you [to] recommend such characters as will do credit to the Service — They must not be men who come forward merely because they have no other employment — I do not know a better name for the Ship than the *Trumbull* when she may be called.

I have the honor to be

Sir

[NDA. GLB, Vol. 2, 1799.]

To James & Ebenezer Watson, Navy Agents, New York, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 15 July 1799

Mess<sup>rs</sup> JAMES & EBENEZER WATSON  
New York

SIR I have to request that you will be pleased to deliver to Captain John Adams the six Guns lately belonging to the Cutter [*Governor Jay* if in your possession —

I have the honor to be Gentlemen.

Your most obe<sup>d</sup> Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

To Stephen Higginson & Co., Navy Agents, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 15 July 1799

Mess<sup>rs</sup> STEPHEN HIGGINSON & Co  
Boston

GENTLEMEN I have been so much engaged of late that it has not been in my power to write to you as frequently as I wished —

I am exceedingly disappointed and mortified at the delay of the *Boston* which I expected would have been at Saint Domingo by the first of August, but I am more particularly mortified at the detention of the *Constitution* which I fear will frustrate an European enterprize which I had planned for her but still hope that the present Commander will make up his mind to go in her or that another will be put on board in time for the object — I have always thought highly of Cap<sup>t</sup> Talbot & have taken infinite pains to retain him in the service I have urged the President to put Sever on board at once if Talbot declines & to let it be known that this determination is irrevocable — Seever I am satisfied notwithstanding the prejudices at Boston will prove to be one of our best men — The *Herald* a Vessel that can neither sail nor fight would ruin the reputation of the bravest man —

I hope the *Herald* is with you, that the men are discharged, the Military Stores & Guns taken out of her & the Vessel offering for Sale —

I expect the Brig from Norfolk to take her place will be with you as soon as this letter.

I have the honor to be

Gentlemen

Y<sup>r</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

[15 July 1799]

Extract from log book of Merchant Schooner *Margaret*, from Nassau, brought to by Spanish Brig, arrived at Charleston

Monday July 15, at 4 P. M. was brought too by a Spanish brig, which at a distance shewed English colours, but drawing close to us, and finding us to be a merchantman, hauled down the English and hoisted Spanish colours; ordered us to hoist out our boat, but finding us a long time about it, sent their own on board, ordered our colours to be immediately struck, and sent the captain and all hands, excepting the mate, on board the brig, leaving two officers and four men on board our schooner; after which they fell to breaking open our chests, trunks and lockers, and plundering us of whatever they pleased, taking our papers and letters from us, together with nineteen hundred dollars the property of Mr. John Teasdale, and Kirk and Lukens, merchants, of Charleston; they then manned the schooner with five men and a prize master, and sealed up the papers, with an intention of taking her to some port; but after keeping us in possession four hours, they consulted with each other, and finding our foremast to be nearly gone, they took from us our quadrants, books and boat, and a quantity of our fruit and turtle, presents sent to gentlemen in Charleston, together with the chief of our wearing apparel, telling the captain he

might go on board with his people and proceed on his voyage, with many hearty curses for the little plunder they obtained; — At 9, P. M. made sail to our first destined port."

[LC, "Massachusetts Mercury", August 9, 1799.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 15 July 1799

Begins with pleasant weather employ'd turning to Wind<sup>d</sup> the Ship & Brig in comp<sup>y</sup> at 5 PM saw a sail gave chase at 8 P M lost sight of her & took in sail.

Middle part Squally at 10 AM saw a sail to South<sup>d</sup> gave chase at 11 saw a Danish Schooner to wind<sup>d</sup> gave her a gun the *Norfolk* spoke her. continued chasing the other which was a small schooner fir'd 2 shott at her at Mer<sup>d</sup> gave over chase the Schooner being close in Shore — Grand Cape bearing S b E 3 Miles.

Ends pleasant

[HS of Old Newbury, Mass., NDA photostat.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding United States Ship *Montezuma*, 15 July 1799

Light & variable winds for the first Part —

Fresh winds —

Saw a sail, to which we made signals, and were immediately answered. Spoke a British Frigate Wind blowing fresh did not learn her name At 8 Cumberland Harbour bore N. by E. distant 3 leagues.

[NA.]

To Captain Samuel Barron, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 16 July 1799.

Capt SAMUEL BARRON

*Norfolk* —

SIR I have already written you that you were to command the Frigate building at Norfolk You will be pleased to give immediately the requisite attention to her, inspect every part of the proceedings respecting her & suffer no extravagance nor no imposition on the Public — Enquire & ascertain the state & quality of the rigging & sails preparing her & write me frequently how she goes on.

The *Baltimore* is to be commanded by M<sup>r</sup> Cooper [Cowper] Master & Comm<sup>dt</sup>. — I find from M<sup>r</sup> Pennock she wants a great deal of repairs which surprizes me — I pray you to judge & let me know accurately what repairs are necessary — These must be made as quickly as possible but no more must be attempted & that no more may be attempted let it be known that you have written me what you approve of as essential — The Men I hope can be discharged & paid off — if not [yet done] let it be done immediately — If new men have been engaged as they cannot be wanted before the Vessel is repaired, they must be turned over to the *Insurgente* & some must be kept in the *Baltimore* but such as can be employed, she can soon get men when she is ready to receive them and all unnecessary Expense must be carefully avoided — Norfolk is found to be the most expensive of



our ports which if not corrected will operate to its injury — M<sup>r</sup> Pennock is an active man — an excellent quality in an Agent — but I fear he is not so oconomical as he might be. The Purser will have full time to come to the seat of Government to settle his accounts by the time the men are discharged & paid off. Let him come as soon as he can —

I have the honor to be  
Sir

[NDA. OSW, Vol. 2, 1799.]

To Captain Alexander Murray, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 16 July 1799

ALEXANDER MURRAY Esq<sup>r</sup>  
Norfolk Virginia.

SIR On the Arrival of the *Baltimore* at Norfolk, Captain Samuel Barron received instructions to discharge such of his Crew as had but little time to serve & immediately to recruit a new one — These orders were given under the expectation that the *Baltimore* would not stand in want of such repairs as would occasion delay I have since however been informed that it will be some time before she can be fitted for Sea and presuming that some progress has been made in recruiting men for her who would be idle and expensive during the Repairs of the Ship I have to request that you will take such recruits into the *Insurgente*, provided it is your opinion that they cannot be left on board the *Baltimore* with advantage & oconomy —

I have the Honor to be Sir —

[NDA. OSW, Vol. 2, 1799.]

To Lieutenant Josias M. Speake, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 16 July 1799

Lieu<sup>t</sup> JOSIAS M. SPEAKE  
Brig *Richmond* — N York

SIR I yesterday received your Letter of 12 Ins<sup>t</sup> & am much pleased to hear that you will be ready to sail on this day — Presuming however that you will not be compleatly fitted for Sea so soon as you expected — I shall not send on your sailing orders till the day after tomorrow, In the mean time I expect you will procure every thing that is absolutely necessary for a cruize from Mess<sup>rs</sup> J & E. Watson & hold yourself ready to proceed to Sea the moment you receive your orders — You will inform me by Letter what sum of Money you wish transmitted to Maryland to which I shall attend — With your orders you will receive an explanation of your situation with respect to your pay & command — It is possible you may be removed to another vessel, but you will act as if you were certain of going in the *Richmond* —

I have the honor to be —

Sir

Y<sup>r</sup> obe<sup>d</sup>t Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

To Lieutenant James P. Watson, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 16 July 1799*

Lieut<sup>t</sup> J. P. WATSON

SIR — You will rec<sup>t</sup> in all including those you have already obtained 70 or 80 Men, able & ordinary Seamen, the more able Seamen the better and proceed with them to Norfolk as early as possible & get them in 12 days if practicable — You will shew this Letter to Mess<sup>rs</sup> J & E Watson who will furnish you with any money which may be necessary to pay the Advances & Expensces of those men in addition to the 3000 Dollars you have received — You will transmit your accounts from Norfolk if you have not time to prepare them at New York

I am Sir with respect  
Y<sup>t</sup> Obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

To John Bispham, Sheriff of Burlington County, N. J., from Jo Parrott for Secretary of the Navy

[PHILADELPHIA]

*Navy Department 16 July 1799*

JOHN BISPHAM Esq<sup>t</sup>

*Sheriff of Burlington County*

SIR Having ascertained that M<sup>t</sup> Bauden sr. Commanded the Privateer Captured by the *Eagle* Cap<sup>t</sup> Campbell You will be pleased to grant M<sup>t</sup> Bauden the same privilidges of parole which have been granted to other French Officers —

I am Sir

Your obed. Serv<sup>t</sup>

By order of the Sec<sup>y</sup> of the Navy

J. PARROTT.

[NDA. GLB, Vol. 2, 1799.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 16 July 1799

Begins with fresh breezes & pleasant Weather at 2 PM saw a sail to the Eastward gave chase at  $\frac{1}{2}$  past 3 Spoke her a Danish Brig from Altona bound to S<sup>t</sup> Thomas', at 6 D<sup>o</sup> Grand Cape bore S by W Dist 4 leagues at 7 Reef'd topsails

Middle part fresh Breezes & cloudy at 8 A M Deseada bore S E dist 5 leagues

Latter part D<sup>o</sup> weather

[HS of Old Newbury, Mass., NDA photostat.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding United States Ship *Montezuma*, 16 July 1799

Pleasant weather, attended with light breezes — Wind increased —

Plying to windward, saw a strange sail —

[NA.]

To Captain Richard V. Morris, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 17 July 1799

Captain RICH<sup>d</sup> V. MORRIS  
Frigate *Adams* N York

SIR You will receive herewith your recruiting Instructions — I rely with confidence on your taking the most prompt and decisive steps to man the *Adams* and to complete her in all respects for a cruise I much fear the fever will again visit New York, and let your own opinion on this point be what it may, you will act as if you were certain of its appearance in New York early in August — I have written by this mail to the Mess<sup>rs</sup> Watsons who will second your efforts by every exertion within their power — The Delay of the *Adams* has already been a source of severe mortification to me, & it will be disgraceful to all concerned should any casualty delay her till Winter —

I have the honor to be  
Sir —

[NDA. OSW, Vol. 2, 1799.]

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To Captain John Rodgers, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 17 July 1799

Captain JOHN RODGERS  
Ship *Maryland* Baltimore —

SIR, The *Maryland* will be allowed —

2 Lieutenants, one Lieu<sup>t</sup> of Marines, 1 Sailing Master 1 Surgeon, 1 Surgeons Mate, 1 Purser, 1 Boatswain, 1 Gunner, 1 Carpenter, 1 Sail Maker and 6 or 8 Midshipmen

These are all the Commissioned & Warrant Officers —

Petty Officers — 2 Masters Mates, 1 Capt Clerk, 1 Cook, 1 Steward, 1 Cooper, 2 Boatswains mates, One Carpenters Mate, 1 Master at Arms, 6 Quarter Gunners — One Armourer —

I have the Honor to be

Sir  
Your obed. Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

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To Jeremiah Yellott, Navy Agent, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 17 July 1799

JEREMIAH YELLOT Esq<sup>r</sup>  
Baltimore —

SIR From all the information I have received, all the Ships we have purchased carry their Guns so low as to be useless in blowing Weather —

Captain Murray tells me that he has frequently chased in the *Montezuma*, without a hope of firing from his Gun Deck & that his

dependance was on his Muskets — The *Baltimore* has the same fault & some of our New Ships are less formidable from the same cause, I wish you would do all in your power at this late hour to prevent this defect in the two ships at Baltimore. — Captain Rodgers I find thinks the Guns will be too low in the *Maryland* — Two very good officers who have commanded the *Herald*, have lost their reputation with the people of Boston for not chasing when it was impossible for the ship to fire a Gun — they lay so low & the Wind blowing tho not a storm — I have the honor to be

Sir

[NDA. GLB, Vol. 2, 1799.]

To James and Ebenezer Watson, Navy Agents, New York, from Secretary of the Navy

[PHILADELPHIA.]

*Navy Department 17 July 1799*

Mess<sup>rs</sup> J. & E. WATSON  
New York —

GENTLEMEN. Although I sincerely wish your City may escape the scourge which afflicted it last Summer, Yet I beg that you would direct your arrangements for the *Adams* in the same manner you would do if you were sure the Fever would attack you early in August — It will be a reflection on New York, on all concerned there & on me if the *Adams* should be delayed till Winter — An Event I fear not improbable without great exertions — I have sent on the Captains recruiting Instructions — I hope he can get men quickly & that by the time he can get them every thing else will be ready — I have the Honor to be

Gentlemen

Your obed. Serv<sup>t</sup>

B. S. [BENJAMIN STODDERT]

[NDA. GLB, Vol. 2, 1799.]

To Nehemiah Hubbard, Navy Agent, Middletown, Conn., from Secretary of the Navy

[PHILADELPHIA]

*N Department 17 July 1799*

NEHEMIAH HUBBARD Esq<sup>r</sup>  
Middletown Connecticut —

SIR I have received your Letter of the 13 Inst — As the accident which befel the *Connecticut* appears to have arisen from misfortune as much as from the fault of M<sup>r</sup> Overton, the loss and damage sustained in the rigging will be borne by the Public, tho from the Contracts it would fall on M<sup>r</sup> Overton — The Expense incurred in raising the Vessel will be defrayed by M<sup>r</sup> Overton —

I have the Honor to be Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

To Stephen Higginson & Company, Navy Agents, Boston, Mass., from Secretary  
of the Navy

[PHILADELPHIA]

Navy Department 17 July 1799

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>

Boston —

GENTLEMEN I am honored with yours of the 10<sup>th</sup> — There is due Will<sup>m</sup> Poor on the Pay Roll 14 8/100 D<sup>rs</sup> which be so good as to pay — When Seamen are discharged on Account of infirmity at ports distant from their homes it is but just tho I believe not Legal that they should be allowed their expences home.

In all cases coming under my notice I have so directed it, but to get clear of the difficulty in passing the Acco<sup>ts</sup>, I have directed their names to be borne on the Muster Roll for another month or for a longer time — This is not the right regulation, nor do I know what would be — Any Rule would be liable to great abuse —

I believe every Individual case must be acted upon and be determined on its own merits — If you can have W<sup>m</sup> Poores real & unavoidable expences ascertained from his discharge to the time of getting home and will pay the Acco<sup>t</sup> I will take care to have it passed to your Credit —

I fear from late Letters that Captain Little is still at Boston. I calculated on his sailing the 10<sup>th</sup> — I dread that havoc will be made among our Merchant Vessels to Saint Domingo. The *George Washington* is the only vessel certainly gone there — Little I hoped would also arrive by the 1st August — I wrote him two days ago to go at all Events with the Men he had, I fear he will meet with no force equal to the *Boston* half manned — Should the difficulties about Capt<sup>ns</sup> be got over with respect to the *Constitution*, I hope that vessel will not be detained for men

I have ordered marines from N York by Water

I have the Honor to be

Gentlemen

[NDA. GLB, Vol. 2, 1799.] \_\_\_\_\_

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 17 July 1799

Begins with fresh breezes & pleasant weather employ'd beating to wind<sup>s</sup> *Ganges* & *Norfolk* in Comp<sup>y</sup> at 6 PM Antigua bore West 5 leagues

Middle part fresh breezes & cloudy

Deseada S S E 1/2 E 5 leagues

Latter part D<sup>o</sup> Wind & Weather & some rain

[Latitude Observed 16.39 N.]

[HS of Old Newbury, Mass., NDA photostat.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding  
United States Ship *Montezuma*, 17 July 1799

Light winds —

Saw a sail to windward —

Discovered 2 sail to windward standing for us — Prepared to receive them. The one proved to be his Majesty's Brig. *Pelican*, mounting 16, 32 Pound Carronades, & 2, 12 Pounders — the other a prize to her, taken, bound into Cape Francois —

[NA.]

To Captain Thomas Truxton, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 18th July 1799*

Captain TRUXTON

*New York*

SIR, By Letters from Speake I perceive that the *Richmond* is ready for Sea. I wish'd to have sent her Sailing orders to day but wait the arrival of tomorrows mail to ascertain whether young Talbot whom I intended should Command the *Richmond* has come to New York — The Vessel cannot wait for him and upon the whole I believe it will be better to let Speake continue his command this Cruize which will only be between 3 & 4 months — Surinam will be the destination of the *Richmond* — Speake informs me that he wants a Lieu<sup>t</sup>, you can supply him with one of your young ones, which I wish you would do —

I hear nothing from Boston to enable me to judge on what day the *Constitution* will sail, or under whose command —

I have the Honor to be —

[NDA. OSW, Vol. 2, 1799.]

To Captain Hugh G. Campbell, of U. S. R. C. Brig *Eagle*, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 18 July 1799*

Captain HUGH G. CAMPBELL

*Brig Eagle New Castle*

SIR — I cannot conceive the reason why I do not hear from you. I have ordered down Beef, Pork & Bread & your Sails, and have ordered the Lieu<sup>t</sup> to proceed with the 40 Men he has obtained for you — I do not doubt you will readily make up at New Castle, the residue & that you will be ready to sail on Sunday — I shall however delay till Monday sending on your cruising orders, but the moment you receive them, you must sail, and you must make your arrangements accordingly.

A Vessel is loading here with provisions for you to convoy to Saint Kitts — She will go down on Sunday — Have all your Accounts prepared to send up before you go —

I have the honor to be

[NDA. OSW, Vol. 2, 1799.]

To James S. Cox, President of Insurance Company of Pennsylvania, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 18 July 1799

JAMES S. COX Esquire

President Insurance Co — Pennsylvania

SIR I am honored with your letter of this day — I thank you for the intelligence it contains which however I cannot believe to be true — A French Privateer would have sunk Captain Macey & taken his Crew on board to prevent intelligence. This at least seems probable — I shall however act as if I was certain of the Intelligence — A Brig of 16 Guns at New York ready for Sea I have ordered to pursue this privateer without a moments delay and I have sent an Express after Captain Baker to do the same — The *Scammel* only got out of the Delaware two or three days ago — This perhaps might be the Vessel seen by Cap<sup>t</sup> Macey — Cap<sup>t</sup> Barry is on the Coast but is to the Southward, and I expect the *Constitution* must have left Boston for Norfolk 3 or 4 days ago —

I have the honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

To Lieutenant Josias M. Speake, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 18 July 1799

Lieu<sup>t</sup> Comm<sup>t</sup> JOSIAS M. SPEAKE

Brig *Richmond* N. York —

SIR Enclosed are the Instructions to govern your conduct on a Cruize — I did not intend to send them till tomorrow but I have this moment received information that there is a French Privateer on the Coast which spoke a vessel just arrived here to the Northward of Little Egg Harbour — You must sail instantly in pursuit of this Vessel — Gain information of her if you can from Vessels on the Coast and if you can hear tidings of her pursue her till you overtake & capture her — Should you be able to hear nothing you will then cruize off & on the Coast a few leagues from Land and sometimes near in Saint Marys our Southern extremity & thence back again to New York, taking care to scour the Coast well — When you get back to New York you will receive further Instructions.

I have the honor to be

Sir

[NDA. OSW, Vol. 2, 1799.]

To Lieutenant Josias M. Speake, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 18 July 1799

Lieu<sup>t</sup> Comm<sup>t</sup> SPEAKE

Brig *Richmond* N York —

SIR — I have received your Letter of the 17 Inst and have requested Mess<sup>rs</sup> J & E Wattson to advance you any sum not exceeding

One thousand Dollars which you will distribute among your Crew as you may think proper — I shall attend to your request that a remittance of Five hundred dollars be made to Alexandria — I have requested Captain Truxton to furnish you with a Lieu<sup>t</sup> which I expect he will do on your application —

I have the honor to be

Sir —

[NDA. OSW, Vol. 2, 1799.]

To Captain Hugh G. Campbell, of U. S. R. C. Brig *Eagle*, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department* 18 July 1799

Captain HUGH G. CAMPBELL

*Brig Eagle* — New Castle

SIR — I have this day received information that a French privateer of 16 Guns is on our Coast & the other day boarded a Schooner off Little Egg Harbour — I fear you are not in readiness to go in pursuit of this Vessel but wish you to be so as expeditiously as possible — Should you be prepared you will go in search of her immediately and cruize for three or four days — If in this time you hear nothing of her you will return into Port and complete your Equipment —

I have the honor to be

Sir

Your obe<sup>d</sup> Serv<sup>t</sup> —

[NDA. OSW, Vol. 2, 1799.]

To Captain Thomas Baker, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department* 18 July 1799

Captain THOMAS BAKER

*Ship Delaware* —

SIR I this moment hear that there is a French Schooner of 16. 6 Pounds on the Coast that two days ago she spoke a Vessel off Egg Harbour rather to the Northward of it — Use your utmost efforts to fall in with & Capture this Vessel — If you can hear of her pursue her till you overtake — If you can hear nothing of her after two or three days cruize, You will then proceed on your Voyage as heretofore directed — Loose not a moment in getting to Sea. The Vessels you were to convoy you can leave in the Delaware until you return —

I have the honor to be

Sir

Your obe<sup>d</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]



To Major Commandant William W. Burrows, U. S. Marine Corps, from First Lieutenant Dyre S. Wynkoop, U. S. Marine Corps

BARRACKS NEAR FORT MOULTRIE  
July 18, 1799

Maj: W. W. BURROWS

SIR After a very tedious passage of 25 days I have arrived at this place, where the men are pleasantly situated for the present; the frigate is not ready to receive them — the *S. Carolina* has sailed with L<sup>t</sup> Hall as also has the G<sup>l</sup> [*Pinckney*]: I have placed myself under the Command of Capt. Cross who commands the frigate. [*John Adams.*]

I have been obliged to buy provision upon the passage, which obliges me to give a draft upon you for 100 dollars, passage money to her. I have a little settled myself & men Shall write particularly.

I Shall be very much obliged for Orders how I am to act. Write by Land, as the Conveyance by water will be very long.

We suffered a great deal on the passage, *All Hands* on a Biscuit for the 24 hours.

The Baker in Ph<sup>t</sup> put up my bread hot: so that it spoiled in a few days & for which he ought not to be paid.

I am most respectfully

Yo: Ob: Servt:

DYRE S WYNKOOP  
*Lieut of Marines.*

Note

Fort Moultrie is on Sullivan's Island

D.S.W.

Note I got some provision of Capt. Platt, but as he can't let me know the price, shan't draw on you till he fixes the price.

D.S.W.

[MCA. LR, 1799.]

Extracts from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 18 July 1799

Begins with fresh breezes, & cloudy with rain

Squalls

at 7 P M Deseada bore S S E 5 leagues

Middle part D<sup>o</sup> Weather

at 8 A M Deseada bore South 2 leagues

Latter Part Squally; the *Ganges* & *Norfolk* in Comp<sup>t</sup>

[HS of Old Newbury, Mass., NDA photostat.]

To Captain Hugh G. Campbell, of U. S. R. C. Brig. *Eagle*, from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 19 July 1799

Captain HUGH G. CAMPBELL  
of the *Eagle* New Castle

SIR The alarm of the French Privateer proves to be without foundation — You will therefore proceed in preparing yourself for the West Indies — A Vessel with provisions to go under your convoy will be down by Sunday, by which time your Lieu<sup>t</sup> and the remaining

Men to be got here will join you & I hope you will then be ready to proceed on the Voyage —

I have the honor to be  
Sir — —

[NDA. OSW, Vol. 2, 1799.]

To Captain Thomas Baker, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*N Department 19 July 1799*

Captain THOMAS BAKER

*Ship Delaware —*

SIR By information received to day it appears that the account of a French Privateer on the Coast was a false alarm — You will then proceed agreeably to your orders before received without going after the French Privateer, But as there is a Vessel loaded here to go to Cap<sup>t</sup> Tingey on public Account, You may remain at New Castle, should this Letter find you there until you are joined by the Provision Vessel which will be tomorrow or next day — This Vessel you must take under your convoy and see her safe to Dominica or S<sup>t</sup> Kitts at whichever place you may meet with Cap Tingey —

I am Sir

[NDA. OSW, Vol. 2, 1799.]

To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 19th July 1799*

Captain THOMAS TRUXTON

SIR Enclosed I send copy of Speaks Sailing orders — I wrote him yesterday to proceed after a Privateer which it was reported had been seen near Egg Harbour It turns out to be a false alarm — If he has proceeded after spending a few days after the Privateer, he was ordered to Saint Marys and back and in any event it is probable you will fall in with him, In which case you will direct him how to proceed to give most satisfaction to the Southern People, who are alarmed tho without reason —

I have ordered to be sent you four [space] Wynkoops Ventilators which may be useful in clearing your Ship of foul Air. Barry speaks well of them but in large Ships they are said to require the aid of manual Labour.

I have the Honor to be Sir

[NDA. OSW, Vol. 2, 1799.]

To Officer Commanding U. S. Frigate *Constellation* in the absence of Captain Thomas Truxtun U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 19 July 1799*

*The Officer Commanding the Frigate Constellation in the absence of Captain Truxtun —*

Sir . . . I this morning received a Letter from New York of which the following is an Extract

“Our Health Physician represented to me that an infectious disease brought from the West Indies has existed and still exists on board the Frigate *Constellation* — that the Lieu<sup>t</sup> who commands in the absence of Captain Truxton disregards all the Quarantine Laws and keeps open a free communication with his Vessel, thereby exposing the health of the Citizens — He is a man of warm temper & may colour strongly but his statement is probably not without foundation. The intention is not that this go to you as Complaint but as the ground of some Instructions to the Commander to acquiesce in the necessary precautions.” —

I sincerely hope, this representation has no foundation in fact — It would be extremely mortifying that the health of any City should be endangered by Navy Officers under any circumstances, more particularly so when it is done in violation of the Laws and the President strictly enjoins it on all the Officers of the Navy to pay the most scrupulous attention to the Health Law at every port where they may arrive —

I have the Honor to be

Sir

Y<sup>r</sup> obe<sup>d</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

To Lieutenant Josias M. Speake, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 19<sup>th</sup> July 1799

Lieut. JOSIAS M. SPEAKE

Brig *Richmond*

New York —

SIR I sent on yesterday the Instructions to govern your conduct on a cruise with a Letter directing you to proceed instantly after a French privateer which it was said had been spoken with near Egg Harbour — I find this was a false alarm — If therefore this should find you at New York instead of going in search of a Privateer about Egg Harbour, you will proceed from New York to Saint Marys river being our Southern Extremity, cruising off and on the Coast all the way for French privateers and shewing yourself off Charleston Harbour, off Savanna, off Saint Marys, just long enough to let it be known that you are on the coast — When you arrive at Saint Marys you will pursue & capture any French Vessels which you may understand have gone up that river should you hear of any such — From Saint Marys you will cruise back along the coast as far as the Chesapeake & thence back again to Saint Marys, and in this manner you will employ yourself until you fall in with the *Constellation* Commodore Truxton whose orders you will then pursue —

As to your pay you will be allowed 50 D<sup>rs</sup> p<sup>r</sup> month & one ration extra while you continue in the command of the *Richmond* This allowance will commence from March last when the Act of Congress passed increasing the pay of Officers under particular Circumstances —

I have the honor to be

Sir

Y<sup>r</sup> obe<sup>d</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

To Captain Thomas Tingey, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 19 July 1799

Captain THOMAS TINGEY

West Indies —

SIR The *Delaware* has been so long detained, that I expect she will take under her convoy a provision Vessel bill of Lading & Invoice enclosed in another Letter — If any articles now sent be likely to spoil before they are wanted be pleased to direct them to be sold such as the Vessels do not immediately take on board you will have stored for future use — If this Vessel should go under convoy of the *Delaware* I shall not soon send another Vessel to join you, having no monies [?] to spare, but if the *Delaware* should be gone before this vessel can be got ready, in that case I shall send her under convoy of the *Eagle* — Cap<sup>t</sup> Campbell with orders to join you, but in this last event you must send the *Delaware* if you judge you can spare her which I hope may be the case to Surinam to join the *Portsmouth* M<sup>r</sup>Niell

You can order the *Delaware* to make for Cayenne & cruize down to Surinam — This you will understand is to be only in the event of your being joined by the *Eagle* & not then unless you can safely spare her —

I have the Honor to be

Sir —

[NDA. OSW, Vol. 2, 1799.]

To General Alexander Hamilton, New York, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 19 July 1799

General HAMILTON

New York —

DEAR SIR I have directed the Commanding Officer of the *Constellation* to conform strictly to the health Regulations of the City — I shall deem it unpardonable conduct if he has not already done so — I very much fear that Talbot after all will not go out in the *Constitution* or if he should that Truxton will quit the Service — This avarice of Rank in the infancy of our Service is the Devil — What think you of an early introduction of this principle in the Navy Service — I presume not to meddle with the Land — That the President may appoint if he pleases a Lieu<sup>t</sup> to Command the oldest Captains on any particular Enterprize — I ask not this in Levity but for your serious opinion — I have thought for some time of getting Truxton & some other Cap<sup>t</sup> of most understanding to go on a Cruize under the Command of a younger officer — Something like this or the British practice of laying by indifferent men on half pay must be adopted — or the best concerted plans will be ruined in the Execution.

I have the Honor to be

D<sup>r</sup> Sir

[NDA. GLB, Vol. 2, 1799.]

[19 and 22 July 1799]

Protest of L. Stephenson, Captain of the Schooner *Sally* concerning her captures by French Privateers *Republicaine*, *Quane Vengeaur*, and *Furieux*, and British Schooner *Lord St. Vincent*

By this Public Instrument of Protest be it made known & manifest unto all whom these presents shall come or may in any wise concern that on the 17 day of August on the Year of our Lord 1799 & of the Independance of the U. S. of America the twenty fourth before me Joseph Yznardy Pro-Consul for said U. S. personally appear'd Luther Stephenson Master Ahubel Cunningham Mate, Ebenezer Briant Seaman & Sharp Coloman Cook belonging to the American Schooner *Sally* of Boston (the property of Mess<sup>rs</sup> Cobb Boardman & Sawyer of said City) who being duly sworn according to law each speaking for himself jointly & severally Declare in manner & to the effect following (that is to say)

That they the appearers & Deponents sailed in & with the said Schooner *Sally* from Boston on thursday the 23 day of May last with a cargo of staves, Rice, Pork, Beef & Cocoa bound for Cadiz, that said Schooner was then light staunch & strong & well & sufficiently equipped & provided in all respects for the performance of the said Voyage on which they proceeded with various Winds & weather until friday the 19 July when in the morning of said day they made the land in the Latt<sup>h</sup> of Cadiz & at midday discovered two privateers on their weather beam pulling down on them with their sweeps (it being nearly calm) hoist their colors & fired a gun which they returned & after exchanging several shots & finding it impossible either to resist or escape hauld their Colors & struck to them that the people of said Privateers came on board to the number of eleven armed men taking forcible possession of the Vessel & papers & directed their course for S<sup>t</sup> Lucar, said privateers proved to be the *Republican* of two twelve & four four pounders & the *Quane Vengeaur* of equal force — Three hours after the Schooner *Lord S<sup>t</sup> Vincent* belonging to Lord S<sup>t</sup> Vincent fleet retook them & took all the french except the Prize Master out & put on board a new prize Master & Dispatches for Lord S<sup>t</sup> Vincent & orders to proceed to Gibralt<sup>r</sup> That on the morning of the 20<sup>th</sup> of the same month off the mouth of the Streights they experienced a gale of Wind to the Eastward which prevented their making any progress on the intended rout but obliged them to close reef their Canvas — falling to leeward. On the 21<sup>st</sup> Cape Trafalgar bore E.S.E. distant 4 leagues saw 5 Privateers chase a bark out of the streights & captured her just to Windward of them, they gave chase & seeing no hopes of escaping they stood down for four Spanish frigates (that were laying off & on) for protection & kept alongside of them until dark the Privateers not attempting to capture them under the lee of said frigates but stood in Shore the latter part of this day there was moderate breezes to the S.W. & stood for the mouth of the Streights again —

On the 22 at 6 P. M. (Cape Trafalgar bearing south 3 leagues) the french Privateer called the *Furieux* of 6 Guns & 30 Men pulled down on them with her sweeps (it being nearly calm) & commenced a cannonade with her two bow Guns which she kept up for half an hour the Deponents keeping on their course having little or no Wind but not seeing the most distant prospect of resisting so superior

a force or escaping hauld down their Colors when they immediately took possession of the aforesaid Schooner *Sally* & papers in a forcible & unlawful manner conducting her into the Port of Algeciras where they moord the said Schooner *Sally* — keeping the Cap<sup>n</sup> & crew prisoners until the 25 of the said month when they were taken on Shore before a Notary Publick & took their Declarations respecting the aforementioned particulars when said Luther Stephenson then & there regularly noted a protest as appears by the copy thereof in his possession & the papers of said Vessel being sent to the french Consulate of this City for investigation & decision of the legality of the Prize said Stephenson came here to presence & inspect the business when Vessel & Cargo was condemned by said french Consul as per copy of the Sentence delivered the Cap<sup>n</sup> against which Sentence he wish'd to appeal to the Superior Tribunal at Nantes but in consequence of said Schooner being armed, an appeal would not be admitted by said Consul. In consequence of all which they the appearers & deponents do hereby for themselves & all others interested or concern'd in said Schooner *Sally* & Cargo Protest in the most ample & extensive manner & by these presents doth Solemnly Protest against the sundry french Privateers their Captains & owners & against the french Consul & french Republic for the Sentence given & not admitting the appeal & against all others whom it doth or may directly or indirectly concern for all damages losses detentions &c<sup>a</sup> sustained or that hereafter may be sustained by them & all others Interested or concerned in said Schooner & Cargo & also against the incidents of the Sea previous to their Capture declaring that nothing on their part or remainder of the Crew was omitted for the preservation of both Vessel & Cargo & the appearers make this declaration & protest to evince the premises to serve & avail in time & place convenient & for remedy & redress in due course of law reserving always the liberty of extending this protest in case of need —

This done Sworn Declared & protested in my presence day & year first written —

Sign'd	{	L. STEPHENSON
		SHUBEL CANNINGHAM
		EBENEZER BRIANT
		his
		SHARP × COLIMAN
		mark

I Joseph Yznardy Pro Consul aforesaid —

Do hereby Certify that the foregoing is a true & faithful Copy of its original Register'd in the Consular Book of this office & the Signatures annexed said Original of L. Stephenson Shubel Cunningham Ebenezer Briant & Sharp Coleman are respectively their true & lawful ones —

In Testimony whereof I hereunto set my hand & Affix the Consular Seal of my Office in Cadiz this 7 day of September 1799 & of the Independence of the U. S. the Twenty fourth —

JOSEF YZNARDY

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 19 July 1799

Begins with Cloudy Squally weather

at 1 P M the *Norfolk* Carried away her M Topmast, Tack<sup>d</sup> to the North<sup>d</sup> & bore down to her the Cap<sup>t</sup> went onboard to see if they wanted any assistance at 2 the Cap<sup>t</sup> return'd, hall'd to the South<sup>d</sup> the *Ganges* & *Norfolk* in Comp<sup>y</sup> at 6 Deseda bore S b W  $\frac{1}{2}$  W Dist 4 leagues. Mid. part steady breezes & cloudy

at 8 A M saw Dominico bearing West 10 leagues, boarded the Sch<sup>r</sup> *Sally* of Plymouth, from Savannah bound to Martinico 36 days out Enock Randall Master —

Latter part pleasant

[HS of Old Newbury, Mass., NDA photostat.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding United States Ship *Montezuma*, 19 July 1799

Gentle gales —

Saw a schooner coming out from under the land of Heneaga — which had every appearance of a Privateer Gave chace, but the wind favouring her, could not bring our guns to bear. Hove to, waiting for the convoy. Seeing the Privateer come to anchor under the Island, and the wind favouring us made sail for her. She came out to us after seeing it impossible to evade us. She proved to be the British Cruiser *Favourtie*, from New Providence.

Saw Acklins Keys bearing N $\frac{1}{2}$  E. 5 leagues distant —

[NA.]

To Secretary of the Navy from President John Adams

QUINCY July 20<sup>th</sup> 1799

SIR I have received your two favors of the 13<sup>th</sup> & 15<sup>th</sup> & thank you for the very satisfactory information you give me of our naval affairs, & your plans for future operations, which appear to me to be very judicious. I return Capt. Tingey's letters, which I esteem very much, & agree in wishing his commission was of an earlier date.

My resolution is irrevocable, that Talbot shall go in the *Constitution*. All things are settled, and nothing but contrary winds have prevented his being at sea from last monday. Beale & Knox stay at home — Hull Hamilton, Collins & Boss are the four lieutenants. — In point of merit & services there is not an officer in our Navy, who can bear any comparison with Talbot, as I will ere long convince you.

SECRETARY OF THE NAVY

[NDA Photostat.]

To Captain John Barry, U. S. Navy, from John Leamy [?]

PHILADELPHIA July 20<sup>th</sup> 1799

DEAR SIR Herewith I hand you a letter from M<sup>r</sup> Barry & at same time have the pleasure to inform you your Family are all well. — Since your departure Cap<sup>t</sup> Nicholson has been here & called upon me

with a Certificate from his Frigates Agent stating the value of his Prize, w<sup>h</sup> I shewed him amounted within very few Pounds of your Prize in w<sup>h</sup> he claimed a part & thus the business will ballance — He is gone to Maryland & on his return I shall give him a Certificate accordingly. Cap<sup>t</sup> Truxton has allso been here & is returned to New York — It is reported 50 or 60 of his men have been taken down with a Prison Fever & landed on Staten Island where they are recovering. I understand he is to Command in the West Indies & that you with the *Constitution* & others are going to the Coast of Europe, I therefore conclude you will not touch at Teneriffe or I would send a letter for my worthy Friend James Barry Esq<sup>r</sup>— You will no doubt have heard of the French, Spanish & British Fleets having entered the Mediterranean where serious work must be expected. —

I have the satisfaction to inform you of the safe arrival yesterday of my ship, *John* from the River of Plate full loaded & all in good health — being what occurs worth communicating I beg to hear from you before your departure, meantime I sincerely wish you health & a successfull Cruise & am truly

Dear Sir! Your most ob<sup>t</sup> & hble S<sup>t</sup>

JOHN LEAMY [?]

[Barry P. Barnes Col. NHSC, NYHS.]

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To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20 July 1799

THOMAS TRUXTON Esq<sup>r</sup>  
Com<sup>d</sup> of Frigate *Con-*  
*stellation* New York —

D<sup>r</sup> SIR I am honored with your Letter of the 19<sup>th</sup> — The difficulty with respect to the *Insurgente* men receiving Prize Money did not originate with me — I knew nothing about it until M<sup>r</sup> Biddle told me Judge Peters had so determined I will see M<sup>r</sup> Biddle and do all I can to get the Business settled right — I will attend to your observation, about the Ship at New York — I sent you on yesterday 4 of Wynkoops Ventilators — I wish to have your opinion early whether they are usefull. I understand they require in Large Ships the aid of Manual Labor — M<sup>r</sup> Watson if I understand him right has bought 8-32 pound Carronades perhaps they will suit you better than the 24<sup>r</sup> but if suitable shot is not to be had at N York they cannot be had here without having them made which will take too much time — I wish young Talbot had arrived in time to take the *Richmond* — that Speake might have been sent to Barron — This however can be done on the return of the *Richmond* to New York

I bought carriages with the 24 lbs Carronades at New York. Would not those carriages answer —

I have yet heard nothing further from Boston respecting the *Constitution* —

I have the honor to be Sir —

[NDA. OSW, Vol. 2, 1799.]



To Captain Joseph Brown, of the Brig *Fame*, from Secretary of the Navy

[PHILADELPHIA]

Captain JOSEPH BROWN *Navy Department 20 July 1799*  
of Brig *Fame* —

SIR You will proceed down to New Castle and from thence with the Vessels which are to be convoyed by the *Delaware* Captain Baker or if they should have left New Castle follow them to Old Kiln Roads where you will put yourself under the convoy of the *Delaware* for Dominica or St Kitts.

You will please to deliver the Letter directed to Capt Baker & the two for Cap<sup>t</sup> Tingey to Capt Baker —

I am Sir —

[NDA. OSW, Vol. 2, 1799.]

To Captain Thomas Baker, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Capt THOMAS BAKER *Navy Department 20 July 1799*  
Ship *Delaware*

SIR The Brig *Fame* Captain [Joseph] Brown is loaded with provision for our Vessels in the West Indies She is to discharge at Prince Ruperts Bay should our Vessels be in that harbour which you will be able to discover without going in — Not finding them there you are to proceed direct to St Kitts where the Vessel in that case will discharge her Cargo and M<sup>r</sup> D Clarkson of Bassatere will receive it Should not Capt. Tingey be in that port to direct otherwise Make no delay —

Wishing you health and Success,

I am Sir

[NDA. OSW, Vol. 2, 1799.]

To Secretary of State from Benjamin Hammell Phillips, U. S. Consul at Curacao

CURACAO 20<sup>th</sup> July 1799

The SEC<sup>y</sup> OF STATE, FOR THE U. S. OF AMERICA

*At Philadelphia.*

SIR. Since my last, I have had the Honor to receive your favor of the 17<sup>th</sup> May Via N York, with a copy of yours of 21<sup>st</sup> June 1799 — I am very happy that my letters have been received, & that you have communicated to the Sec<sup>y</sup> of the Navy such parts of mine of the 13<sup>th</sup> March as I hope will induce him to order some vessels on this Station. —

I am now under the necessity of communicating some very disagreeable circumstances to you, which together with the venality & corruption of Government makes our situation in general very hazzardous — & mine particularly so —

On the 24<sup>th</sup> Ult<sup>o</sup> an affray took place, begun by Persons appearing as French Sailors, between them & some American Sailors at a Dance House, the latter were dancing & the former interrupted them, & stop'd the Music, Blows ensued, the A. Sailors were overpowered and retreated to communicate to their Countrymen, who

to the amount of 30 or 40 — sallied to seek for, & chastise the aggressors — & having come up with them and others the affair was resumed with great heat. — The place was contiguous to places of Entertainment where some A. Captains were, who went to bring away their people as they said, when a Guard of Armed Burgers (Guard National) apprehended about 20 American Officers & Sailors & carried them to Jail, but not One Frenchman! — The next day a Council was called by the Governor & sentence was passed, that the Officers shall pay 500 Dollars each, & the Sailors punished. —

On this occasion the Officers & some American Merchants addressed the Governm<sup>t</sup> & I remonstrated, copies of each I send you herewith The fine on the Officers has been enforced & paid, except in one instance, a poor Mate who w<sup>d</sup> not consent to have the money paid; for said he I am not able to pay it, or do I ever expect to be — & will not make myself a Slave, he remains in Jail — I have received no answer.

In my Letter of 7<sup>th</sup> Ult<sup>o</sup> I informed you that Three, the last three Privateers belonging here were taken, this was the case, but two others have been fitted out & one is now fitting, their force as to Guns is trifling but they carry 60 to 80 People, & have begun their Career, the Ground they now Cruise on is under the Lee of Bon-Air — & have a Watch placed on High Land, who makes a Signal when any Vessel approaches, when they run far enough to see whether it be proper to chace or not, if not, they return to Anchor, — The other ground is near to Aruba. — Some of our Cruisers could really be well employed as already recommended the loss by capture since my last is,

Schooner <i>Nautilus</i> bound from New-York to Curacoa, & taken within 3 Leagues of Bon-Air.....	D <sup>rs</sup> 30, 000
Sloop <i>Abigail</i> — bound from La Guayra to Alexandria taken near Isle Avis — Vessel & Cargo.....	18, 000
	48, 000

I send you a declaration made before me by those who survived of the *Nautilus's* Crew, The wounded Men are getting well fast except one, who I fear we shall lose, owing to a dreadful fracture in his head, & a disinclination of the patient to take medicine — Also a certificate signed by the most respectable Dutch Merchants respecting the Schooner *Trois Amis* — I preferred having the Signatures of Persons of their respectability, & who are well known in Holland, & I am persuaded that it will have weight there shou'd our Governm<sup>t</sup> make a serious point of this Vile & bloody Transaction.

The Cargo of the *Nautilus* & the *Abigail* are discharged & the former's Cargo advertized for Sale, altho' they are not Condemned —

The names of the Three pilot boats which I mentioned are

Schooner *Hawke* — Aranberg — of Baltimore

d<sup>o</sup> *Triumph* — Mather of Ditto

d<sup>o</sup> *Patriot* — Manning of Ditto

d<sup>o</sup> *Swallow* — Mather of Ditto. — all sold by

the different Captains to Henry Basden, a Burger of this place, they have been employed to Jacmel, — it is not in my power to throw any light on this Business, because it is transacted in his name tho' I am persuaded not for his account —

Permit me to intrude one observation, on the present mode of Arming as practised by the American Merchantmen & to say, that it is extremely erroneous, & I conceive merits the Interference of the Legislature, I seldom find more than 2 Men to a Gun, & in the late instances there were no small arms — The Privateers by no means depend on fighting at long shot, but always endeavour to board, are well supplied with suitable Weapons & are crowded with people — I therefore conclude that the Americans w<sup>d</sup> do well to meet them, if they cannot avoid it, in their own mode — of Fighting, & have their Vessels well protected with Boarding Nettings, they wou<sup>d</sup> then have some chance & w<sup>d</sup> not as in many cases, only supply the Enemy with Cannon &c<sup>e</sup>

I have the Honour to be most respectfully

Sir!

Your most Obed<sup>t</sup> Serv<sup>t</sup>

P S, I have just received the Register of the Schooner *Fair Play* of Baltimore who has been sold here, & I now inchose it — it is N<sup>o</sup> 147 — & dated Baltimore the 24<sup>th</sup> May 1799 —

O — with Register *Fairplay*

Per *Traveller*, Billups —

C Per Brig *Address*, Beverly. —

[SDA. French Spol. CA, Curacao, 1797–1801.]

To William Pennock, Navy Agent, Norfolk, Va., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20 July 1799

W<sup>m</sup> PENNOCK Esq<sup>t</sup>

Norfolk —

SIR I am honored with your Letter of the 13<sup>th</sup> — I like your activity but on many occasions you are too prompt — Why send provisions to the *Insurgente* before there is any person to estimate for them or to receive them — Your provisions have been sometimes complained of — The Purser ought to be on board when they are delivered to see to the quality — The *Insurgente* I presume has received her Water at Norfolk to avoid the expense of Sending it to Hampton.

If this is not the Case pray inform me the reason as I want to know how far the intolerable Expence of watering our Vessels at Hampton is unavoidable.

I see clearly if it cannot be avoided we shall be obliged to direct fewer Vessels to Norfolk — You say nothing about sending off the Brig. *Augusta* — What can detain her at Norfolk?

I have the honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

To James & Ebenezer Watson, Navy Agents, New York, from Secretary of Navy

[PHILADELPHIA]

Navy Department 20th July 1799

Mess<sup>rs</sup> JAMES & E. WATSON  
New York —

GENTLEMEN — I am glad to hear the Ship *Adams* will get out even if you should be attacked by the Fever — I really believe it has disappeared here tho I am afraid it may revive again — You have done very right with the Copper — Why are Carriages to be made for the Carronades for Cap<sup>tn</sup>. Truxton? — Would not those bought with the Carronades answer — I will thank you if you would give me a sketch of the Carronades Shot mentioning the quantity of each kind you will have on hand from my purchase and from yours after Captain Truxton is supplied —

I am making arrangements to send Shot to different places — also Guns and have not enough here —

I wish the *Constellation* may not remain too long in port for the Health of her Crew —

I have the Honor to be  
Gentlemen,

[NDA. GLB, Vol. 2, 1799.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 20 July 1799

Begins with moderate breezes and pleasant weather employ'd beating into Prince Ruperts bay in Comp<sup>y</sup> with the *Ganges & Norfolk* at 3 P M came too in 11 fath<sup>s</sup> water & Moor'd Ship

Middle part D<sup>o</sup> weather

Sent the Empty Water Casks onshore & fill<sup>d</sup> them

Latter part pleasant Employ'd Painting the Ship, & Sundry jobs &c

[HS of Old Newbury, Mass., NDA photostat.]

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Extract from Journal of Lieutenant John Mullowny, U. S. Navy, commanding United States Ship *Montezuma*, 20 July 1799

Weather Pleasant & winds light —

Bird Island bore N. N. E.  $\frac{1}{2}$  E Fortune Island S. S. E. about 4 leagues distant.

Saw Watlings Island —

[NA.]

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To Charles Biddle from Captain Thomas Truxton, U. S. Navy

NEW YORK 21<sup>st</sup> July 1799

DEAR SIR The Boatswain of the *Constellation* I had Discharged at S<sup>t</sup> Christophers previous to the Capture of the *L'Insurgente*, there will consequently be only Eight instead of Nine Shares in that class with the Lieu<sup>t</sup> of Marines Surgeon &c. of the Prize money arising from the *Insurgente*, but John Wilson was afterwards taken from the *Norfolk* and was Boatswain on board the *Constellation* at the capture

& recapture of all the other Vessels you have a list of namely *Union Diligente & Brothers* — So that in the above class there will be nine to devide, instead of Eight for all the other Vessels except *L'Insurgente*.

I am Your Obed<sup>t</sup>

Servant —

THOMAS TRUXTUN

CHARLES BIDDLE Esq<sup>t</sup>

[NHSC, NYHS.]

Extract from journal of Ship *Mary*, Captain Gamaliel Bradford, Sunday 21 July 1799

[Left Malaga 10th July — and arrived at Gib. 18th]

at 1 oC pm got under weigh at Gibraltar with wind at N. E. rigged out our spars and strung round our *magic circle*, stuffed our nettings, and got every thing clear for engaging as we had reason to expect to meet privateers in the gut — made all sail and stood over the Barbary side — 3 oC. sett in very foggy, and breeze increases — half past 4. saw Apes hill, but soon lost it again —

8. pm wind very fresh. reconed myself up with cape Spartel — wind continues fresh all night — 2 Am Wind starts. South latter part wind light — inclining S. Westly

[Observe in Latt 35.50 N.]

[Col. of G. and E. W. Bradford.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 21 July 1799

[Prince Rupert Bay, Dominica.] Begins with pleasant weather all hands on Ships duty, took onboard 32 Casks of water & 6 Cord of wood —

Middle Part light breezes & flying clouds at 6 A M unmoor'd Ship took onboard 6 Casks of water. all hands employ'd in getting Ready for Sea. at 11 A M got under way in Comp<sup>y</sup> with the *Ganges*, left the *Norfolk* to Repair —

Ends pleasant

[HS of Old Newbury, Mass., NDA photostat.]

To Secretary of the Navy from President John Adams

QUINCY July 22<sup>a</sup> 1799

SIR Inclosed is a recommendation from the Mayor & Alderman of New Haven, of David Phipps Esqr. to be a Captain in the navy. We shall not probably appoint more Captains till the Senate meets. I recommend to your consideration & enquiry, Samuel Tucker of Massachusetts as another candidate for the commission of Captain.

SECRETARY OF THE NAVY.

[NDA photostat.]

To Captain James Sever, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 22 July 1799

Captain JAMES SEVER —  
Portsmouth N Hampshire

SIR I am honored with your Letter of the 15 Inst. and am very glad to find that the Frigate is in so much forwardness — You were right to object to anchors unfit for the Frigate, what are still wanted of this article may be got from Ebenezar L Boyd of Boston who has some on hand belonging to the Public — They weigh 4500 Lbs — If M<sup>r</sup> Sheaffe or yourself will write to him to forward to you the number wanted it will be immediately done — Let me know how many you require — I can give no directions as to the manner of equipping the Ship — That must be left to your own Judgement — every thing essential must be had — unnecessary things avoided

I suppose she will stow water for 3 months & provisions for 6 months for 300 men — She ought to have provisions for at least six months and if she could take more it would be a desirable object — Water can be got any where yet she should have 3 months water and more if she can carry more with 6 months provisions — There are a number of Lieu<sup>t</sup> out of Employ at Boston, as soon as I know which of them go in the *Constitution* I will take measures for turning over some of them to your Ship & will send on one from the Southward who is said to be a very clever fellow — It will be well for you to look out for a good sailing Master — whoever you recommend shall be named to the President

There being but few Officers in the Navy from New Hampshire, I wish you would get half a dozen well educated sprightly young men from that State as Midshipmen — You can take at least 12 Midshipmen & more if you please but some of those already appointed will be sent to you —

I have the honor to be

Sir

Your ob<sup>d</sup> Ser.

I shall write you in a few days on the subject of recruiting men to assist in rigging the Ship.

[NDA. OSW, Vol. 2, 1799.]

To Major Commandant William W. Burrows, U. S. Marine Corps, from Second Lieutenant Edward Hall, (Junior), U. S. Marine Corps

NEW YORK July 22<sup>d</sup> 1799

Maj<sup>r</sup> W. W. BURROWS —

SIR I saw Cap<sup>n</sup> Speake of the *Richmond* yesterday, and enquired particularly the character of the Serjant. he says he is capable of his duty, but requires a person over him & as Lt. Williams is on board he is contented to keep him. he expressed much surpris at your ordering his effective Marines on shore, they were enured to the West Indies and always healthy he did not wish to interfere with your department or he would certainly have kept them on board. I shew him the paragraph in your letter which satisfied him. Inclosed you have the Doctors report of them Serj<sup>t</sup> O'Brien stole a Miniture picture belonging to Serj<sup>t</sup> Morrell & was detected.

Last Saturday I washed 14 Tents in Butter milk &c and believe it will have the desired affect, as they are almost as white as when they were new. Butter Milk is dear it took 58 $\frac{1}{2}$  Gallons to wash 14 tents which cost \$9.84 I can get more, but am afraid it is too expensive and shall wash the others in Soap Suds. Serjt Morrell is considerable in advance he wishes to know if he will not be allowed something for the Sword he has bought. I think he deserves it for he certainly did his duty when it was brok from the best information he killed Hubbs. The size, pay rolls &c will not be ready to forward by this day's mail. —

I forgot to mention that the Tents were full of Milldew spots so that it was impossible to wash them without dipping the whole in the milk which requires more than you anticipated.

The ship Carpenters complain of the guards being taken from the Frigates. I observed that as soon as in my power they should be replaced. They do not think the Frigate safe —

Your Obt. Sert.

EDW<sup>d</sup> HALL JUN<sup>r</sup>  
*Lieut. Marines*

I just received your of the 20<sup>th</sup> I told Lt. Clinch that I expected every day 20 men from Albany & if the *Constellation* would not sail in 5 or 6 days he could be supplied — that the public required 30 Men immeadeately at Boston he said Capt. Trexen expected the Marines were already on board and he had received orders that morning to call on me & take them on board. Lt. Williams was still more impotunate. My situation was embarrassing & I was affraid at the time of not acting right, but rest assured I did every thing to the best of my knowledge I have sent Serj<sup>t</sup> Morrell to look for a vessel going immedially to Norfolk if there is none I will send Marvin & Hindsdale who are the best to you, without delay. They can not enlist the drummer & fifer on board the *Richmond* shall I send Gay & Windes if I do I shall be without any myself.

EDW<sup>d</sup> HALL JUN  
*Lt. Marines*

[MCA. LR, 1799.]

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Extract from journal of Ship *Mary*, Captain Gamaliel Bradford,  
Monday, 22 July 1799

[from Gibraltar towards Boston]

Cloudy weather & light S W wind — Moderate all night

4 oC Am wind freshens and starts aft — set Stud<sup>s</sup> sails — 8 oC.

saw a sail on lee quarter, which come up fast —

10. saw a ship on weather bow. stand<sup>s</sup> N W

[Latt Obs<sup>d</sup> 35.58 N.]

[Col. of G. and E. W. Bradford.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy,  
commanding. Monday, 22 July 1799

Begins with moderate pleasant Weather at 6 P M the South Part of Dominico bore N E by E 3 leagues. Martinico S E 8 leagues took in top G<sup>t</sup> sails at 8 Reef<sup>d</sup> Topsails at 10 fell in with a fleet of American & English Merchantmen bound to S<sup>t</sup> Christophers —

Middle part moderate lying off & on S<sup>t</sup> Pierres. at 8 AM the Commodore went into S<sup>t</sup> Pierres & orderid us to proceed with the fleet, took a Sloop in tow. at Mer<sup>o</sup> Martinico bore E S E 5 leagues  
Latter part Moderate & pleasant

[HS of Old Newbury, Mass., NDA photostat.]

To Secretary of the Navy from President John Adams

QUINCY, 23 July, 1799.

SIR, — It always gives me pain, when I find myself obliged to differ in opinion from any of the heads of department; but, as our understandings are not always in our own power, every man must judge for himself. In the case of Captain Talbot, I am perfectly clear, in my own mind, that he has been a captain in the navy of the United States from the time of his appointment, in 1794, to this hour; that a legal title, and an estate in his office, was then vested in him; and that he has never been divested of either. The suspension of his pay and subsistence was no deprivation of his office, any more than shaking off the apples is cutting down the tree. The principle is well known, and established in a multitude of cases. Sequestration of the uses and profits of lands or tenements, by the acts of the legislature, is not a destruction of the title, or a divestment of the estate. Suspensions of the functions, are no deprivation of the offices. The Dukes of Norfolk, for ages, were disqualified to discharge their functions on account of their Catholic religion, yet they remained Dukes of Norfolk, and their titles and offices descended from generation to generation without any degradation of rank. President Washington made the distinction at the time, and, instead of discharging or dismissing Captain Talbot from his office, or annulling his appointment, only informed him that, in consequence of an act of Congress, his pay and subsistence must be suspended, or must cease for the present; but, at the same time, expressed his desire that he would still stand ready to engage again in the service when he should be called. Had President Washington continued in office, he might have given Talbot the command of a ship, and ordered him his pay and subsistence, without a fresh nomination to the Senate, and so might the successor to the office of President. Nothing can be inferred from my nomination of him, but my desire to give satisfaction to the Senate and the public. Had the Senate refused their advice and consent, I might have desisted from my intention of employing him; but the repetition of their consent is certainly no diminution of his title. But had Talbot been expressly dismissed, and his appointment annulled, for no fault, by President Washington, it would have made no alteration in my opinion. Talbot, upon being called into service again, ought to have his former rank, which he held under the same constitution of government, and in the same department of the public service.

Far be it from me to depreciate the merits, services, or talents of Captain Truxtun. I respect, I esteem, and, especially since his late glorious action, I love the man. His gallant behavior and splendid conquest of the *Insurgente* have won him laurels, which I hope he will live to wear for many years after I shall be no more. But this meritorious conduct makes no alteration in my judgment in the state of



this question. It is no more an argument for promoting him over Talbot, than it is for promoting him over the heads of Nicholson and Barry, which no man will advocate or propose. If he is to be promoted, as a reward for a great action, his promotion ought to be as impartial as possible to all other officers. One ought not to be singled out, as a victim to be slighted and wounded alone.

It is impossible to finish this letter, without saying something of talents, services, and general merit. In all these points, in my opinion, Talbot will not suffer by a comparison with any naval officer in the service. Delicate as this subject is, I must hint at a few particulars, which appear not to be sufficiently known. Exploits of twenty years' age in history are little attended to by the present generation. Talbot's talents and services in civil life, as a representative in Congress, as an agent for the liberation of our seamen in the West Indies, and even in fitting out our ships lately, are of very respectable character; but his services, last war, far outweigh all the services which were ever performed by Truxtun, to the United States, during his whole life. I should regret sincerely and extremely the loss of Captain Truxtun to the navy, and to the United States, and I confidently hope and believe he will not think of a resignation. But, if it must come to such a crisis, that I should be compelled to say which officer I would retain in the service, I should not hesitate a moment to say, it must be Talbot. Truxtun is a new man in the service of the United States. Talbot has served them very long.

There are two principles which produce a tenaciousness of rank. One is a sense of honor and consciousness of dignity, which cannot bear disgrace or degradation; the other is a selfish vanity and aspiring ambition, which is desirous of rising at any rate, and leaping over the heads of all others who are higher. Talbot is, in my opinion, undoubtedly in the first case, and I sincerely hope Truxtun will not prove himself in the last. Talbot cannot descend without disgrace, and loss of reputation, and confidence in the world. Truxtun stands on safe ground, and will lose no character or confidence by not rising. He has not even a colorable or plausible pretence for rising, whatever an unthinking, indiscriminating popularity may say. I will not be the dupe of that popularity.

I promised you some hints of Talbot's services. In May 1775, he was elected a captain of a company by the legislature of Rhode Island, when he raised a full company, and marched to the camp near Boston, where he continued until the enemy were driven away in 1776. He then marched with an army for New York; but upon his arrival at New London with the army, he was drafted with two hundred men to man Commodore Hopkins's squadron, which had just arrived there from a cruise. The draft was made to help the fleet, bound from New London to Newport, the better to defend the ships, in case they should fall in, as was expected, with two British twenty gun ships, cruising off Newport. The squadron arrived without seeing an enemy at Newport, when he left the fleet and embarked in a small vessel, with his soldiers, and landed in the city of New York.

In the course of the campaign of 1776, some fire ships were equipped at New York with the view of endeavoring to destroy the British fleet and army, lying then at a particular place. When they were ready for service, the Commander-in-chief sent for Talbot, and requested him to take charge of a combustible brig, to which he readily

consented, though it was considered so hazardous an undertaking that it was with great difficulty that others could be procured to command the rest. John Thomas, Talbot's ensign, followed his example, and took charge of a second, and was burned to death in the flames of his vessel. Talbot did not receive orders to execute the design of his ship, until three of the British ships of war moved up the North River, seven miles above the city. In the night preceding the battle of Haerlem, he received directions to run down upon the ships of war in the North River, and destroy them, if possible, which were promptly attempted to be put in execution an hour before daylight, by getting the fire ship under way, and running down and boarding the *Asia* on her starboard bow, when he set fire to her, and, with the greatest difficulty, made his escape through the flames into the boat, where his men had been placed to take him off. The fire ship was grappled to the *Asia* for some time; but, at length, by the activity, address, and intrepidity of British seamen, was disengaged, so that the *Asia* was not burned. But the attempt threw the ship's crew into such confusion, and alarmed them so much, that all the ships of war and their attendants in the North River cut and ran down to their old station, below the city. The morning after this, the battle of Haerlem was fought, and as the enemy had not those ships to cover their left flank, as had been intended, Washington gained the advantage of that day. After leaving the fire ship, Talbot made his escape to the Jersey shore in a boat, receiving the fire of all the ships as he passed them. In escaping through the flames, his clothes were all burned, and his body, too, to that degree that he did not see the light for fourteen days. Congress, on a representation of this service, thought proper to grant him a commission as major in the army of the United States, and to make him a grant of a sum of money as a compensation for the clothes which were burned on his back. Rapid promotions and splendid rewards were not so easily obtained in those days, you see, as they have been in some instances of late years.

At the latter end of the siege of Fort Mifflin, on Mud Island, which was always allowed to have been well defended, Talbot was second in command, and, in the afternoon previous to the evening of its evacuation, when the cannonade and fire of musketry were very severe, he received a musket ball through his left wrist, the pain of which must have been to most men insupportable; he bound it up, and continued at his post till sunset, when he was shot down by another ball, which entered near his left hip, and yet remains in his left groin.

In 1778, at the battle of Rhode Island, under General Sullivan, he commanded in the light advanced corps, and commenced the action of that day in person; and such was his conduct during the battle, and activity in procuring boats for landing the army on the island, previous to the battle, that Sullivan mentioned him very honorably to Congress in the communication of the events of that expedition.

In the same year, after the expedition before alluded to, the British stationed a large galley in the passage between Rhode Island and the main, mounting eight twelve-pounders, which cannon had been taken out of the *Flora* frigate, that was sunk in the harbor, and were marked with her name. As this galley totally stopped all supplies for the army by water, and prevented all our navigation from Providence

and Taunton rivers, which was very considerable, and annoyed all vessels bound to those places, Talbot determined to remove her, if possible, and accordingly requested of General Sullivan, who commanded the army, fifty men to be drafted for the purpose. The General, after some hesitation, complied. Talbot embarked these on board a small sloop at Providence, called the *Hawk*, which mounted only two three-pounders, cut away the boarding nettings, drove the enemy from their quarters, and took possession, sword in hand, of the galley, which was commanded by a British lieutenant of the navy with forty-eight men. After this, Talbot weighed her anchors, ran out of the harbor, and carried her safe to Connecticut, where he landed the prisoners before dark the next day. For this service, the legislature of Rhode Island passed a law that a sword should be presented to him at the expense of that State, and Congress thought proper, as a reward for the same service, to promote him to the rank, and to give him a commission, of Lieutenant-Colonel in the service of the United States. The British never posted any other armed vessel in the passage, which remained open and free ever after.

Some time after this, Talbot made arrangements, and sailed twice from Providence with three hundred men, on board a large merchant ship, mounted on a stage above her deck, for the purpose of boarding a sixty-four gun ship, that lay in the bay. But the wind at both times failed him, and it became so calm that he was obliged to return without effecting his purpose. As the enemy always got information of his movements, they were, after this, so much afraid of being boarded, that they took a regiment on board from the Island, and kept them until they learned that his plan was laid aside.

In 1779, Congress directed General Gates, who succeeded General Sullivan, to provide an armed vessel for the protection of the bays and coast about Rhode Island. Accordingly, a sloop was equipped, name the *Argo*, mounting ten six-pounders; but as this sloop, when equipped, could not be manned, General Gates requested Talbot to take the command of her, as he was at that time popular with the seamen. At first he declined, because the command of a small sloop was not equal to that which a lieutenant-colonel ought to expect. But he was, at length, prevailed on by the General, as it was desirable to have the sloop manned. General Gates can certify the most important services performed by the *Argo*, while under his command. The number of cannon which he took in the several prizes, is said to have amounted to ninety-six, twenty of them twelve-pounders, the rest sixes and fours. Some of the privateers he took were double his own force, and all of them of superior force. In a battle fought with the privateer ship *Dragon*, of fourteen guns, which continued four hours and a half, with great vigor on both sides, the ship did not surrender until her mainmast was shot away just above the deck, and tumbled into the sea. In this battle he had twenty-one men killed and wounded, and, when the enemy surrendered, the *Argo* was on the point of sinking, the water in her hold being above the gun-room floor.

Congress, as a reward for his services in this action, and five others, fought in the *Argo*, some of them not much less severe, thought proper to appoint him a captain in the navy; for, while he commanded the *Argo*, he was furnished with no other than a lieutenant-colonel's commission. Thus I have given some intimations of the

principles and facts, which I have taken pains to collect, on which I have acted in giving Talbot a commission, to take rank from the day of his appointment as a captain in the navy, in 1794, which words, here underscored, I pray you to insert in his commission in your office, as they are the only alteration I have made in it.

After all, human events are all uncertain. Truxtun may resign, which I sincerely hope he will not, and, upon my honor, I think he ought not, and Talbot may be unfortunate; consequent censures will, probably, be freely cast upon me. I am prepared to meet them, let them come as thick as they may. However I may regret them, I shall never repent of the measure that produced them, because it has been the result of mature deliberation, impartial consideration of the whole subject, and conscientious opinion that it is right.

After a detention of nine days by contrary winds, the *Constitution* took the advantage of a brisk breeze, and went out of the harbor and out of sight this forenoon, making a beautiful and noble figure amidst the joy and good wishes of many thousands of good federalists.

I have the honor, &c.

JOHN ADAMS.

P. S. Although this letter is committed to your discretion, prudence will dictate that some parts of it be considered as confidential.

[N R & L, Adams, Vol. VIII, pp 669-675.]

[23 July 1799]

To Surgeon Isaac Henry, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

Copy

SIR I am convinced that if we could once get to Sea — our Men would recover fast — What says Doctor Bayly and what is your own Opinion — I am sorry for M<sup>r</sup> Morgan's indisposition particularly as we want his services on board. —

I hope the fever is nothing more, than what we had last July with the new Crew: but since you returned from Phil<sup>a</sup> you have been silent in discribing it.

The Ship is at a great expence lying in port and as soon, as I have the carriages fitted, for the upper deck guns &c — I hope the state of the sick, will enable us to go to Sea — Mean time the convalescents must be fed with greens and fresh meats as well as the sick on shore. —

I am Sir,

Your obt Serv<sup>t</sup>

THOMAS TRUXTUN

N. Y. 23<sup>d</sup> July 1799.

Doctor HENRY

[NDA. Area 7, original at Manassas Battlefield Park.]

To Major Commandant William W. Burrows, U. S. Marine Corps, from Second Lieutenant John Claypoole, U. S. Marine Corps

NORFOLK, July 23<sup>d</sup> 1799.

SIR, In compliance with the orders I last had the honour to receive from you, I repaired immediately to this place in order to relieve Lt.

Harwood. When I arrived at Alexandria I found the Marines which you ordered me to bring from there had already been sent on board the *Baltimore*, and I was obliged to repair the rest of the way by land, there being no passage to be had by water for several days to come, which subjected me to a very considerable expence, as you informed me the Ship would positively sail the 20th. I now learn that she will not be ready for Sea these two months to come. I hope, Sir, you will refund me the expence of the journey, as I cannot well spare the money, and am now obliged to remain here so long as the Ship will be refitting, upon very extravagant charges, and at a great distance from all my friends.

There are 19 Marines on board the *Baltimore*, one of whom has had his arm disjointed, and cut in consequence of a blow he received from the former Sailing master. He is entirely unfit for service. You will please to let me know what is to be done with him.

I have the honor to remain

Your ob. Servant

JOHN CLAYPOOLE  
Lieut. Marines

W. W. BURROWS, Esq.,  
Major Commandant  
of the Marine Corps  
Philadelphia

[MCA. LR, 1799.]

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Extract from Log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 23 July 1799

Moderate breezes and cloudy, employd working up Junk, Sent the pinnace on the watering service at 6 Lighted the small Bower found the Anchor clear and came too with the Same Anchor at half past 6 the pinnace returnd with 12 small gang cask of water

At AM fresh breezes from S W by W, veerd to a third of a cable Ships draft of water forward 21 feet 6½ Inches, Aaft 22 feet 11½ Inches — At 12 Midnight moderate breezes & clear. A M Moderate Wind at W S W at 2 Weighd and made sail down the harbour at Daylight the wind became very light and variable lowrd down the topsails and came too with the best bower, employd cleansing ship

At 7 fresh breezes from W S W Sent the pinnace on the water<sup>s</sup> service. Discharged M<sup>r</sup> Dillaways boat which attended the *Constitution* 69 days between the 15<sup>th</sup> of May and the 23<sup>d</sup> of July 1799

At 10 a light breeze sprung up from W S W at 11 Shortn<sup>d</sup> in the cable. At half past 11 Wieghd and made sail down the harbour. at three quarters past 11 came through the Narrows. Employd running down the harbour.

At 12 Came by the light house shortnd sail and brought too ships head to the Eastward, waiting for the pilot boat to come up alongside

At 12 fresh breezes from S W by W

Lying at Single Anchor one mile below the Castle and Coming out to Sea

[NHSC. NYHS.]

Extract from journal of Ship *Mary*, Captain Gamaliel Bradford,  
Tuesday, 23 July 1799

Light winds — a ship astern in chase of us. at noon fired two guns to leward — keeps over hauling us & at 2 pm fired a shot — from 3 to 5 pm she fired a number of shot. some of which reached over us. 5 pm tack ship and meet the boat sent by the ship — find her to be the English Sloop of war *Cormorant* — hove to for her — went on board show'd my papers, and returned & made sail to S.W. — she tack'd & stood N.ward. the other ship bearing W. about a league shew American colors — at 6 Am saw two other sail. one to S.E. the other N.W. —

[Latt Obs<sup>d</sup> 35.17 N.]

[Col. of G. and E. W. Bradford.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 23 July 1799.

Begins with moderate breezes & pleasant weather at 3 P M saw a Brig to wind<sup>d</sup> at 1/2 past 4 Spoke her, from Martinico bound to Turk's Island — James Hopper Master, took her under Convoy, at 6 Dominico Bore N E 12 leagues

Middle part fresh breezes & clear the Brig & 2 Sloops under Convoy

Latter part fresh Breezes & clear weather the Sloop in tow — hall'd close on the wind to the North<sup>d</sup>

[Latitude Observed 16.42 North]

[HS of Old Newbury, Mass., NDA photostat.]

To Stephen Higginson & Company, Navy Agents, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 24<sup>th</sup> July 1799*

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>

*Boston —*

GENTLEMEN, I am honored with your Letter of the 18<sup>th</sup> and have directed a remittance to be made you of 30,000 Dollars — As to signal colours for the *Boston*, why were they not made at Boston? The description was sent — We are getting into the practice of furnishing the Bunting and letting the colours be made on board which saves Expence & trouble.

I have received no account of the *Augusta* having sailed from Norfolk. I am surprized that I have not as she was represented to be ready the day she was purchased — I fear the delay of the *Boston* will have exposed our Trade to S<sup>t</sup> Domingo to unnecessary hazard — The Captains must learn to do with less than the full complement of Men especially now when there seems to be no hope that they will meet with any thing able to fight them with half a Crew —

I have the Honor to be  
Gentlemen

[NDA. GLB, Vol. 2, 1799.]

To Nehemiah Hubbard, Navy Agent, Middletown, Conn., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 24 July 1799

NEHEMIAH HUBBARD Esq<sup>r</sup>  
Middletown Connecticut —

SIR I am much gratified by the information respecting the *Connecticut* contained in your Letter of the 22<sup>d</sup> Ins<sup>t</sup> and sincerely hope that no unforeseen obstacle will impede her progress down the river where there will be nothing to apprehend from shoals — You may settle with the officers for their pay and Subsistence calculating the ration at 28 Cents, up to the first day of August, from which time the Pursers of the ship will take their Accounts into his Hands — For the money so paid you will send the Officers receipts to the Accountant of this Department —

I transmit you the regulations of the Navy with the usual printed forms which you will please to deliver to Captain Tryon

I have the Honor to be

Sir Y<sup>r</sup> obe<sup>d</sup> Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

To John Bispham, Sheriff of Burlington, N. J., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 24th July 1799

JOHN BISPHAM Esq<sup>r</sup>  
Sheriff of Burlington County

SIR The ration which has [been] heretofore allowed to French Prisoners Consists of one pound Bread half a pound of meat and one pound of Potatoes, turnips or any other vegetable equally nutritive — This ration has been prescribed to the Marshalls who have charge of French Prisoners I have understood however that a larger allowance has been made to the Prisoners at Burlington. For what reason I know not — I have to request therefore that you will state to me with accuracy the component parts of the Ration you have heretofore issued and the price you have given for them at Burlington — Upon receiving this information I shall give you further instructions —

I have ascertained that M. Philip[s]on J<sup>r</sup> was an officer on board the *Tartuffe* captured by the *United States* — You will therefore permit him to go on Parole — You will grant the same priviledge to M<sup>r</sup> Dilcampze as Midshipman —

I am Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

To Major Commandant William W. Burrows, U. S. Marine Corps, from First Lieutenant Jonathan Church, U. S. Marine Corps

ON BOARD THE *Boston* July 24<sup>th</sup> 1799

Maj<sup>r</sup> BURROWS SIR — Yesterday Rec<sup>d</sup> Yours of 15th Immediately persuid the *Constitution* who had but Just got Underway, made my Demand for Marines to Capt Carmick, who gave information to Capt

Tolbort [Silas Talbot] and shew Your Letter to him — the Report was they were Considered, as being at sea, and that they had orders to Retain all their men from the President wick were on Board — I have only the Marines that march from Springfield with me, Except, Ew<sup>d</sup> McDonald who I have Apprehended since I Arive<sup>d</sup> at Boston as soon as opportunity will permit shall have him trye<sup>d</sup> and punish<sup>d</sup> — Likewise George Davis [?] who Deserted from the Brigg *General Pinkney* [*Pinckney*] 9th June — Dillever<sup>d</sup> Himself up to me July 1st — Says he Enlisted 30<sup>th</sup> Novm<sup>b</sup> Last Under Maj<sup>r</sup> Burrows at Phil<sup>d</sup> is 22 Years oald 58½ Inches high, Black Eyes, Black hair, Light Complection — he freely offer<sup>d</sup> Himself up to me as A deserter and Requested me to use my Influence with you Sir, that he might be pardoned Upon future good Behaviour. Captain Little will not Allow a Marine to Leave the Ship, of Course its Impossible to send those Music to N London as you Directed; all the Music are Ablidge<sup>d</sup> to do privates Duty — the ship sails 3 OClock this Afternoon as soone as Oppertunity will permit I will forward you on the Names of the 44 men with their Rect<sup>s</sup> of the \$2 advance<sup>d</sup> them

if Captain Carmic does Complain of the men being Ignorant (I suppose he means in the military Disappline) its not to be Wondere<sup>d</sup> at had Government Supplye<sup>d</sup> me with Armes I should have bin Very particular in Giving them information — but more Healthy, Sprightly Active, Young men According to the Number he Never Before saw —

My Acct<sup>s</sup> I hope Now will be Completed, they have made so much Trouble, it seames as if I ware willing to Sign my name to Almost Any thing — Mr Thompson informs me no Acc<sup>ts</sup> will be Allow<sup>d</sup> without A Voucher — its Utterly imposible to procure them in Every particular — where men in small detachment are Marching through the Country, its almost Imposible that Vouchers Can be procure<sup>d</sup> for Every Little Necessary Expendeture — its Hard the Officers Honour Cannot be a Suffitient Vouch<sup>r</sup> in this Instance

I hope Maj<sup>r</sup> Burrows will not forget I have not my Compliment of Marines

time will not Allow me to Enlarge

Adieu Dear Sir, may Health and Happiness Attend you — I hope soon you will have the Agreeable Information of Hearing that the *Boston* of 32 Guns has taken a French 44 —

Your's as Ever with Respect

JON<sup>a</sup> CHURCH  
*Lieut Marines*



[1 June and 24 July 1799]

Sales of Schooners *Louis* and *Syren*, Prizes of U. S. Frigate *Constellation*

Prizes of the *Constellation* Cap<sup>t</sup> Tho<sup>s</sup> Truxtun —

1799		St Kitts	
June 1.	Schooner <i>Louis</i> & Cargoe . . .	£1185. 9. 7	
	Sales	68. 5	
	Charges		
		<hr/>	
		£1117. 4. 7	\$2, 708. 43
July 24	Schooner <i>Syren</i>	£630.	
	Sales	34. 2	
	Charges		
		<hr/>	
	N <sup>t</sup> proceeds	£595. 18.	\$1444. 60
			<hr/>
	Captors one Moiety-----		\$4, 153. 03
			2, 076. 51½
	U. States d <sup>o</sup> -----		<hr/>
			\$2, 076. 51½

CHARLES BIDDLE Esq  
Agent of Capt Truxtun Philad<sup>a</sup>

[NDA. XZ. *Constellation*.]

Extract from log of U. S. Frigate *Constitution*. Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 24 July 1799

Moderate breezes and Cloudy Lying too one mile without the light house. at half p<sup>t</sup> 2 filld and made sail and Stood down Boston Bay.

At 4 Boston light house W by N 12 miles, discharged the pilot and M<sup>r</sup> William Dillaways boat. Returnd the Ships launch to the Navy Agent. Employd stowing the Anchors. at 5 saw Cape cod bearing S by W 5 leagues at 6 in 3<sup>d</sup> reef in the Topsails. at 7 Took our departure from Cape Cod bearing S W ½ S 5 leagues. at 8 fresh breezes and Cloudy

At 12 Moderate breezes and foggy made and Shortn'd sail as occasion requird

At 4 Moderate breezes and a heavy fogg

At 7 out 3<sup>d</sup> reef of the Topsails and set Top Gall<sup>s</sup> Sails Lost a logline containing three lines, employd working up Junk. Shook Eight empty bread cask to make room between decks. At 12 Moderate breezes and cloudy Sounded with 70 fathoms of line. No Ground Supposed to be on the North part of Georges Bank

[Latitude Observed 42.13 North]

[NHSC, NYHS.]

Extract from journal of Ship *Mary*, Captain Gamaliel Bradford, Wednesday, 24 July 1799

Moderate winds — half past 3 pm saw a ship a head — stand<sup>s</sup> for us — we keep off S. S. W. one hour — as she keeps her course Eward we haul up, S. W. then W. S. W. & West —

latter part light winds and cloudy —

[Latt Obs<sup>d</sup> 34.46 N.]

[Col. of G. and E. W. Bradford.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 24 July 1799

These 24 hours begin with fresh breezes & flying clouds at 1 P M Cast off the Sloop Bore away & spoke the Brig — & made sail at 3 P M Saw Nevis bearing N E dist 7 leagues shorten'd sail for the brig to come up at 6 S<sup>t</sup> Christophers bore N by E 6 leagues Reef'd the T Sails —

Middle part moderate & pleasant at 3 A M hove too off Bassterre at 6 came too in 7 fath<sup>s</sup> water — a large fleet in sight. at Mer<sup>dn</sup> the *Ganges* & *Norfolk* came too & Number of American & English Mercht<sup>n</sup> Ends Pleasant

[HS of Old Newbury, Mass., NDA photostat.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding United States Ship *Montezuma*, 24 July 1799

Both wind and weather agreeable —

At 7 A. M. Saw a Ship on our larboard bow —

Bore away to speak her — She proved to be the Ship *Anna* of N. York bound to Norfolk —

Wind fresh, with a heavy Swell —

[NA.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Department 25<sup>th</sup> July 1799.

JOHN ADAMS Esq<sup>r</sup>

President of the United States

SIR Having no certainty that the *Constitution* has yet left Boston, I fear it will be too late to prosecute to the Extent contemplated, the Enterprize to Europe, without, breaking in too much upon the time, the Vessels may be employed in the West Indies in pursuits of an object attainable and of the highest importance, the Security of our Trade to the West Indies & Spanish & Dutch America —

It is probable that as the *Constitution* will have to take in a Bow-sprit at Norfolk, the two vessels will be able to sail from thence before the 15 August — They may safely operate in the West Indies by the 15 October & the intermediate time is too short for a Voyage to the Coast of Spain &<sup>e</sup> — I therefore contemplate to direct Barry & Talbot to proceed only [on] a Cruize to the Western Isles, Madeira & Teneriffe and to leave out the two latter places if they find themselves pressed for time and to Return by Cayenne & Surinam to Guadeloupe about the 15<sup>th</sup> October, and finding no orders lodged with the Commanding Officer on that Station to proceed to Cape Francois where Talbot may assume the command of all the Vessels in that quarter & from whence Barry may return to the United States, after Shewing the Frigates to Touissant, or may obey any orders lodged for him at that place —

After having obtained your approbation of an Enterprize to the Coast of Spain &<sup>e</sup> it is painful for me to propose a different arrangement But my impression of the vast importance of securing the

West India Trade now and laying a good foundation for it in future is so strong, that I almost consider it Treason to employ a Vessel elsewhere which Can be employed in the West Indies while a single French Privateer remains to infest those seas —

I shall be obliged to give the orders for the Cruize either as first contemplated or as now suggested, before I can hear from you on the subject — Murray on the *Insurgente* at Norfolk will I expect be ready to sail certainly before the middle of August — I intend to direct him to Cruize off Cayenne where it is said the French have strong Privateers —

I have the honor to be  
 Sir Your obed Serv<sup>t</sup>  
 — not Sent

[NDA. Nom. Appts. LB, 1798–1820.]

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To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 25<sup>th</sup> July 1799*

Commodore TRUXTON  
*New York —*

SIR I have this morning rec<sup>d</sup> a Letter from Lieu<sup>t</sup> Comm<sup>t</sup> [Cyrus] Talbot informing me that he arrived yesterday at New York — Lieu<sup>t</sup> Talbot was ordered to New York to take Command of the *Richmond* but this Vessel having sailed I have requested him to call on & consult with you as to the best course for him to pursue — You will Judge whether it will be best for Talbot to enter on board the *Constellation* where he will gain experience, until you fall in with the *Richmond*, or remain on shore till the return of that Vessel into Port, — In the former case Lieu<sup>t</sup> Speake may be landed at Norfolk with a view to acting as first Lieu<sup>t</sup> with Barron —

I have the Honor to be  
 Sir &c &c

[NDA. OSW, Vol. 2, 1799.]

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To Lieutenant Cyrus Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 25<sup>th</sup> July 1799*

Lieu<sup>t</sup> Comm<sup>t</sup> CYRUS TALBOT  
*New York —*

SIR I am this day honored with your Letters of the 18<sup>th</sup> & 24<sup>th</sup> Inst — You were ordered on to New York to take the Command of the Brig *Richmond* which vessel I have reason to believe sailed yesterday on a cruize — I request you will wait on Captain Truxtun, to whom I have written, and consult with him as to the best means of getting on board of the *Richmond* & whether it will be necessary to attempt it until the Return of that Vessel to port

I have the Honor to be  
 Sir

[NDA. OSW, Vol. 2, 1799.]

To Lieutenant Archibald McElroy, U. S. Navy, from Captain Thomas Tingey,  
U. S. Navy

UNITED STATES SHIP *Ganges* S<sup>t</sup> CHRISTOPHERS  
25<sup>th</sup> July 1799

SIR By virtue of the Authority, reposed in me, as Senior Officer of the United States fleet on this Station, I do hereby appoint you to the command of the United States Arm'd Schooner *Retaliation*, until such time as the pleasure of the President of the United States, shall be made known to You, by the Secretary of the Navy. Confiding in your diligent attention to the duties of said Station, I trust You will perform them to your own credit as an Officer: to the satisfaction of the Captains of the respective Ships of the United States, under whose command You may for the time be — and fully to the honor of our Flag.

You will therefore with all possible dispatch prepare the said vessel for Sea. It being intended you should assist Capt<sup>n</sup> Bainbridge, as convoy to the outward bound trade of our country. To whose directions on this business You will be strictly attentive

Wishing You health & success  
I am Sir &c &c

T: T: [THOMAS TINGEY]

To  
Lieu<sup>t</sup> Arch<sup>d</sup> M<sup>c</sup>Elroy  
Hereby appointed to command  
the U: S: Schooner *Retaliation*

[NDA. Tingey LB, 1798–1800.]

[25 July 1799]

To Midshipman Nathan Fletcher, U. S. Navy, ordered to act as Lieutenant, U. S. Navy on board the *Retaliation*, from Captain Thomas Tingey, U. S. Navy

SIR You are hereby required and directed to repair on board the United States arm'd Schooner *Retaliation* Lieu<sup>t</sup> Arch<sup>d</sup> McElroy commander — and on board said Schooner to act and do the duty of lieutenant, until such time as the pleasure of the President of the United States; shall be made known to You by the Secretary of the Navy — Confiding in your diligent attention to the duties of said station; I trust you will perform them fully to your own credit as an Officer — to the satisfaction of your commander whom you will be attentive strictly to obey. And to the honor of our flag.

Given under my hand, on board the U: S: Ship *Ganges* at S<sup>t</sup> Christophers this 25 July 1799

T: T: [THOMAS TINGEY]

To  
M<sup>r</sup> NATHAN FLETCHER  
midshipman of the *Merrimack*  
Hereby appointed Lieutenant of  
the U: S: Schooner *Retaliation*

[NDA. Tingey LB, 1798–1800.]

Extract from Log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 25 July 1799

Moderate breezes and hazy weather. at half p<sup>r</sup> 12 Sounded with 70 fathoms of line No Ground Punishd John Robinson Seaman with 12 lashes for theft Made a General Muster for Stolen cloaths.

At 6 Sounded in 90 fathoms Black stones supposd to be in the North channel between Georges and Browns Banks. at half past 7 Tackd to the Westward and Shortn'd Sail. at 8 moderate breezes and Variable tackd To the E<sup>d</sup>

At 12 Fresh breezes and Cloudy

Middle part moderate and hazy

At 4 Tackd to the Westward

At 6 Set Top Gallant Sails

At 7 Squally weather In Top gallant sails and 2<sup>d</sup> reefd the Topsails at 8 Moderate breezes and cloudy Employd cleansing between decks

At 12 Moderate breezes and Hazy weather

[Latitude Observed 41. 52 North]

[NHSC, NYHS.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 25 July 1799

Begins with moderate pleasant weather all hands on Ships duty at 7 P M M<sup>r</sup> Clarkson the American Agent came onboard, got under way bound to S<sup>t</sup> Bartholomews with a Schooner under Convoy

Middle part fresh breezes & pleasant — at 1 AM in T G Sails at 5 d<sup>o</sup> S<sup>t</sup> Bartholomews bore N by E 6 leagues dist at ½ past 7 hove too sent the Boat onshore at 9 the Boat return'd. Laying off & on S<sup>t</sup> Bartholomews

At Mer<sup>d</sup> M<sup>r</sup> Clarkson returnd made sail for S<sup>t</sup> Kitts Ends moderate & Cloudy

[HS of Old Newbury, Mass., NDA photostat.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding United States Ship *Montezuma*, 25 July 1799

First part strong breezes and clear Weather

Clouds and fresh Gales

Sounded with 35 fathom line & could get no bottom — Saw 2 sail on our larboard bow, one standing towards us, which proved to be the Schooner *Hope*, from Annapolis, bound to Port Au Prince, James Frazier Master, who informed us, a free trade was established, between the U. S. and S<sup>t</sup> Domingo Island, as appeared by her Clearance

[NA.]

To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

THOMAS TRUXTON ESQUIRE

Navy Department 26<sup>th</sup> July 1799

New York —

D<sup>r</sup> SIR I am honored with your Letter of the 24th — I have a Letter from the President of the 20th saying that Talbot agreed to

continue in the command of the *Constitution* and was only waiting for a wind But he does not mention a word to lead me to conclude that he had at all interfered with respect to Rank — nor can I believe that he has done so — Young Talbot in speaking of the subject would naturally say that his Father was satisfied as he continued in the Service — I take it for granted that he has got back to the Ground on which he agreed to take the Command of the *Constitution* a ground indeed from which it was wrong for him to depart and the President having the whole Correspondence between him & me has I presume convinced him of his Error —

Valuable as I consider your Services to the Public you may rely I will not be the means of having them continued by any thing like deception and that I will let you know it if any determination should be made injurious to your claim of Rank.

The Season has so far advanced and so much time will be consumed before the two large Frigates could proceed from Norfolk on the European project, that I give it up, and when I hear of Talbots having left Boston I shall send orders for him to proceed to Cayenne and employ himself in that quarter, leaving himself time to get to Cape Francois about the 1st of October and to remain on that Station —

Barry must be kept on the Coast as well as the *Constellation* till it may be time for you to take the Station contemplated for you, which is the one you pointed out yourself —

Upon the whole I believe it is better that two Frigates should remain on the Coast and perhaps Barry may be kept till Winter.

I have the Honor to be

Sir

Your obed. Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

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To Lieutenant Charles C. Russell, U. S. Navy, from Secretary of the Navy

Captain C. C. RUSSEL  
Boston

[PHILADELPHIA]  
Navy Department 26 July 1799

SIR I have received your Letter of the 19<sup>th</sup> Inst. The *Herald* will be sold after being dismantled of her Military Equipage which will be transferred to a very fine Brig [*Augusta*] I have purchased at Norfolk to supply her place in the Navy and ordered round to Boston where I expect she has already arrived — You will immediately assume the Command of this Brig taking with you the officers of the *Herald* who remain in Service & give any assistance in your power to M<sup>t</sup> Higginson to fit her as expeditiously as possible for Sea

You will please to transmit the Accounts for the *Herald* as soon as possible that a Settlement may be made —

I have the Honor, Sir

[P. S.] Let the Brig take 2 Months or at most 10 Weeks water & fill up with Provisions, She will act where water can be had but not Provisions — Estimate & let me know for my Govern<sup>t</sup> how many months Provisions she will carry — She ought I presume to have about 100 Men including all on board —

[NDA. OSW, Vol. 2, 1799.]

To Secretary of the Navy from Captain Thomas Tingey, U. S. Navy

[U. S. S.] *Ganges*, S<sup>t</sup> Kitts 26<sup>th</sup> July 1799

SIR On the Evening of the 29<sup>th</sup> Ult<sup>o</sup> I parted with the Sloop *Vainqueur*, agreeably to the tenor of my letters by her of that date, copies of which are sent you herewith.

I return'd to the station to the windward of S<sup>t</sup> Bartholemews; cruized there, but effected nothing till the 2<sup>d</sup> July, in the afternoon of which day; we chased and brought too a Brig<sup>t</sup> called the *Young George* of Boston, from Bourdeaux, clear'd out for Charleston, but said to be bound to S<sup>t</sup> Thomas — On examination of the papers, I found her to have been a vessel captur'd from the British in Europe, and condem'd by the French.

Three or four changes of the property appear (by bills of sale on board) to have taken place, 'till at length she stands as the property of a M<sup>r</sup> Andrews, said to be a native American. And a M<sup>r</sup> M<sup>rs</sup> Pherson a native of Scotland; but avowing himself a citizen of the United States — who also call themselves owners of the cargo, consisting of Wine &c. &c. &c. and had obtain'd papers to protect them as Americans, from M<sup>r</sup> Skipwith — M<sup>r</sup> Dobree — & M<sup>r</sup> Fenwick in France.

I determin'd (after a fair consideration) to take possession of her, put Officers & Men on board for the purpose, and the next morning, having been rejoind'd by Capt<sup>n</sup> Bainbridge, I sent her into S<sup>t</sup> Bartholemews under charge of the *Norfolk*.

As these gentlemen consider'd the greatest advantage would arise from a sale of the Cargo in the West Indies, I consented that it should be sold at S<sup>t</sup> Bartholemews by such Agent, as Capt<sup>n</sup> Bainbridge should appoint (not being much acquainted there myself) if such prices could be obtain'd as would be satisfactory to them, and the proceeds vested in such articles, as they may judge would answer the American Market, to be laded on board, and sent home for the decision of the law, whether she becomes forfeited to us as captors — or, if to continue the property of those gentlemen — that every possible advantage might accrue to them.

There is no doubt, and they both have acknowledged their firm opinion, that they would have become a prize to either English or French arm'd vessels in these Seas; and though every thing has been done studiously for their benefit (should the decision of our Courts be in their favor) — yet am I sorry to say, they (M<sup>r</sup> Andrews at least) appear acrimoniously dissatisfied with my conduct. I shall I expect to proceed for S<sup>t</sup> Bartholemews this evening, and endeavor to send her home with the present convoy —

I continued to cruize about S<sup>t</sup> Bartholemews, 'till the evening of the 6<sup>th</sup> when I fell in with the *Merrimack*; and Capt<sup>n</sup> Brown, having inform'd me, that your dispatches to my address, were agreeably to my direction left with M<sup>r</sup> Clarkson at this place; I instantly left him to come here for them — directing him to endeavor to join the *Norfolk*, and cruise together toward the coast of Guadaloupe, where I should without delay proceed to meet them. — I got to S<sup>t</sup> Kitts the evening of the 7<sup>th</sup> obtain'd your dispatches, all of which shall be duly attended to, and sail'd again instantly — I join'd the *Merrimack* and *Norfolk* on the coast of Guadaloupe on the 11<sup>th</sup> and we continued our cruize about the Island, without effecting any thing (except the chace of one small privateer, who however, got too near the land 'ere

the *Merrimack* could come fully up with him) 'till the 19<sup>th</sup> when Capt<sup>n</sup> Bainbridges foremast, which never was good, had become so very defective, as to make it necessary that it should be taken out, to make it fit to insure her safety. We bore away for Prince Ruperts bay in Dominica, where having assisted Capt<sup>n</sup> Bainbridge with materials for taking out the Mast & repairing it — We on the 21<sup>st</sup> proceeded up to Martinico, to escort down the American vessels from thence — Intending, as the *Norfolk's* Masts, are totally unsafe for cruising; to send her home as Convoy to the homeward trade — Assisted by the Schooner *Retaliation*, [*Magicienne*] captur'd from the French Government service, by Capt<sup>n</sup> [Moses] Brown on his way out.

On coming to Martinico we found our vessels to near 50 sail, had left that place the evening before under safeguard of the British Convoy for S<sup>t</sup> Kitts —

Capt<sup>n</sup> Brown was directed to take under his care two or three stragling Americans, who were behind the fleet — And the *Ganges* return'd to Dominica to meet the *Norfolk* — which was effected on the morn' of the 23<sup>d</sup> We came up with the fleet that evening under Guadeloupe, and the next day (the 24<sup>th</sup>) came all safe to anchor in this Road.

The provisions on board the *Ganges*, having been all nearly expended, a supply has been taken on board, from those in the hands of M<sup>r</sup> Clarkson, sufficient for another month or upward.

M<sup>r</sup> Archibald M<sup>o</sup>Elroy, first lieutenant of the *Ganges*, a smart, active, able seaman, is put in command of the *Retaliation* (or *Magicienne*, as the French last called her) as Lieutenant and Commander, with a written order for that purpose, until You shall be pleas'd to determine his future situation. — And M<sup>r</sup> Nathan Fletcher late a Midshipman of the *Merrimack* — (well recommended by Capt<sup>n</sup> Brown) is in like manner appointed lieutenant on board her. — The French captain of her (a Lieut<sup>t</sup> in their Navy) before being taken by the *Merrimack*, had according with their custom, cast over-board 8 of her guns — I have therefore undertaken to authorize M<sup>r</sup> Clarkson, in the purchase of 6 four-pounders for her — which he has agreed for at about 160 Dollars per Pair, quite complete with carriages & Materials — I have not seen them, as they are at Sandy point Town, but from the description and warranty of them, they may be consider'd extremely reasonable — We are endeavoring to pick up stragling Americans, sufficient to Man her for sending home, which I hope to effect without taking any more from the Crew of the *Ganges*, now not over-numerous.

Doctor Rush of the *Ganges*, intending to relinquish that profession, on his appointment to a Lieutenantancy, has requested permission to return home, the better to qualify himself for his future station, and as M<sup>r</sup> Hughes appears a very Capable man, I have assented thereto. And M<sup>r</sup> Geo: W: Reed, intending to quit the Sea-service, comes home also in the *Retaliation* — I have not been honor'd with any communications from You, excepting those by the *Montezuma* & *Merrimack*, already acknowledged — I shall therefore continue to cruize with the last mention'd Ship, in hope of doing some good to my country — But I seem'd destin'd to such continuance of ill-luck that I've hardly expectation of meeting success — We seem perpetually to be where the french are not.



I presume that on the arrival of a Senior Officer here — the *Ganges* will be sent home, as many of her material sails are much worn, from the constant beating to windward; and the weather being more boisterous than ever I knew for such length of time in these seas — several of them are almost unfit for service.

The Officers and crew of the *Ganges* enjoy high health, and we want only to experience a little success, for our spirits to become commensurate therewith.

I have the honor to be with real regard

Sir &c &c &c

T: T: [THOMAS TINGEY]

HON<sup>ble</sup> BENJ<sup>r</sup> STODDERT

P. S. I had heard of the arrival of Capt<sup>o</sup> M<sup>r</sup> Neal on the coast of Surinam —

[NDA. Tingey LB, 1798-1800.]

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To William Pennock, Navy Agent, Norfolk, Va., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 26th July 1799*

WILLIAM PENNOCK Esquire  
*Norfolk — Virginia —*

SIR I am honored with your Letter of the 18th Inst — If you will examine my Letter of the 15 June you will find the quotation you have made not quite correct & the Instructions to you positive “to take no measures for her (the *Augusta*) Equipment till further directions.”

I have always been pleased with your Activity, but unless my directions are scrupulously observed it is impossible for me to be fully acquainted with the state of the business under your superintendance — No general Instructions can be given which are applicable to all cases which may occur — You will therefore be governed by directions you will receive from time to time as circumstances may dictate — One general rule you will however observe, which is whenever a Vessel of War arrives at Norfolk you are to supply the Capt<sup>o</sup> with whatever he specifies to be necessary, in a written return, signed by himself, a Copy of which you will immediately transmit to me —

I have the Honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

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To Jeremiah Yellott, Navy Agent, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 26<sup>th</sup> July 1799*

JEREMIAH YELLOT Esq<sup>r</sup>  
*Baltimore —*

SIR I am favored with your Letter of the 20 Inst — The calculation of 4150 lbs. of Powder for the Schooners [*Enterprise* and *Experi-*

ment] I think, with you, is too great It has generally been a rule to allow one Hundred rounds of Powder to each Vessel, with an additional quantity for exercising the Guns, but in small Vessels which are calculated principally for swift sailing so large a quantity will prove very disadvantageous — You will therefore put on board those Vessels whatever you may think necessary — As I hope the Gentlemen whom you recommended will be appointed for these Schooners I expect they will be fully satisfied with your arrangements —

Captain Ro[d]gers writes me that from the forwardness of the Ship [*Maryland*] he thinks it will be proper to commence recruiting for her early next week — Whenever this step is necessary you will be pleased to furnish Cap<sup>t</sup> Ro[d]gers with money & Draw on me, or I will transmit whatever sum may be necessary to you But I had forgot that his recruiting Instructions have not yet been sent him —

I have the Honor to be

[NDA. GLB, Vol. 2, 1799.]

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Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 26 July 1799

Moderate breezes and cloudy, Standing to the westward over the N E end of Georges Bank. at 1 Sounded 60 fathoms Black stones and Sand. Employd Exercising Great guns and small arms. From 1 to 6 Sounded every hour Gradually shoaling from 60 to 50 fathoms

At 6 Tackd to the Eastward and handed the Mainsail

At 7 Set the Main Staysail. at 8 Moderate breezes and Foggy Took in Maintopmast Staysail

At 12 Fresh breezes and Hazy weather

At 2 Tackd to the Westward and sounded with 140 fathoms of line. No Ground

At 4 Moderate Breezes and Foggy weather

AM At 8 Light airs and Cloudy weather, Employd cleansing and Fumigating between decks, at 9 Sounded In 60 fathoms brown sand and white sand, Observed the current to set very Strong to S E. At 12 Calm and foggy Sounded in 50 fathoms on the N E end of Geo<sup>es</sup> bank

[Latitude by Account 41.25 North]

[NHSC, NYHS.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 26 July 1799

Begins with pleasant weather & fresh Breezes at 5 P M hove too off Sandy Point town Set M<sup>t</sup> Clarkson onshore at 6 the Boat return'd hall'd on a wind to the North<sup>t</sup> & made sail at 8 S<sup>t</sup> Eustatia bore W by N 3 leagues Sandy Point S E by S 3 leagues

Middle part fresh breezes & cloudy employ'd plying to windward at 6 AM S<sup>t</sup> Bartholomews bore North 3 leagues Saw 3 sail gave chase tack<sup>d</sup> Ship several times fir'd 2 Shott a Schooner in Shore at 10 boarded a Sloop *Neptune* from Guadaloupe W<sup>m</sup> P Robertson Master. S<sup>t</sup> Barth<sup>e</sup> bearing N W by N 3 leagues

Ends pleasant

[HS of Old Newbury, Mass., NDA photostat.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding,  
United States Ship *Montezuma*, 26 July 1799

Smooth sea, serene sky, and gentle Winds —

Sounded  $\frac{1}{2}$  hourly, but obtained no bottom, Continued sounding  
during the Night —

Saw 3 strange sail on our larboard bow, brought to, & boarded a  
schooner from New York, bound to Cape Francois —

Saw a sail standing to the Northw<sup>d</sup>

[NA.]

List of petty Officers, Seamen, Ordinary Seamen and boys, and Marines on board the U. S. Frigate *Boston*, George Little Esq. Com-  
mander, July 27 — 1799 —

Names	Stations	time of entry	pay p. mo.	pay Advanced	height F. I.	Complexion	hair	Eyes	Age	No.	Remarks —
		[1799]									
James Brady	Master at Arms	June 5	18	36						29	
John Doyle	Cook	1	20	40	5-9	light	black	blue	38	30	
Bryan Lukin	Armourer	May 28	18	36	5-7	light	brown	blue	27	31	
John Whitney	Sailmaker	28	20	40	5-7	light	brown	grey	26	32	
Thomas Nicholson	Steward	26	18	34	5-6	light	red	blue	23	33	
William McMaclin	Cooper	June 10	18	36	5-4	light	Sandy	blue	26	34	
William Bell	Gunners mate	10	19	38	5, 10	dark	brown	grey	31	35	
John Coleman	Boatswains mate	13	18	36	5, 4½	dark	black	grey	28	36	
William Smith	ditto	3	18	36	5, 9	dark	brown	grey	31	37	
Michael Clap	Q. Gunner	18	18	36	5, 9	dark	brown	grey	38	38	
Thomas Evans	ditto	July 17	18	34	5-7	light	Sandy	blue	26	39	
Daniel Johnson	ditto	June 13	18	34	5, 1	light	Dark	blue	25	40	
John Saunders	ditto	14	18	36	5, 6	dark	dark	black	31	41	
Adam Nutt	ditto	July 17	18	34	5, 9	dark	Dark	blue	27	42	
Luther White	ditto	June 20	18	34	5-6	dark	dark	grey	25	43	
Nathaniel Hovey	Q. Master & Cook- swain	May 29	18	36	5-7½	dark	dark	blue	24	44	
William Coffin	Q. Master	30	17		5-5	light	brown	blue	25	45	
Hank Peterson	ditto	June 26	17	36	5-8½	dark	brown	blue	34	46	
John Robson	ditto	June 15	17	36	5-5	light	brown	blue	28	47	
Benj <sup>s</sup> Smith	ditto	8	17	34	5-8½	light	red	grey	29	48	Sent off in the brig <i>Flying Fish</i> Decr 16
Lemuel Doten	ditto	May 30	17	34	5, 6	dark	very dark	blue	30	49	Sent off in the Schr <i>Weyms</i> [Wey- mouth] Dec.
Joseph Dodge	Carp <sup>s</sup> mate	June 24	18	36	5, 7½	light	brown	blue	30	50	
John Wyar	Sailmaker's mate	June 5	17	34	5, 6	light	brown	blue	20	51	
John Barnes	Cooks mate	May 30	17	34	5, 8½	dark	black	black	23	52	
Silvanus Aary	Seaman	28	17	34	5, 7	dark	black	dark	47	53	Sent off in the brig <i>Flying Fish</i> Decr 16, 1799.
James Bennett	ditto	June 5	17	34	5, 6	dark	black	black	19	54	
David Burrell		11	17	34	5, 6½	dark	dark	blue	25	55	
James Brown		May 27	17	34	5, 6	dark	dark	blue	33	56	
Atherton Bird		June 18	17	34	5, 7½	dark	black	dark	26	57	
James Byrnes		25	17	34	5, 3	dark	dark	grey	32	58	
John Bouck		May 29	17	34	5, 4	light	sandy	blue	24	59	
William Barrett		30	17	34	5, 5½	light	dark	blue	19	60	
Seabury Brewster		July 11	17	34	5, 9½	light	brown	blue	19	61	
William Brooks		July 11	17	34	5, 3½	dark	black	black	27	62	
William Barnes		June 29	17	34	5, 10	dark	black	blue	28	63	
Thomas Cornwall		June 4	17	17	5, 11	light	red	blue	26	64	
Robert Corbett	Seaman	June 14	17	34	5, 7½	dark	black	dark	49	65	
Dennis Carney		21	17	34	5-2½	dark	Dark	blue	30	66	
Dennis Carey		July 3	17	34	5-8	dark	grey	blue	27	67	

John Creek		June 22	17	34	5-1	dark	black	dark grey	19	68
Jamex Cox			17	34	5-7 $\frac{1}{2}$	light	dark	dark	42	69
Michael Carter			30	34	5-4 $\frac{1}{2}$	dark	black	dark	30	70
Peter Coffin		May 30	17	34	5-7	dark	brown	black	20	71
John Cox		July 19	17	34	5-7 $\frac{1}{2}$	dark	black	dark	32	72
John Donally		June 21	17	34	5-8 $\frac{1}{2}$	light	brown	blue	27	73
John Daniels		20	17	34	5-6 $\frac{1}{2}$	dark	black	dark	22	74
Willard Doane		5	17	34	5-7 $\frac{1}{2}$	light	brown	blue	42	75
James Fannan		May 29	17	34	5-0 $\frac{1}{2}$	light	brown	blue	30	76
John Foley		June 8	17	34	5, 9	dark	dark	black	21	77
Charles Fahey		6	17	34	5, 11 $\frac{1}{2}$	light	brown	blue	26	78
John Fagan		July 12	17	34	5, 7 $\frac{1}{2}$	dark	black	black	37	79
Thomas Field		5	17	34	5, 9 $\frac{1}{2}$	dark	brown	light blue	47	80
Thomas Finland		May 28	17	34	5, 7 $\frac{1}{2}$	dark	brown	blue	28	81
Adam Griffin		June 5	17	34	5, 6	light	brown	blue	28	82
William Grant		July 9	17	34	5, 6 $\frac{1}{2}$	dark	black	black	28	83
James Howe	Carpenter	[May] 20								12
Edward Dorant	Gunner	20								13
Joseph Beale	Midshipman	July 15								14
Joseph Cordis	ditto	May 20								15
Joseph Williston	ditto	May 20								16
Jas <sup>r</sup> Tucker Clark	ditto	20								17
Abel Lincoln	ditto	20								18
Benjamin Conant	ditto	20								19
Samuel G. Jersauld	ditto	20								20
John G. Norwood	ditto	20								21
Habijah Savage	ditto	20								22
Samuel Bullen	ditto	20								23
Henry S. Butler	ditto	20								24
Edward P. Little	ditto Actg	20								25
Neil C. Bang	Masters Mate	20								26
Redmond M <sup>r</sup> Burr	ditto	July 12								27
Joseph Wilder	ditto Acting	20								28

Sent off Prizemaster of the brig *Flying Fish* Decr 18 -

discharg<sup>d</sup> & paid off at Cape Francois  
Oct<sup>r</sup> 11<sup>th</sup> 1790.

Sent off in the Schr *Weyms*

[F. D. Roosevelt Collection.]

To Captain Alexander Murray, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 27 July 1799

Captain ALEX<sup>r</sup> MURRAY  
Frigate *Insurgente* —

SIR I do not expect that this will find you ready to proceed to Sea, but lest you should be in greater forwardness than I expect you may as well now receive your Instructions —

Herewith you have the different orders of the President & the Acts of Congress necessary for your Government, all of which you will please to acknowledge the receipt of, and to all of which you will strictly conform — The *Insurgente* being intended for a Cruizing Ship is to be stationed at no particular place, nor subject to the Command of any Officer older in Commission than her Commander, except in cases strongly warranting the Interference —

Not knowing the quantity of Provisions she will conveniently stow I cannot prescribe the length of your Cruise — In the West India Islands the Western Isles, Madeira, the Canary Islands and the Coast of South America as far South as Cayenne French Cruizers are to be found and you may direct your course as soon as you are prepared for Sea in such manner you shall judge will afford you the greatest chance of falling in with & Capturing the greatest number of them, and of giving the most protection in your power to our Commerce —

Captain Barry, Cap<sup>t</sup> Truxton & the Brig *Richmond* will be employed on our Coast for some time to come. — Cap<sup>t</sup> Talbot in the *Constitution* will proceed immediately to Cayenne which place she will leave about the 20 September & come by Surinam, Guadeloupe & to arrive at Cape Francois about the 10<sup>th</sup> of Octo<sup>r</sup> where he will assume the Command — Two small 32 Gun Ships are already ordered there and on their way — one or two more Vessels will be sent Captain Tingey has at present the Command at Guadeloupe with Five vessels where there will always be at least as many kept up —

Captain Perry at Havana with three Vessels, Captain M<sup>r</sup>Niell is at Surinam with two Vessels & he will probably before long have a third — In all those places we shall endeavor to keep up a constant force —

I have given you this detail to enable you to judge where you can operate to most advantage — You will not I presume have time to touch at the Western Isles & Teneriffe & get back to Cayenne about the 20 September I would wish you if you find no other object of greater consequence to be off Cayenne about the time Talbot leaves that quarter, but this I do not enjoin nor do I mean to direct that you shall go to the Western Islands, On the contrary wish you to consider — yourself unfettered by Instructions as to the points where you shall operate.

I must request however that prior to sailing you will give me a sketch of the Course you first mean to pursue & that you will as opportunities offer advise me of your future instructions that I may judge where you are employed from time to time — Fix too before you go the probable length of your cruise and let me know it & whether you will return to Norfolk or New York —

Wishing you great Success & Glory, I have the Honor to be with  
Great Esteem

Sir

Your obed. Serv<sup>t</sup>

Enclosed in the foregoing — Letter of 27 July 1799 commencing  
“I have the honor to enclose your authority to capture armed Vessels  
sailing under authority from the French Republic & &” See page  
162 “Circular to Captains.” [\*]

Also Enclosed Circulars of 29 Dec<sup>r</sup> 1798 — 16<sup>th</sup> January 1799 &  
12<sup>th</sup> March 1799, also Instructions relative to Returns, dated 27  
July 1799 — Ordered to make return of Provisions wanted for a  
Six Months Cruize —

P. S. to Capt Murray Letter of 27 July 1799 reading over this  
Letter, it strikes me that you may conclude that I have a strong  
desire for you to go to the Western Islands — The fact is not so,  
as already observed — I want you to go where you please —

[\*Dated 27 June 1799.]

[NDA. OSW, Vol. 2, 1799.]

To Secretary of Navy from Captain Alexander Murray, U. S. Navy

U. S. FRIGATE *Insurgente*  
Hampton Rhoads July 27. 1799

BENJ<sup>s</sup> STODDERT Esq<sup>o</sup>

D<sup>r</sup> SIR I have rec<sup>d</sup> your several Letters, of the 15<sup>th</sup> & 16 Ins<sup>t</sup> and  
now have the honor to reply.

M<sup>r</sup> Watson has arrived with the remainder of his Men from New  
York Sixty one in Number so that we have now on board 240 in Num-  
ber of every description — I wrote to you the other day from  
Norfolk advising you of my having stopped the recruiting of the  
*Baltimore* which I am happy to find meets your Sanction and have  
now sent up to Capt<sup>n</sup> Barron my Authority from you to take the  
Men they had recruited tho’ I am unacquainted as to the Number.

I have been obliged to send to N/York for a Boatswain & Gunner  
which I hope we shall be able to get in Time, all our necessary prepa-  
rations are progressing as fast as possible. I have Six Months Pro-  
visions on Board for 300 Men and if we have any tolerable Success  
I expect we shall be quite ready for you by the 5<sup>th</sup> Aug<sup>t</sup> I mention’d  
in a Postscript of Doc<sup>r</sup> Wards Letter that if you have not already  
sent on a Surgeon that I would give him the preference he appears  
to be a very decent clever Man — I am very well pleased with the  
*Insurgente*, She is a fine commodious Frigate, but am not perfectly  
satisfied with Capt<sup>n</sup> Truxton’s Arrangements, with regard to the  
Masts, Bowsprit, and Bottom, with regard to the former, he has  
had a Survey on them, it is true, and they may possibly serve for a  
Cruise, putting the thing upon the Chapter of possibilities, but why  
in the Name of Wonder w<sup>d</sup> he hesitate a Moment, to have them New,  
when the Spars lay in the Navy Yard, and could have been ready  
in four Days after her Arrival. for by his own Acc<sup>t</sup> he says they  
may serve for a short Cruize only, and the same observation, he  
made in regard to the Copper, on the Bottom, which is in a bad  
state, how then are the Men to be dispos’d of, during these repairs

I may draw an ungenerous Conclusion, but it appears to me, that they were too tenacious in holding up the Value of the Ship, as she then Stood there is one thing Certain, that his Word is a Law here, which may not be his fault, as Mankind will be sometimes Blinded in the radiance of Glory — I have been Insensibly led into this digression, from the unaccountable Decree of the Court of Admiralty, in determining the *Insurgente* to be of superior force, to the *Constellation*, I find that on M<sup>r</sup> Rogers being simply Interrogated as to the comparative state of Men, & Guns, stated only the plain fact, of 40 Guns, to 38, & a more numerous Crew, but in all Naval Calculations the force of a Ship, is determined by the Guns on the lower Battery and weight of Metal, the former as you are already advised, mounts 26, the latter 28, to say nothing of the weight of Metal and size of the different Ships — the Powder has just arrived from Baltimore, & now send you the present statement of the Crew —

Your most Ob<sup>t</sup>

[NDA. A. Murray's LB, 1799—1805.]

To Captain John Barry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 27 July 1799

JOHN BARRY Esq<sup>r</sup>

Frigate *United States*

SIR The Season has so far advanced that the projected Enterprize to Europe must be given up

Capt Talbot has orders to proceed to Cayenne and after operating there a little while out of Danger from the Hurricanes, he is to take his station about the 10<sup>th</sup> of October at Saint Domingo, and I can devise no better employment for the *United States* for the present than to remain on our Coast for our protection at home — The *Constellation* will be employed in the same way & the Brig *Richmond* is now on a cruize to the Southward, but there is no necessity for any two of these Vessels to operate together, indeed it is best that they should not as by being dispersed there will be a better chance of meeting with any thing that they may venture on our Coasts —

You will please therefore proceed from Hampton with the *United States* Southward as far as Saint Marys River & thence back along the Coast, standing off & on to give yourself the best chance of falling in with Enemy Vessels until about the 10 of Sept<sup>r</sup> when you will put into New York giving me instant notice of your arrival & the state of your Ship, provided you can safely pass the Bar which I beleive you can do — if you cannot you must put into the Harbour of New Port —

While you are on the Southern Coast it will be proper to shew yourself to the Citizens as often as convenient, that they may know they have protection —

Captain Truxton will in a day or two bend his course Eastward, from whence he will also proceed to the South —

Wishing you opportunity of meeting the Enemies of your Country—

I have the Honor to be with Great respect

Sir

Your most obe<sup>dt</sup> Serv<sup>t</sup>

[NDA. OSW, vol. 2, 1799.]



To Captain Silas Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 27 July 1799

SILAS TALBOT Esq<sup>r</sup>  
Frigate *Constitution*

SIR When I wrote you the 3<sup>d</sup> of July (the receipt of which Letter you have not acknowledged tho from circumstances I conclude you rec<sup>d</sup> it) an Enterprize for your Ship & the *United States* was then in contemplation — But the Season for West India operations is so fast approaching that the European expedition must be given up

You will please then as soon as you get on board a Bowsprit should you want one at Norfolk and any other articles you may be in need of proceed with the *Constitution* by the rout you shall judge most likely to fall in with French Armed Vessels to the vicinity of Cayenne where the French have some large Privateers which harrass considerably our Trade to Surinam — Your object must be to protect the Trade by Capturing the French Vessels which deperadate upon it or by keeping them in Port, until the 20 of September, when you must leave that Coast and proceed by the course you think will afford the best chance of meeting with Enemy Vessels or Recapturing of our own to the Neighbourhood of Gaudeloupe where you will fall in with some of our Public Ships, and from thence to Cape Francois in Saint Domingo where you will assume the command of all the American Vessels on that station, requiring the officer Comm<sup>rs</sup> at your arrival to give you a Copy of his instructions for his Government by which you will govern yourself & the Vessels under your Command, should they be of later date than this Letter —

I will only observe for the present that the Saint Domingo Trade just now opened to us, will employ a very great proportion of our Commercial Vessels, that it will be of the highest importance to give them effectual protection from French Depradations, and it will be no less important in a Political point of view to cultivate & preserve a Good Understanding with General Touissant & the people of the Island by rendering them Friendly Offices whenever the occasion may be presented, & Justice always That our Navy being small we must make up in Activity & Enterprize for our defect of Strength & that the Health of the Crews under your Command will be best preserved by keeping them constantly cruizing which will always be the surest means of serving your Country and securing your own & the reputation of that portion of our Navy Committed to your guidance —

The Protection of our Trade to Saint Domingo is so great an object that you would be sent thither immediatly were it not for the danger of the Hurricanes about that Island in August & September. It is hoped that less valuable Vessels than the *Constitution* may suffice till early in October — By the 10<sup>th</sup> of that month, I hope you will reach Cape Francois — It is true that Hurricanes some time occur in October but rarely and we must disregard problematical danger —

Captain McNiell in the *Portsmouth* and the Brig *Scammel* are in the vicinity of Surinam for the Protection of our Trade, where they will remain & be joined before long by other Vessels — It will be proper for you on your return from Cayenne to go near Surinam & it will be

desireable that you should speak McNiell, and it may be in your power without being delayed to take under convoy a Good many American Vessels from Surinam I believe but am not certain that your Frigate draws too much Water to go into the River, up to the Town Of this you can better Judge, and if you find you can without danger shew yourself to the Town where you would be well received, it may produce some good In this however you will act as you please — It is most probable that you will remain the whole Winter & perhaps longer at Saint Domingo — You will remain there however until further orders, unless you should be driven from thence by imperious necessity — It is necessary that I should know by a Letter from Chesapeake the quantity of Provisions on board the *Constitution* and that you should advise me by all opportunities the state of supplies of the Vessels under your command that I may take in Season the proper arrangements for keeping you Supplied — Doctor Stevens is the American Consul at Cape Francois & Nath<sup>l</sup> Levy Navy Agent — From this Letter you will get such small articles as are indispensable —

Wishing you great Success & Glory, I have the honor to be

With Great Respect, Sir

Y<sup>r</sup> Obed<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

To Captain Silas Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 27 July 1799

SILAS TALBOT, Esq<sup>r</sup>

Frigate *Constitution*, Hampton Roads

SIR I am honored with your Letters of the 16 & 22<sup>d</sup> Inst — The Letter directed for Lieu<sup>t</sup> Torrey was intended for Jarvis & you did right in leaving him I never meant that L<sup>t</sup> Talbot should go in the *Constitution* unless you preferred & was aware of the objections — Yet I thought it very desireable that you should have at least One Officer of whom you knew enough to confide in him — He was ordered on to New York to take Command of the *Richmond* of 16 Guns but the Vessel had sailed before his arrival She will however be in port again in a few weeks when he will take the Command and I will endeavor to employ him where he may be distinguished — The Returns I have no doubt will be found as perfect as under all circumstances could have been expected — They are the first returns of the kind we have received

I am perfectly satisfied that you should act with M<sup>r</sup> Bosworth or any other Midshipman you find meritorious as you propose — What will you do for another Surgeons Mate? You will want two, probably before you return perhaps Captain Barry can furnish you with one of his as he will cruize on the Coast for some time & may supply himself before he goes to the Islands — If you can get none from Captain Barry, or the Ship *Baltimore* at New York you may if you think it necessary get one at Norfolk not yet in Service, and let him act until he can receive a Commission under your appointment — If you can take in more bread at Norfolk without being delayed and salt meat also it may be desireable, as it is very expensive sending

provisions to the Islands. Judge however yourself & act accordingly — I have sent all the Warrants you requested and have the honor to be with great Respect

Sir

Your most obe<sup>at</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

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To Master Commandant Hugh G. Campbell, U. S. Navy, from C. W. Goldsborough for Secretary of the Navy

[PHILADELPHIA]

*Navy Department 27 July 1799*

Capt<sup>n</sup> HUGH G CAMPBELL  
Brig *Eagle* New Castle—

SIR I have the honor to enclose your Commission as a Master Comm<sup>t</sup> in the Navy of the United States —

I have the Honor &c

C W G

*for the Secretary of the Navy*

[NDA. OSW, Vol. 2, 1799.]

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To Master Commandant William Cowper, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 27 July 1799*

Lieut Comm<sup>t</sup> WILLIAM COWPER

SIR You will proceed immediately to Norfolk and take upon yourself the Command of the *Baltimore* — This vessel is now undergoing some repairs which you will expedite with all possible dispatch — When the *Baltimore* is ready to receive her Men & not before, you [will] commence recruiting her crew, for this purpose Captain Barron will furnish you with the Recruiting Instructions now in his possession —

I have the Honor to be

Sir

Your obed Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

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[27 July 1799]

Protest of Peter Sorenson, Master of the Merchant Schooner *Jane*, captured by the Privateer *Alliance*

Translation of the Spanish Protest of the Schooner *Jane*, Captain Sorenson

In the City of St John of Puerto Rico on the 27<sup>th</sup> July 1799. at ab<sup>t</sup> 4 p. m. Appeared in my Office Peter Sorenson Mast<sup>t</sup> of the Sch<sup>t</sup> *Jane* & Jeffrey Duano Mate: And said, That having sailed f<sup>m</sup> Baltimore on the 15<sup>th</sup> ins<sup>t</sup> bound to Curacoa belonging to the Batavian Republic, with a Cargo of Flour, Raisins, Brandy, & other Articles, they proceeded without accident until the 27<sup>th</sup> of s<sup>d</sup> Month when they made

this Isl<sup>d</sup> of P<sup>to</sup> Rico bearing S.E. by S distant 6 Leagues at break of day & running before the Wind to leeward of s<sup>d</sup> Isl<sup>d</sup> at 9 am they descried a Sail to Windward which immediately gave chase to us, while We made all sail to get away from her: but she soon came up with & fired a Gun at us, when we discovered her to be a Cruizer & immediately hove too, while she fired another Gun with ball & some Musketry at us, which We returned with one Gun, & the Privateer continuing to fire her great Guns & small arms w<sup>h</sup> damaged our Sails We were obliged for the safety of our live's to haul down our Colours — Immediately a Prize Master & 12 Men were sent on board the Schooner, And we were carried on board the Privateer with all the Ships Papers, when we found she was called the *Alliance*, Cap<sup>t</sup> Dupuy mounting 12 Guns w<sup>th</sup> a Crew of 90 Men: And the Captain after examining the Papers ordered to steer for this Port where We arrived on the same day this 27<sup>th</sup> ins<sup>t</sup> — They therefore Protest & C<sup>s</sup> & C<sup>s</sup> Against s<sup>d</sup> Citizen Dupuy, his Owner, & all others whom it may concern, for All Damages & C<sup>s</sup> & C<sup>s</sup> to reclaim the same where & when Opportunity may serve. In Testimony whereof & C<sup>s</sup> Signed w<sup>th</sup> the usual formalities by the Witnesses, the Parties, & by Bernardo Campderros Not<sup>y</sup> of Gov<sup>t</sup> & Marine. —

[SDA. Spol. Disallowed Cl. SC 1819, Vol. 31.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy. commanding, Saturday, 27 July 1799

Begins with moderate breezes & pleasant weather employ'd plying to windward under easy sail at 4 P M saw a sail bore & gave chase at 5 gave over chase & hall's on a wind to the South<sup>d</sup> all hands employ'd exercising the Guns at 7 P M S<sup>t</sup> Eustatia bore S W 8 leagues, S<sup>t</sup> Barth<sup>s</sup> N W by N 2 leagues.

Middle part light breezes & pleas<sup>t</sup> at 6 AM saw a sail to windward gave chase at 9 boarded her a Danish Schooner the *Sally* from New Providence bound to S<sup>t</sup> Thomas James A Daney master out 16 days

At Mer<sup>dn</sup> S<sup>t</sup> Bartholomews bore W by N 2 leagues —

Ends pleas<sup>t</sup>

[HS of Old Newbury, Mass., NDA photostat.]

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[28 July 1799]

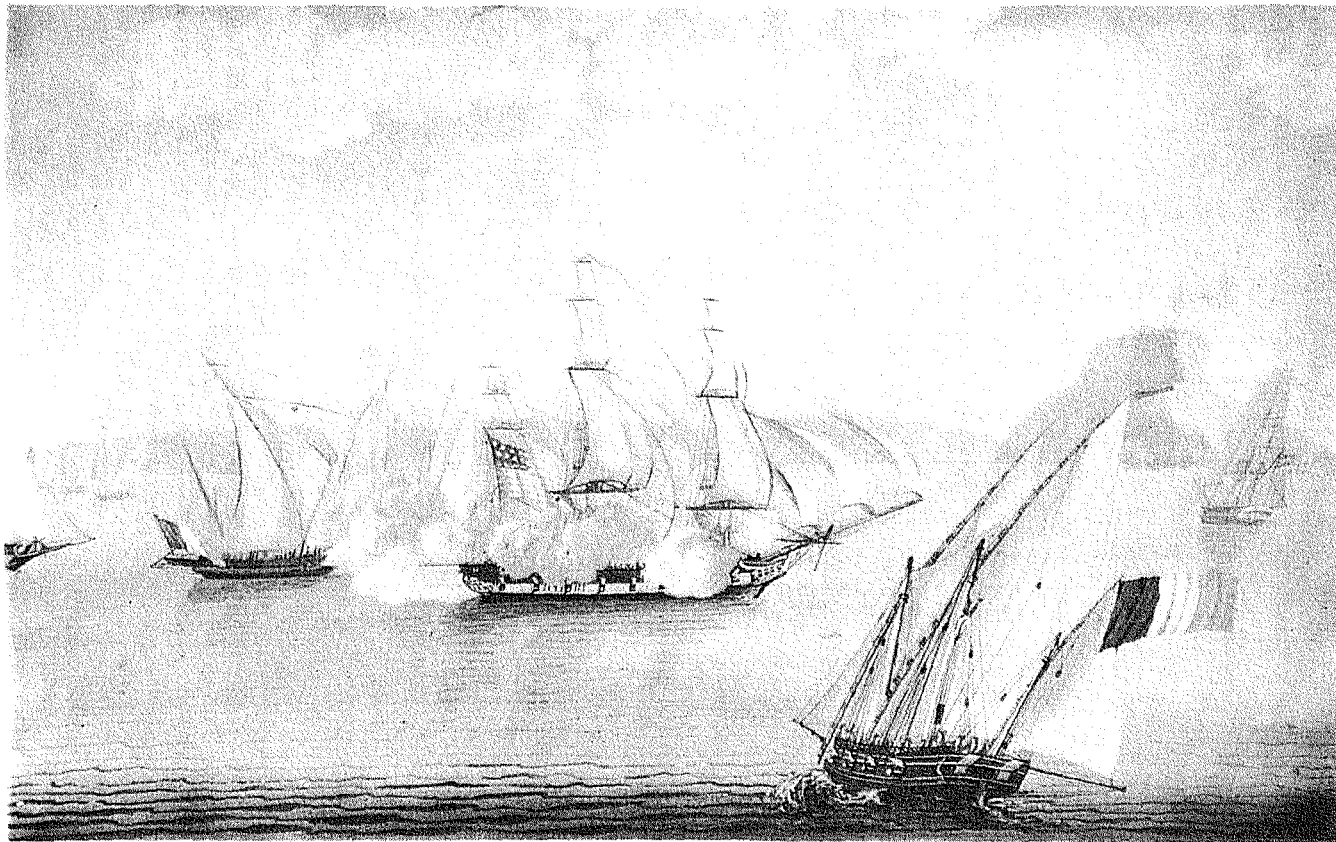
To Elias Hasket Derby, (Senior), Salem, Mass., from Elias Hasket Derby (Junior), commanding American Armed Merchant Ship *Mount Vernon* of Salem

GIBRALTAR 1<sup>st</sup> August 1799

Hon<sup>d</sup> SIR I think you must be surprised to find me here so early — I arrived at this port in 17½ days from the time my Brother left the Ship — in 8 days & 7 hours were up with Carvo & made Cape S<sup>t</sup> Vincents in 16 days — the first of our passage was quite agreeable — the later part light winds calmes & Frenchmen constantly in sight for the 4 last days — the 1 Frenchman we saw was off the Island of Terceira

a Luggar to the north<sup>d</sup> being uncertain of his force we stood by him to Leward on our course & soon left him; on the 28 July in the afternoon we found ourselves approaching a fleet of 50 Sail runing direct for their center at 4 OClock found our selves directly in their half moon concluded it imposible that it should be any other than the English Fleet determin'd to run for their center to avoid any appearance of a want of confidence in them, they soon dispatched an 18 Gun Ship from their center & two Frigates one from the Van & one from their Reir, to beat towards us we being to wind<sup>d</sup> — on approaching under easy sail the center Ship, I fortunately bethought myself that it wou'd be but common prudence to steer so far to windward of him as to be about a good grape shott's distance from him, to observe his force & maneuvering — when we were abreast of him he fired a friendly Gun to leward & hoisted English Colours — we imeadiately bore down & went to pass under his Quater between him & the Fleet, showing our American Colours — this movement disconcerted him & it appeared to me he conceived we were either an American Sloop of War or an English one in disguise attempting to cut him off from the Fleet; for whilst we were in the act of wearing on his Beem he hoisted French Colours & gave us his Broad side — we immeadiately brought our ship to the wind stood 1 mile beyond wore towards the center of the Fleet hove about & crossed him on the other tack about half grape shot distance & received his Broadside, many of which fell on Board & cut our sails, & two round shot struck us without much damage; all hands were active in clearing Ship for action for our surprise had been compleat In about 10 minutes we commenced our stern chases & in 14 or 15 gave him our Broad side in such stile as evidently sickend him; for he immediately luffed in the wind gave his lea Broad side went in Stays in great confusion wore his Ship in a large Circle & renewed the chase at a Mile & half distance, a menuvre calculated to keep up appearances with his Fleet & to distance our shott — we received 7 or 8 of his Broad sides & I was mortified at not having it in my power to return him an eequal number without exposing myself to the rest of the Fleet — for I am satisfyed I should have had the pleasure of sending him home had he been seperated from the Fleet — at 12 at Night we had distanced their chasing Rockets signals all most out of sight & soon left them — We then kept ourselves in constant preperation till my arrivall here & indeade it has been requisite; for we have been in constant brushes ever since — the day after we left the Fleet were chased till night by 2 Frigates whom we lost in the dark; the next morning off of Cap<sup>e</sup> St Vincents in the Latitude of Cadiz were chased by a French Latteen rigged Vessel appearantly of 10 or 12 guns one of them an 18 pounder for whome we lay too — his Mettle was too heavy for ours & his position to wind<sup>d</sup> were he lay just in a situation to cast his shott over us would not allow me to cut him off; we of course bore away & saluted him with our long Nines; he cont<sup>d</sup> in chase till dark when we were near by Cadiz at sun set he made a signal to his consort a Large Luggar whome we had just made a head with a strong Breese & over whome we were determined to pass our stern, did not he make way for us — he thought prudent so to do & let us pass; at midnight we made the lights in Cadiz Town but no English Fleet: after laying too till day light concluded that the French must have gain'd the assendency in Cadiz & thought prudent to proceed for this place were we arrived at 12 OClock popping at Frenchmen all the fore noon — At

10 O'clock off Algeryiras [Algeciras] point was seriously attacked by a large Latteiner who had on board better than 100 Men — he came so near to our broad side as to allow our 6 pound grape to do execution we gave it him handsomely — then bore away & gave him our 4 stern guns in a cool & deliberate manner doing appearantly gr[ea]t exicution our bars having cut his sails considerably — he was hove into confusion & struck both his Ensigne & Pendant — I was then pussed to know what to do with so many men our ship was runing large with all her steering sails Ringtail & Water sail out so that we could not immediately swing her to the wind & we were directly off of Algeryiras Point from whence I had reason to fear she might receive assistance — & my port of Safety the Rock of Gibraltar in full view were circumstances that induced me to give up the gratification of bringing him in — I[t] was however a satisfaction to Lick the rascle in full view of the English Fleet who were to leward — the risque of sending here is great indeed for any Ship short of our force in men & guns but particular<sup>y</sup> heavy guns — 2 Nines are Better then 6 or 8 sixes & two long 12 or 18 pounders would do Better then 20 Sixes & could be managed with few Men — It is absolutely necessary that 2 of our Government Ships should occasionally range the Gutt & the Latt<sup>s</sup> of Cadiz from the Long<sup>d</sup> of Cape S<sup>t</sup> Vincenes — I have now whilst writing you two or our Countrymen from above in View who are prizes to these Villins — Lort S<sup>t</sup> Vincents in a 50 Gun Ship bound for England is just this minute in the act of retaking one of them the other goes into Algezirias without molestation — I find that nothing is to be done here to advantage but the obtaining of information from above — I have been offered 30 Dollars to delliver my Sugar at Naples were I think I shall go — but rather expect to sell either at Venice, Constantinople or Genoa in case the French are driven from the last place. I have concluded to touch at Malaga in Comp<sup>y</sup> with Cap<sup>t</sup> Young of Boston & obtain what information I can & I think I may direct M<sup>r</sup> White how to lay out the property in his hands against my return; as I think it for your Interest to have it out of Spain — you nead have but little apprehensions for my safety as my crew are remarkably well trained & are perfectly disposed to defende themselves — & I think after having cleared ourselves from the whole French Line in so handsome a manner you may well conclude that we can affect almost any thing — If I should go to Constantinople it will be with a passport from Admiral Nelson to whome I carry a Letter to Naples; but it is not imposible I may come directly home from Naples — I am informed the spanyards do allow us to proceed to their Coloneys but of this I shall know more at Malaga were I expect to be tomorrow — my Nankeens will not sell here for more than one & a half Dollars — Shall take them up with me — I felt a little uneasy on my passage out at having forgot to call at the Insurance Office to give my Note for the premium were the underwriters considered themselves held I do not know — beg you to have it put on a right footing & Insurance made in some way for 4000 Doll<sup>s</sup> more — I should be glad not to touch at Malaga but the Tobacco makes it necessary — I have purchased a few necessarys here for which have given M<sup>r</sup> Amasly a Draught on Mess Lane & Fraser to the Amo't of fifty one pounds 12/5 Stl<sup>s</sup> The English Fleet left this on the 30 July in pursuit of the french — they have been unlucky in their wind or they must have had them — my crew as well as myself are in fine health & spirits none of them have



AMERICAN ARMED MERCHANT SHIP MOUNT VERNON. BEATING OFF SEVERAL FRENCH PRIVATEERS  
NEAR GIBRALTAR. 31 JULY 1799





[been] wounded though so many shott came on board & there are but few shott marks on our Ship except<sup>d</sup> 6 through the M. T. G Sail — were obliged to blow away our Stern Boat firing on the Enemy — You need not expect to here of any trouble about Malaga for their shores are as cleare of Frenchmen as are the coasts of America — Till my next I am your Affectionate Son

ELIAS HASKET DERBY Jun<sup>r</sup>

ELIAS H. DERBY Esq<sup>r</sup>  
Salem

[Essex Institute. Vol. 24. Ship Papers, 1738-1811.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 28 July 1799

First part moderate breezes & pleasant weather, at 2 P M took in the light sails & hall'd up the Courses at 3 saw a sail to leeward supposed it to be the *Ganges*

Middle part light breezes & pleasant at 5 AM St Bartholomews bore N N W 4 miles S<sup>t</sup> Kitts bore S by E 8 leagues 2 sail to windward at 8 Spoke with the *Ganges* At 9 the Cap<sup>t</sup> went onboard the Comm<sup>o</sup> 4 American vessells came out Lay off & on with the above vessells in Company —  
Ends pleasant

[HS of Old Newbury, Mass., NDA photostat.]

Extract from journal of Lieutenant John Mulowny, U. S. Navy, commanding United States Ship *Montezuma*, 28 July 1799

Gentle breezes, & pleasant weather  
Took a pilot on board  
Light airs of wind —  
Cape Henlopen bore N. W.  $\frac{1}{2}$  N. — — 2 leagues Distant  
[NA.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 29 July 1799

JOHN ADAMS Esq<sup>r</sup>  
President of the U S —

SIR After having obtained your approbation of an Enterprize to the Coast of Spain &<sup>r</sup> for the two largest Frigates it is painful for me to propose a different arrangement — but so much time has elapsed in getting the *Constitution* to Sea, and I have yet no account that she has yet got out, that I fear it would be the 15<sup>th</sup> of August before the two Frigates would leave Hampton for Europe. They can safely operate in the West Indies by the middle of October — It would require 4 months for the European Expedition and there are only two months to be spared from the West Indies, where they may be employed in pursuit of an object attainable and of the highest importance. — the Security of our Trade to the Islands & to Spanish & Dutch America — Indeed my Impression of the vast importace of

Securing the West India Trade now and laying a good foundation for it in future is so strong that I almost consider it Treason against the true Interest of the Country to employ a Vessel elsewhere which can be employed in the West Indies while a single French Armed Vessel remains to infest those seas — Influenced by such considerations I shall venture to put a stop to the European Expedition & to send orders to Talbot at Norfolk to proceed immediately to Cayenne and to remain in that vicinity till about the 20 Sept<sup>r</sup> & thence to proceed by Surinam Guadeloupe &<sup>e</sup> to Cape Francois So as to arrive there about the 10<sup>th</sup> of October, and to assume the Command of all our Vessels on that Station for the Winter, — He will be useful at Cayenne where the French may be too formidable for M<sup>r</sup>Neill and the 12 Gun Brig sent to join him & he will there be out of danger from the Hurricanes

Barry may remain on the Coast as well as Truxton for six or seven weeks when it will be time to go to the Islands where all the Vessels will be employed notwithstanding the Hurricane Season —

I hope this change will not meet with your disapprobation — When the European enterprize was first thought of, it was expected the vessels would have left Norfolk early in July & that they might return time enough for the West Indies — This now seems to be impossible, or at least very doubtful —

I have the Honor to be with the highest respect & Esteem Sir  
Your most obed Serv<sup>t</sup>

[NDA. Nom. Appts. LB, 1798–1820.]

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To President John Adams from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 29 July 1799*

JOHN ADAMS Esq<sup>r</sup>  
*President of the United States*

SIR I do myself the honor to enclose a Letter from Captain Perry on the Havana Station

It appears from this Letter as well as Letters from the Consul to the Secretary of State that our Vessels are freely admitted into the Havana except where they go from British Ports and the behaviour of the Gov<sup>t</sup> to Perry was something more than polite

I have the Honor to be with the highest Respect & Esteem  
Sir

Y<sup>r</sup> obed Serv<sup>t</sup>

B[ENJAMIN] S[TODDERT]

[NDA. Nom. Appts. LB, 1798–1820.]

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To Master Commandant Hugh G. Campbell, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 29 July 1799*

Capt<sup>n</sup> HUGH G CAMPBELL  
*Brig Eagle New Castle—*

SIR You may receive M<sup>r</sup> Henry Darby on board of the *Eagle* under your Command

He must act in the several capacities of Purser, Captains Clerk & Stewart, and will be entitled to 40 Dollars p<sup>r</sup> month & 2 rations p<sup>r</sup> day

I have no Blank Warrants to spare — M<sup>t</sup> Darby must therefore for the present act under your appointment — No particular Uniform has ever been fixed on for Master Comm<sup>t</sup> — Why should they not dress as Captains —

I have the honor

[NDA. OSW, Vol. 2, 1799.]

To Job Wall, U. S. Consul, St. Bartholomews, from Captain Thomas Tingey, U. S. Navy

[U.S.S.] *Ganges* AT S<sup>t</sup> BART'LE<sup>m</sup> 29<sup>th</sup> July 1799

SIR Having on or about the 2<sup>d</sup> Ins<sup>t</sup> fallen in at sea with a certain Brig<sup>t</sup> call'd the *Young George* of Boston; said to be own'd by Sam<sup>l</sup> Andrews, and Jn<sup>o</sup> M<sup>c</sup>Pherson, avowing themselves citizens of the U: S: of America, & being on a voyage with a cargo of French produce, from Bourdeaux, clear'd for Charleston S<sup>o</sup> Carolina — Conceiving & being firmly pesuaded of the illegality of said trade, (by the Laws of our Country) Whereby virtue of the Authority of my Commission & orders, I arrested the progress of said Brig<sup>t</sup> and having put Officers of the United States under my command in possession of her, I order'd into the port of this Island, intending to send her to the United States, there to be tried by our Laws, whether or not, she should appear to be a fair trader.

On her arrival here I waited on his Excellency the Governor of the Island, stating the premises, and requesting his protection for her, till opportunity should present for sending her home, under convoy of some one, or more of our Public Ships — But considering, that my authority, does not extend to condemnation of the property — And willing to ameliorate the situation of the late proprietors, should our Courts adjudge the property to continue theirs, on proof that it is so — I agreed that, the Cargo they had on board (which appear'd to be far more valuable here than in America) should be sold, or barter'd, on the express condition (which I can prove) that the whole product thereof, should be ship'd on board said Brig<sup>t</sup> and there remain subject to my future order.

And Whereas, the 'forenam'd Sam<sup>l</sup> Andrews, after having assented to said sale or barter, hath unjustly interfered with the delivery of the returns for said Cargo sold: You will be pleas'd as Agent for the U: S: to request his Excellency the Governor's order, for the delivery of the said returns to my Agent — to be ship'd on board said Brig<sup>t</sup> in order for her to proceed to America, & there be subjected to the decision of our Courts of Justice, appointed for the cognizance of such causes.

I have the honor to be &c &c

T: T: [THOMAS TINGEY]

To JOB WALL Esq<sup>r</sup> Consul  
U S. at S<sup>t</sup> Batholemews.

[NDA. Tingey LB, 1798-1800.]

[29 July 1799]

To Secretary of State from John Ross, of the Schooner *Potowmac*

The Hon<sup>ble</sup> TIMOTHY PICKERING Esq<sup>r</sup>  
 SEC<sup>y</sup> OF STATE

SIR Expecting Hostilities to take place between the American and French Government, and being embarrassed in my Finances for want of the large Sums due to me by the Administrations at Cape Francois and Port de Paix I found it necessary to leave Baltimore the place of my Residence about the last of March 1798 for the purpose of collecting my Property from the Government & Individuals resident in Hispaniola Soon after my arrival I made collections to a large Amo<sup>t</sup> & shipped them off in different vessels part of which fell into the Hands of British Cruisers & has been condemned at Jamaica for want of means to obtain Security for laying in a claim; In July following I concluded on leaving the Island loaded a small Schooner called the *Potowmac* with Coffee; on board of which I intended to take my Passage but before she was cleared out I was attacked with a Violent Yellow Fever that rendered me unable to move before the month of December following — On the 7th day of January last I took my Departure from Port de Paix bound to this Island as I knew I could not obtain an entry in the United States, after springing both Masts during a boisterous and tedious Passage on the 18th day of February, being then-within 50 yards of the land of this Island at Daylight I received several shot from the private commissioned Brig *Genius* of New York Denbo Cable commander, owned by Cadwallader R. Colden then on board, I then bore away from the land and was chased a long time by the *Genius* under French Colours, but my top-sail yard being carried away & the Squaresail Tack also. I was reduced to three Sails under which the Brig Gained on me so that, she again fired over me & hoisted the American Flag. My American Ensign had been flying all the morning and as he at last shewed the Same Colours & fired under them I hove to under my Mainsail & Jib sheet hauled to windward; When the Brig came alongside we were ordered in the most insulting Language to haul down our Colours, but refused while we Saw the American Flag hoisted on board of him. He then sent his Boat on board of us, hauled down our Ensign, took all my men away except one man to attend me then in a State of Indisposition, and proceeded with my vessel & Cargo towards Tortola, on the 20<sup>th</sup> Id. we entered the English Harbor at the Island called Joes Vandykes where William Wood the Lieutenant of the Brig, ordered my Flag to be reversed in the Shrouds in this situation we remained there a short time, Cadwallader R. Colden then came on board & from thence proceeded to Tortola where we arrived that night — On the 23 Id he gave orders that I should not be allowed to go on board my vessel. He caused my Cargo to be landed when I was not permitted to keep an acco<sup>t</sup> of it and to see its condition. On the 7th of March I was libelled and about the 23<sup>rd</sup> of April The Judge determined that he could not hold plea in the case and ordered my vessel & Cargo to be restored. The Captors to pay Costs. To transact the Business thus far I was obliged to pay four Hundred Dollars as Lawyers Fees about \$300 for Commission to my Agent and after receiving more than 11000 <sup>lb</sup> of damaged Coffee appraised @ one & a

half Dollars per 100 <sup>lb</sup> which if sound would have sold for \$21 and 5300 <sup>lb</sup> less than the cargo I had taken on board at Port de Paix which I presume has been stolen by either the Officers & Crew of the *Genius* or her Agent Andrew Mackenzie who received it, after loosing about 4 Months of my Time and the Expences for my support incident thereto I was permitted to depart and have arrived at this Port where I mean to remain some time for my support — As M<sup>r</sup> Colden kept my Men and I was not able to support the Mate I had no person to Assist me in extending my Protest, and he would not allow one of them to come ashore for that purpose, for which reason I have postponed the extension of it in hopes that I shall hereafter meet with one of my Crew for that purpose — A deposition made by the Mate & myself was forwarded to Henry Cooper Esq<sup>r</sup> American Consul at S<sup>t</sup> Croix, But his Indisposition has prevented him from sending it to you — I shall collect all the Proofs necessary to shew how culpable Denbo Cable and C. R. Colden have been, They have robbed my vessel of several articles, such as light Sails, Spars & Rigging which I expect to be paid for by his Agent at Tortola, But as I conceive, his violent outrage on American Property, his Insults to the American Flag, and his trespass within Danish Jurisdiction are Offences of too heinous a Nature to be excused and ought to be punished in the Most exemplary manner. I shall spare no Trouble to lay before you the necessary Documents and shall be prepared to forward them by the next Convoy — The Brig *Genius* was formerly the Sloop *Genius* of New York mounting 12 Carriage Guns. She is expected to be within the United States and I trust this narrative of Facts will be sufficient to Authorize the proper legal measures to be pursued — I believe one of my Men by the Name of John Beauchamp is on board the *Insurgente* another by the name of James Davis I expect yet continues on board the Brig *Genius* — This said Cadwallader R. Colden has had a Tender under British Commission to cruise in Company with the Brig for the Purpose of entrapping Danish Property — Colden on board of the Tender brought in a Danish Schooner But as I had a Claim against him for Damages, He soon liberated the Dane & attempted to escape himself with the Privateer, But the Judge of Tortola granted an Arrest for him he was taken & imprisoned The Privateer on her second Cruise was upset & Lost. I am a Native of the United States and Baltimore has been my place of Residence my Character is known by M<sup>r</sup> M<sup>o</sup> Henry the present Secretary at War. and as Cap<sup>t</sup> Bainbridge is just on the point of going on board I shall here close this Narrative & remain most respectfully

Your very Humble Serv<sup>t</sup>

JOHN ROSS

S<sup>t</sup> THOMAS 29<sup>th</sup> July 1799 —

[SDA. Misc. L, Jul-Dec. 1799.]

[29 July 1799]

Extract from Letter to Secretary of State, from James Simpson

Duplicate

TARIFFA ISLAND 30<sup>th</sup> July 1799

Sir

\* \* \* \* \*

In addition to the unpleasant news I have been detailing from the other side, I am concerned to add that my removal from there has brought me to Witness more immediately the depredations of the French Cruizers on the Flag of the United States, in the Straits. — The 22<sup>d</sup> they conducted a Schooner past this Island, taken off Cadis; and yesterday they took another in our sight, to the Eastward of this place, both armed. — Few of the Armament of the American Merchant Vessels, appear to be equal to resist these Privateers, for altho' they are small Lateen sail Vessels, yet they carry heavy Metal, and are crowded with Men.

In N<sup>o</sup> 16 I advised the French & Spanish Fleets had that morning passed to the Westward; — an English Fleet of thirty one sail of the Line, six Frigates a Brig and a Schooner, have this day also passed in our view, to same quarter with a fresh Gale at East. —

I have the honor to be with sentiments of the highest Respect  
Sir

Your Most obedient and Most Humble Servant

JAMES SIMPSON

P. S. The French Privateers, now also Capture Swedish Vessels in these Seas.

[SDA. Tangier. Vol. 1, 1797–1803.]

[Algeciras, 29 July 1799]

Extract from protest of Josiah Ingersol, Captain of the Merchant Schooner  
*Eagle* captured by French Privateer *Mars*

A

## TRANSLATION

Protest.

Stamp

Third Seal 136 Maravedis, year 1799

At the City of Algeciras the 30<sup>th</sup> July 1799 —

\* \* \* \* \*

the wind being favorable on the 28<sup>th</sup> of the last month of June, he Sailed from the Said port bound to Gibraltar; That he proceeded on his voyage without any Material Occurence until finding himself near Cape Spartel (which was the first land he saw on the day of yesterday) he discovered a Sail that was chasing him, firing a Shot, which he answered by a Shot to Leward as Signal of Amity — That about Two oclock of the Same day, being in about Two miles distance from the Land, in front of the Island of Tarifa, where from, the Flag of Spain was discovered, he saw a Sail come from under the Land without any colours up, for reason of which he fired a Shot to Leeward;

That the said Sail having gained fast on him, he fired a Shot Waveing French Colours and altho' every exertion was used to Escape, it was impossible to Effect it, caused by the Constant fire made on him. — & That having cut him off from the Land tho Still near to it they had to [sur]render themselves; That the Said Frenchmen having come on Board they carried Seven Men and a prize Master who after having taken all the papers, possessed themselves of the Vessel, and taking the Government of the Same carried her to this Bay, where she came to anchor on the same afternoon.

\* \* \* \* \*

[SDA. Spol. Cl. SC, Vol. 25-1819.]

To Stephen Higginson & Co., Navy Agents, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 29 July 1799*

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>  
Boston —

GENTLEMEN I am honored with your Letter of the 25<sup>th</sup> Ins<sup>t</sup> — A Remittance of 30,000 Dollars was made to you on the 24<sup>th</sup> — The *Augusta* to my mortification was at Norfolk on the 16<sup>th</sup> but from the assurances of the Agent I hope she will be with you as soon as this Letter. I presume you have received the Copper for sheathing this Brig from New York and hope she can be speedily equipped for Sea — As to a general order to Lieu<sup>ts</sup> to remain on board the Ship while in Port the Commanding Officer should know his duty well enough to enjoin it whenever necessary & the Lieut<sup>s</sup> are bound to obey —

No delay can happen from this cause with an Officer who knows & means to do his duty — When it does happen, the Commander is more culpable than the inferior Officer — No difficulty respecting the Signals could have arisen but such as might have been easily obviated by very little attention on the part of Captain Little or the Committee —

A Paper was sent with the signals painted on it, of the proper Shape & Colour — The signals themselves could be made any where — It has been the fashion to make them & every thing else here, but as it occasions trouble unnecessary Expence for transportation & is attended with no good consequences whatever I have lately supplied Bunting to the Captains to make their own signals.

I am glad the *Constitution* has got to sea with Talbot in her — I do not know what promises the President has made him — If the President has satisfied Talbot without affording Truxton cause in his own opinion to quit the Service, he will have done more than I thought possible — It was a most difficult Subject, embarrassed by transactions in the time of General Washingtons administration —

I have the Honor to be

Gentlemen

Your obed, Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

To Secretary of the Navy, from Gibbs & Channing, Navy Agents, Newport, R. I.

NEWPORT July 29 1799

The Ship *General Green* arrived here the 27 Ins<sup>t</sup> from the Havannah, as no person is allowed to come in Town in consequence of sickness on board, we have not seen Cap<sup>t</sup> Perry or any of his Officers — We learn that after the Ship left the Havanna with the vessels under her convoy, a fever prevailed on board which induced Cap<sup>t</sup> Perry to come into Port, to recruit his crew — We are informed there is about 20 dead, about the same number landed at the Hospital at Coasters Harbour — We have sent off to Cap<sup>t</sup> Perry what assistance & supplies he has requested — he will doubtless advise you by this Post of the circumstances —

HON. BENJAMIN STODDERT.

[Newport H S. Gibbs & Channing LB.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 29 July 1799

Begins with light breezes & pleasant  
at 2 P M the Cap<sup>t</sup> return'd onboard bore away with 3 Sch<sup>rs</sup> & 1 Brig under Convoy at 6 hove too & sent instructions on board them, at 7 S<sup>t</sup> Martins bore N by E 3 leagues Saba South 5 leagues Bore away under easy sail.

Middle part Squally Cloudy weather attended with some rain at 7 A M saw S<sup>t</sup> Croix at 8 D<sup>o</sup> Exchanged signals with an English twenty Gun Ship who was standing to the South<sup>d</sup> with a Sloop in Comp<sup>y</sup> At mer<sup>dy</sup> Saw S<sup>t</sup> Thomas' bearing W by N 7 leagues

[HS of Old Newbury, Mass., NDA photostat.]

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Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Montezuma*, 29 July 1799

[In the Bay and River Delaware.] Light airs and Pleasant — At 7 P.M. Came to 6 miles below the ledge, At 4 A.M. weighed again, At 7 past New Castle and at 12 anchored opposite Marcus Hook —

[NA.]

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Extract from log of the Merchant Ship *Perserverance*, Monday, 29 July 1799

First part this 24 Light breeze Several men of war in sight at 2 P M bolt head bore North Distant about 8 miles at 4 P M tack'd ship to the Norward at 6 tack'd to Westward Bolt head bore N E B N Distant about 2 Miles at [hour omitted] tack'd ship to the N ward at 10 tack'd to the Westward saw the Eddy stone Light Bore W N W Distant about 4 Leagues at Mid Night the Eddy Stone Bore N E B N Distant about 3 Leagues gentle breeze and pleasant at 2 A M tack'd Ship to the Norward set the F Gallant sail flying jib and middle stay sail Let the reefs out of the top sails at 10 Beat to Quarters and scal'd off [f] the guns the Eddy Stone Light Bore E by N Distant 2 Leagues at 11 the Eddystone Bore E B S Distant 3 Leagues Latter part gentle gales & pleasant at 11 Tack'd ship to the Wward —

[Essex Institute.]



To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Department 30. July 1799

SIR I am honored with your letter of the 23<sup>d</sup> Inst. — The alteration directed, shall be made in the Register of Capt. Talbotts commission — and I beg leave to add, without any regrets arising from my opinion on that subject being over-ruled. I never doubted that Talbot had merit equal to any man in our Service, notwithstanding his unwarrantable suspicion of my want of confidence in him — nor shall this suspicion produce any change in my mind, or conduct towards him.

I believe the World will think the determination a proper one — it shall not be my fault, if any inconvenience to the Service is produced by it — or if any circumstance should arise out of it, to occasion you a moments pain. I have the honor to be with the highest respect & esteem

Sir Y<sup>r</sup> most obed Serv<sup>t</sup>

BEN STODDERT.

[NDA photostat.]

To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 30<sup>th</sup> July 1799

Captain THOMAS TRUXTON  
*Constellation* — New York

SIR I have this day received from the President a Letter from which the following is an Extract

“In the case of Captain Talbot I am perfectly clear in my own mind that he has been a Captain in the Navy of the United States from the time of his appointment in 1794 to this Hour That a Legal Title and Estate in his office was then vested in him and that he has never been divested of either — The suspension of his Pay & Subsistence was no deprivation of his Office any more than shaking off the Apples is cutting down the Tree —

“The Principle is well known & established in a multitude of cases — Suspensions of the functions are no deprivation of the offices — President Washington made a distinction at the time, and instead of discharging or dismissing Captain Talbot from his office or annulling his appointment only informed him that in consequence of an Act of Congress his pay and subsistence must be suspended or must cease but at the same time expressed his hope that he would be ready to engage in the Service when he should be called — Had President Washington continued in Office he might have given Talbot the Command of a Ship and ordered him his pay & Subsistence without a fresh nomination to the Senate and so might the Successors to the Office of President — Nothing can be inferred from my nomination of him but my desire to give satisfaction to the Senate and the Public — Had the Senate refused their advice and consent, I might have desisted from my intention of employing him, but the repetition of their consent is certainly no diminution of his Title —

“Far be it from me to depreciate the Merits, Services or Talents of Capt Truxtun I respect, I esteem and love the Man His Gallant behaviour & splendid conquest of the *Insurgente* have won him Laurels which I hope he will live to wear for many years after I shall be no more. But his meritorious conduct makes no alteration in my Judgement in the state of this question — It is no more argument for promoting him over Talbot than it is for promoting him over Barry & Nicholson.

“I should regret sincerely & extremely the loss of Captain Truxton to the Navy and to the United States and I confidently hope that he will not think of a resignation — Talbot cannot descend without loss of reputation — Truxton stands on safe ground and will lose no character by not rising. —

The right of determining the rank of officers is unquestionably with the President, — I have given you in his own Words the Principles which govern him in confirming to Talbot his original rank —

I need not add what unfeigned pleasure it will afford me to find that you acquiesce in the justice of his determination & give proof to the World that Conquest over the Enemies of your Country is neither the most difficult, nor the most honorable Conquest you are capable of achieving —

You will readily perceive from the language of the President that no partiality to Talbot has weight in influencing his mind on this subject that he would not do what he thought injustice to you to gratify Talbot and that he has no view but to act justly between you —

Change situations with Talbot and then examine your own feelings — You will find that you could not in that case bring yourself to serve as Junior to a man whose Senior Officer you had been — You can now serve under one originally appointed above you, not only without dishonor but with the highest honor to your Character — Your Country knowing that you possess every requisite to make you a valuable Public Servant would then know that you would Sacrifice all inferior considerations to her Service — It is unnecessary for me to assure you that if you continue in Service occasions will be seized with eagerness to give you opportunity of distinguishing yourself & that you will not without evident necessity be put upon Service where your feelings can be subjected to mortification

Take at least one day to consider before you answer this Letter — I have the Honor to be with great respect & Esteem,

Sir

Your most obed. Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

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To Captain John Rodgers, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 30<sup>th</sup> July 1799

Captain JOHN RODGERS  
Ship *Maryland*  
Baltimore —

SIR You will make such arrangements for recruiting a Crew for the *Maryland* as will enable you to complete the whole number allowed you by the time she is ready for a cruize —

You are allowed (besides Officers of Marines & 21 Privates which will be supplied you by the Major of Marines Your Commissioned & Petty Officers the latter of which you will appoint) not exceeding One hundred Men & Boys — Of this number you will recruit not exceeding Sixty able seamen the residue to consist of ordinary Seamen & Boys)

Able Seamen you will allow 17 Dollars p<sup>r</sup> Month, ordinary Seamen & Boys from 5 to 14 Dollars according to merits, all to be entered to serve One Year from the Ships first weighing Anchor on a Cruize —

You may allow the Recruits two months advance but previously take [care] to obtain responsible Security to resort to in the event of deserting —

You will instruct your recruiting Officers to enter none but sound and healthy persons and to suffer no indirect or forcible means to be used to induce them to enter into the Service —

I enclose you a complete sett of recruiting papers all of which you will have kept with the utmost accuracy.

You will have a regular Acct kept of the name and station of each recruit together with a description of his person so that he may be identified at any future period.

Every man entered must take an oath agreeably to the form you will receive herewith —

M<sup>r</sup> Yellot will supply you with monies for the purposes of recruiting and you must advance to your Recruiting Officers who must settle their Accounts with you.

They will be allowed two Dollars for each recruit in full for *every expense*, but that of provisioning the men & in cases where they are recruited at a distance, their transportation to the Ship —

They must take vouchers for every expenditure of this kind — no account can be admitted without vouchers to support it, —

Previously to your departure you will be pleased to transmit your Account & Vouchers to William Winder Esq<sup>r</sup> Accountant of the Navy Department for settlement

I have the honor to be

Sir

[NDA. OSW, Vol. 2, 1799.]

To Secretary of the Navy, from Gibbs & Channing, Navy Agents, Newport, R. I.

NEWPORT July 30 1799

In our respects of y<sup>e</sup> 29<sup>th</sup> Instant, we are informed of the arrival of the *General Green* at this Port, and that a Fever prevailed on board — We learn from the Health Officer, who was on board this morning, that there are no new cases, that the officers & crew on board are well, those in the Hospital are mostly on the recovery, none have died since her arrival. — We inclose this days paper, which contains the Physicians Certificate of the nature of the Fever — Cap<sup>t</sup> Perry having requested us to furnish Eighty tons Iron ballast, and there being none here or at Providence it must be procured at New York, and thinking it probable there may be some there belonging to Government, we inclose copies of Cap<sup>t</sup> Perrys letters to us & our reply, that you may give such directions to the Agents at New York or otherways for furnishing the ballast which you may judge necessary — There are constantly Packets at New York, belonging to this Port, that the Iron ballast you judge proper can be forwarded on immediately. — We shall afford every assistance required, to cleanse the Ship, & put her in order for her cruise. —

Hon. BENJ<sup>r</sup> STODDERT Esq —

[Newport HS. Gibbs & Channing LB.]

To Major Commandant W. W. Burrows, U. S. Marine Corps, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 30th July 1799

Major W. W. BURROWS

SIR Officers of Marines & Twenty one Privates will shortly be wanted for the Ship *Maryland* Captain Rodgers at Baltimore.

You will be pleased to take measures for complying with this requisition —

I have the Honor to be

Sir

Your obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

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Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 30 July 1799

Fresh Gales and Squally. At half past 12 reefd the courses and set the Mainsail. at 2 Set close reefd Fore and Main Topsails

At 4 D<sup>o</sup> Weather

At 5 Set the Mizzen Topsail close reefd and Main Staysail

At 8 More Moderate

At 12 Moderate breezes and Cloudy weather

Middle Part light breezes and Cloudy

At 5 Saw a strange sail bearing N by E wore to the Eastw<sup>d</sup> and Gave chase, At 6 out Close reef and Swayd up Top Gallant masts, At 7 Shortnd sail and Spoke with the Chace

She prov'd to be an American Schooner from Union river bound to S<sup>t</sup> Bartholomews hauld to the wind made and shortnd sail as Nessasary Employd cleansing between decks

[Latitude Observed 36. 53 North]

[NHSC NYHS.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 30 July 1799

First part fresh breezes & pleasant weather running down under easy sail at ½ past 2 PM came too in S<sup>t</sup> Thomas' road in 9 fathoms water, took out the Cutter the 1<sup>st</sup> Lieut<sup>t</sup> went on shore

Middle part Moderate breezes & cloudy At 7 AM the Cap<sup>t</sup> went on board the *Norfolk* at 8 return'd onboard, got under way & lay off and on the fleet got under way Consisting of [a word illegible] of 100 sail under Convoy of the Brig *Norfolk* & Sch<sup>r</sup> *Retalliation*

At Mer<sup>dn</sup> the town of S<sup>t</sup> Thomas' bore North 3 miles —

Latter part pleasant, lay off & on waiting for the Comm<sup>o</sup> —

[HS of Old Newbury, Mass., NDA photostat.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding  
U. S. Ship *Montezuma* 30 July 1799

At 6 AM weighed, and made sail up the river, and at 10 came to abreast of Fort Mifflin, At 11 the Doctor came on board, and after a thorough examination pronounced the Crew to be remarkably healthy — At 11 AM. Moored ship —

[NA.]

To Secretary of State from William Willis, U. S. Vice Consul, Barcelona, Spain

BARCELONA July the 31<sup>st</sup> 1799 —

RESPECTED SIR Our information from Italy is that on the 16<sup>th</sup> Instant the french evacuated Leghorn, and that at this time all Tuscany is regain'd to the grand Duke and that the french now have little more than the Cities of Mantua and Genoa now left of all their Itallian conquests and that even these are closely Blockaded and must soon fall — thus ends the pompous boasting of that haughty people — we hear no more of the tryumphant army of Itally — and they begin now to be asham'd! to mention their army of Egypt — *they are astonishingly modest of late* but still with all their feign'd modesty they have not forgot to accomodate themselves at the expence of others when they have it in their power — Reinhard the french Commissary being at Leghorn on the 8<sup>th</sup> instant and thinking it probable that the Austrians would be there in a day or two Seiz'd on the American Ship *Juno* to convey himself and suite to Marseilles — what will be the fate of the *Juno* on his arrival I know not, but I think she is in bad hands —

I mentioned in a former letter that I was happy to hear that the Executive of the U S was about to send an arm'd force into these Seas — The force which in my opinion would be most Service<sup>bl</sup> would be four Vessels carrying from 18 to 20 guns and fitted both for rowing and sailing and they would be still more serviceable if they were to have two heavy guns in their bow and stern — these might Lay at anchor at the entrance of Ports that the French Privateers frequent and would have it in their power when they see the french privateers get under way, to go out with them, this I am confident would be the means in a very short time of Breaking up the french Privateers in the Gut of Gibraltar. these with a frigate to sail up and down the Spanish Shores, in the Mediterranean would I have no doubt, be a most salutary protection to our Commerce in these Seas —

The two American Captains Viz Plummer and Spooner are still detain'd at Majorca and heaven only knows when they will be reliev'd — I enclose you coppies of the last letters I have rec'd from that Island M<sup>r</sup> Jaudenes' letter will show you his friendly desposition toward our Countrymen — It appears now to me to be a wanton act of neglect and injustice in this government to detain them, as they have already acknowledged by their liberating them from Prison that they were inocent of the charges Brought against them that of being English Spies —

I am still unfortunate in not having my exequator in conformity to my Commission, which ties my hands in such a manner that I should only be a mere Cypher was I to go to Majorca — I have ap-

pointed Manuel Charbonnel Agent in that place and shall get him acknowledged by the Government of that Island as soon as my Exequator arrives — Nothing will be wanting in me to the extent of my power to relieve my Countrymen and protect them from injustice and oppression —

I am Sir with Respectful Esteem  
Your Hble Serv<sup>t</sup>

WILL<sup>m</sup> WILLIS

To the Hon<sup>ble</sup>  
TIMOTHY PICKERING  
*Secretary of State Philadelphia*

[SDA. Barcelona. Vol. 1, 1797-1809.]

To Lieutenant John Mullowny, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 31<sup>st</sup> July 1799*

Captain JOHN MULLOWNY  
Ship *Montezuma*  
Fort Mifflin

SIR I have received your Letter of Yesterday and am much pleased to hear of your arrival and in such good health — I shall take immediate measures to get out the Specie, and shall want you to proceed without the least delay to S<sup>t</sup> Kitts to bring in Prisoners — a Service which may be performed by the time your men will be entitled to their discharge

But this cannot be done so soon as they ought to be discharged, should there be the least delay in getting out —

I have the honor to be

Sir

Y<sup>t</sup> most obe<sup>d</sup> Serv<sup>t</sup>

Get a good Stock of potatoes & other vegetables on board and let your Purser draw on me — You can want nothing else

[NDA. OSW, Vol. 2, 1799.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 31 July 1799

Begins moderate breezes & pleasant weather employ'd laying off & on waiting for the Commodore to heave in sight at 3 PM lost sight of the fleet several sail in sight to the South<sup>d</sup> at 5 Spoke a Danish Kings Schooner with a Ship & Brig under Convoy standing to the North<sup>d</sup> at 7 S<sup>t</sup> Thomas' Bore N W b W 3 or 4 leagues —

Middle part fresh breezes & cloudy weather at 1 AM saw S<sup>t</sup> Croix, S W dist 2 leagues at 10 set T G Sails, At Mer<sup>dn</sup> the Body of S<sup>t</sup> Croix bore W  $\frac{1}{2}$  S dist 5 leagues —

Ends moderate & pleas<sup>t</sup>

[Latitude Observed 17.51 N.]

[HS of Old Newbury, Mass., NDA photostat.]

# INDEX





# INDEX

	Page
<b>Aary, Silvanus</b> , seaman, <i>Boston</i> , in <i>Flying Fish</i> .....	548
<b>Abbreviations index to sources</b> .....	vii
<b>Abigail (Abagail)</b> , sloop, captured at Curacao.....	522
<b>Accountant of Navy.</b> See <i>Winder, William</i> .	
<b>Acts authorizing publication of these documents</b> .....	iv
<b>Adalade</b> , schooner, chased by <i>Constellation</i> .....	58
<b>Adams, Mr.</b> , at Berlin.....	204
<b>Adams, John, Capt.</b> , U. S. R. C. <i>Scammel</i> :	
Correspondence with Secretary of Navy.....	217, 269, 366
Detached from <i>Scammel</i> .....	366
Guns lately on <i>Governor Jay</i> to be delivered to.....	502
Money advanced to, for pay of <i>Scammel's</i> men.....	393
Ordered to Philadelphia.....	217
References to.....	240, 245
See, <i>Scammel, U. S. R. C.</i>	
<b>Adams, John</b> , President, U. S. A.:	
Complaint of Captain <i>Giles</i> , schooner <i>Betsy</i> against captain of H. B. M. S. <i>Daphne</i> .....	139-141
Correspondence with—	
Brown, Moses, Capt., U. S. N.....	280
Navy, Secretary of.....	24,
25, 40, 41, 55, 66, 67, 84, 90, 91, 108, 161, 176, 177, 185, 189, 226,	
234, 235, 252, 253, 264, 265, 272, 273, 279, 280, 285, 293-295,	
312, 313, 339, 349, 350, 362, 399, 400, 402, 425, 451, 462, 464,	
466, 490-492, 495, 500, 519, 525, 528-532, 538, 539, 559, 560, 567	
State, Secretary of.....	139,
140, 204, 225, 272, 301-303, 341, 342, 383, 384, 424, 453	
Talbot, Silas, Capt., U. S. N.....	474, 475, 479
Extract of a letter from.....	56
Holds that Captain <i>Talbot</i> should have former rank.....	528-532
Officers for <i>Constitution</i> .....	291
Present at launching of U. S. S. <i>Boston</i> .....	223
Proclamation renewing commercial intercourse with St. Domingo.....	408, 409
References to.....	315, 387, 421
<b>Adams, John</b> , prisoner, delivered on board the <i>Barber</i> .....	49
<b>Adams, Knowles, Capt.</b> , ship <i>Mary Ann</i> :	
Extract from letter of.....	172, 173
Protest of.....	170-173
References to.....	434, 436, 437
<b>Adams, U. S. S.</b> , Capt. <i>Richard V. Morris</i> :	
Complement for.....	501
Construction of, to be speeded.....	313
Fever will not delay sailing.....	524
Guns for.....	68
Instructions for.....	507
May mount carronades in place of long guns.....	353
Men not to be recruited yet.....	349
Must not be delayed till winter.....	508
Powder for, to be exchanged with <i>Pickering</i> .....	339, 340
Recruiting instructions for.....	501
References to.....	12, 298, 329, 500
See <i>Morris, Richard V., Capt., U. S. N.</i>	
When will she be launched?.....	187
Will be launched within a month.....	234
Will be ready for sea in May.....	51

	Page
<b>Address, brig, Captain Beverly</b> .....	523
<b>Adolfo, French privateer, helped capture <i>Ardent</i></b> .....	195
<b>Agredano, Anthony, notary public</b> ..... 171, 172, 196,	197
<b>Aguilar, Sevastian de and Rocha</b> .....	196
<b>Alexicore, British sloop of war, Captain White, captured <i>Neptune</i>, Flag of Truce</b> .....	168
<b>Alexander, schooner, Flag of Truce, spoken by <i>Constellation</i></b> .....	209
<b>Alexander, ship, Capt. Asa Dodge, boarded by <i>Merrimack</i></b> .....	398
<b>Alexandria, Va.:</b>	
Bread to be shipped from.....	113
Vessel of 18 guns—	
Not to be built at.....	113
To be built at.....	38
<b>Alexis, Louis, V., midshipman, <i>Constitution</i></b> .....	438
<b>Algeciras, Spain:</b>	
<i>Eagle</i> , schooner, captured and taken to.....	564, 565
<i>Hope</i> and <i>Ardent</i> taken to, by French privateers.....	270
<i>Sally</i> , schooner, captured and taken to.....	518
<b>Algiers:</b>	
Accounts with, settlement of.....	225
Articles to be sent to.....	3, 4
Peace with, stopped construction of frigates.....	157, 158
Ships and stores for, reference to.....	9
Vessels for, delivered.....	225
<b>Allen, Chester, marine on <i>Merrimack</i></b> .....	180
<b>Allen, Daniel, Capt., ship <i>Henry</i>, protest of</b> .....	2
<b>Allen, Joseph, seaman, <i>Constitution</i></b> .....	438
<b>Allen, Moses, purser, <i>Boston</i></b> .....	189
<b>Allen, Peter, private, U. S. M. C., <i>Constitution</i>, died</b> .....	477
<b>Allen, William, Board of Health of Pennsylvania:</b>	
Correspondence with Secretary of Navy.....	245, 255, 256
<i>Delaware's</i> ballast to be changed.....	255, 256
Early admittance of ships of war to Philadelphia asked of.....	245
<b>Alliance, French privateer, Captain Dupuy:</b>	
<i>Jane</i> , schooner, captured by.....	555, 556
<i>Union</i> , sloop, captured by.....	181
<b>Allicott, Berridge, &amp; Co. See Berridge Allicott &amp; Co.</b>	
<b>Almira, schooner, Captain Corvin, beef shipped by</b> .....	305
<b>Amalia, prize ship</b> .....	438-447
<b>Amasly, Mr.</b> .....	558
<b>America, ship, Capt. Wm. Meiks, sailing from Malaga</b> .....	262
<b>Amiable, schooner, Capt. Probus Wilson, brought to by <i>Constellation</i></b> .....	38
<b>Amory, William, Lt., U. S. M. C., <i>Constitution</i></b> .....	418, 447, 480
<b>Amsden, Lewis, ordinary seaman, <i>Constitution</i></b> .....	438
<b>Amsden, Lyman, boy, <i>Constitution</i>, drowned</b> .....	438
<b>Anchors:</b>	
Boyd, Mr., to deliver to Stephen Higginson.....	306
<i>Essex</i> , U. S. S.....	121
<i>President</i> , U. S. S.....	381
Townsend, Mr., to be given contract for.....	232
Townsend, Mr., to furnish.....	381
<i>United States</i> , U. S. frigate.....	190, 305, 306
<b>Anderson Samuel, surgeon's mate, U. S. S. <i>Delaware</i></b> .....	497
<b>Anderson, [William], Master's Mate, <i>Constellation</i></b> .....	286
<b>Andrews, Ebenezer, ordinary seaman, <i>Constitution</i></b> .....	438
<b>Andrews, Hiram, deserter, <i>Herald</i></b> .....	283
<b>Andrews, Hiram, private, U. S. M. C., <i>Constitution</i></b> .....	448
<b>Andrews, Samuel, part owner of brig <i>Young George</i></b> .....	543, 561
<b>Andrews, Stephen, ordinary seaman, <i>Constitution</i></b> .....	438
<b>Andrews &amp; McPherson, owners of <i>Young George</i> and cargo</b> .....	461
<b>Andulle, Captain, schooner <i>Minerva</i></b> .....	324
<b>Ankles, John, ordinary seaman, <i>Insurgent</i></b> .....	254
<b>Ann, ship, Capt. William Robinson, captured by French privateer <i>La Mouche</i></b> .....	397, 398
<b>Anna, ship, spoken by <i>Montezuma</i></b> .....	538

	Page
<b>Anna Catharina</b> , Jacob Linning, master, boarded by <i>Merrimack</i> .....	345
<b>Ann &amp; Hope</b> , ship, Captain Page, extract from log book.....	315, 320
<b>Anthony, Isaac</b> , ordinary seaman, <i>Constitution</i> .....	438
<b>Antonio, Francis</b> , ordinary seaman, <i>Insurgent</i> .....	254
<b>Apollo</b> , brig, Captain Waddel, condemned at Malaga.....	270, 271
<b>Appleton</b> , American consul at Leghorn.....	342, 343
<b>Apthorp, I. Wheeler</b> , part owner of cargo of <i>Hope</i> .....	469
<b>Aquilar &amp; Rocha, Sebastian, de</b> .....	171
<b>Aranberg</b> , captain of schooner <i>Hawke</i> .....	522
<b>Archer, John</b> , Lt. U. S. S. <i>Constellation</i> :	
Arrived at Philadelphia with prize <i>Union</i> .....	156
Bearer of dispatches to Secretary of Navy.....	23
Ordered to command prize <i>Union</i> .....	21, 22
Recruiting instructions to.....	286, 352
<b>Ardent</b> , ship, Capt. Alexander Smith:	
Captured by French privateers.....	195-197, 270
Declaration of pilot.....	195-197
<b>Ardley, Mr.</b> , passenger on ship <i>Harmony</i> .....	263
<b>Ares, James</b> , marine, <i>Insurgent</i> .....	255
<b>Arethusa</b> to sail from Liverpool with dispatches.....	52
<b>Argo</b> , sloop, Revolutionary War.....	531
<b>Argus, or Greenleaf's Daily Advertiser</b> , New York, extracts from.....	16, 37, 65
<b>Ariadne</b> , ship, spoken by <i>Merrimack</i> .....	96
<b>Arms and military stores seized by British</b> .....	45, 46
<b>Arnoult</b> , Captain of French privateer <i>Telemague</i> .....	80
<b>Ashby, Thomas</b> , ordinary seaman, <i>Constitution</i> .....	438
<b>Asia</b> , British ship, Revolutionary War.....	530
<b>Atkins, John</b> , private, U. S. M. C., <i>Constitution</i> .....	448
<b>Atkinson Murr, Bogle &amp; Co.</b> See Bogle, Atkinson Murr & Co.	
<b>Attarick, Thos.</b> , master of vessel requesting convoy.....	427
<b>Atwood, James</b> , sloop <i>Nancy</i> .....	431
<b>Atwood, John</b> , seaman, <i>Constitution</i> .....	438
<b>Audieur</b> , Captain, French Letter of Marque <i>Diligente</i> .....	61-63, 360
<b>Augusta</b> , U. S. brig:	
Instructions relative to equipment.....	344, 545
Officers and military equipment of <i>Herald</i> to be transferred to.....	423, 467, 542
Provisions and water to be put on board.....	542
Purchase of, from Mr. Myers.....	331, 344
Russel, Charles C., Lt., ordered to command of.....	542
To fit out at Boston.....	405, 467, 523, 534, 565
<b>Aurora</b> , ship, Capt. John Suter, captured by French privateer <i>L'Hazarde</i> .....	471
<b>Aurora</b> , ship, Captain Spriggs, fired on by H. B. M. S. <i>Latona</i> .....	342, 343
<b>Austin, Daniel</b> , ordinary seaman, <i>Constitution</i> .....	438
<b>Austin, William</b> , chaplain, <i>Constitution</i> .....	438
<b>Ardale, Ezra</b> , private, U. S. M. C., <i>Constitution</i> .....	447
<b>Baas</b> , captain of ship <i>Eliza</i> .....	80
<b>Bachelor</b> , English brigantine, brought to by <i>Pickering</i> .....	142
<b>Bacon, William</b> , boy, <i>Constitution</i> .....	439
<b>Bagnate, William</b> , seaman, ship <i>Planter</i> , wounded.....	487
<b>Bailey, John</b> , mate, schooner <i>Hope</i> , protests capture by French privateer.....	470
<b>Bailey, Joseph</b> , ordinary seaman, <i>Constitution</i> .....	438
<b>Bailey, (Lewis C., Midshipman), Montezuma</b> .....	188
<b>Bainbridge, Henry, Jr.</b> See Bainbridge, Henry, Jr.	
<b>Bainbridge, William</b> , Master Commandant, U. S. S. <i>Norfolk</i> :	
Correspondence with Secretary of Navy.....	25, 39, 42, 52, 53
References to.....	1, 5, 56, 219, 225, 234, 248, 268, 272, 273,
327, 339, 344-348, 399, 426, 427, 461, 462, 543, 544, 563	
<i>Retaliation</i> , Lieutenant McElroy, to assist on convoy duty.....	540
See <i>Norfolk</i> , U. S. S.	
Signals furnished to.....	42
Takes 9 midshipmen to West Indies.....	52
<b>Baka, (Baker), Hugh</b> , master at arms, <i>Constellation</i> .....	286
<b>Baker, John M.</b> .....	486

	Page
<b>Baker, Thomas, Capt., U. S. S. <i>Delaware</i>:</b>	
Commissions for himself and officers.....	497
Correspondence with Secretary of Navy.....	403, 497, 498, 512, 514, 521
Guns for <i>Delaware</i> .....	377
Orders and instructions to.....	403, 497, 498, 511, 512
References to.....	406, 422, 466, 521
<i>See, Delaware, U. S. S.</i>	
To be under command of Captain Tingey.....	495
<b>Balcarras, Lord,</b> .....	236
<b>Ballard, Captain, H. B. M. S. <i>Pearl</i>,</b> .....	122
<b>Baltimore Daily Advertiser.</b> <i>See</i> Federal Gazette and Baltimore Daily Advertiser.	
<b>Baltimore, Md.:</b>	
Ships building at—	
Equipment of.....	100, 101, 338
Guard for.....	289
Men for.....	298
To be ready soon.....	51
<b>Baltimore, U. S. S., Capt. Samuel Barron and M. Comdt. William Cowper:</b>	
Anchored in Bassaterre Roads.....	225
Convoy duty.....	20, 21, 25, 77, 142, 218, 219
Convoy signals issued by Captain Barron.....	Facing page 34
Cowper, William, intended for command of.....	482, 504
Cowper, William, M. Comdt., ordered to command.....	555
Guns too low.....	507
In West Indies.....	50, 234, 272, 339, 344
Is at Norfolk.....	500
Marines for.....	469, 533
Men of, to be discharged.....	459
Money may be transferred by, from Kingston.....	199
Necessary preparation for sea.....	504, 505
<i>Norfolk</i> to cruise with.....	130, 131
Operating under Captain Truxtun.....	199
Orders and instructions for.....	21, 130, 131, 454
Preparation for sea to be hastened.....	454
Prisoners may be brought to U. S., in.....	385
Recruits for, to be turned over to <i>Insurgent</i> .....	504, 505
References to.....	106, 220, 268, 345, 388, 496, 551, 554
Refitting at Norfolk.....	464
Sailed the 21st of May.....	256
<i>See</i> Barron, Samuel, Capt. and Cowper, William, M. Comdt.	
Signals for ships under convoy of.....	33—35
To operate under <i>Ganges</i> in West Indies.....	268, 385
With <i>Eagle</i> captured a French privateer.....	327
<b>Banard, Frenchman, from <i>L'Insurgente</i>,</b> .....	287
<b>Bang, Neil C., master's mate, <i>Boston</i>,</b> .....	549
<b>Banning, [Freeborn], midshipman</b> .....	253
<b>Banton, Cado, marine, <i>Insurgent</i>,</b> .....	255
<b>Barber, Capt. Gabriel Elster, American prisoners delivered on board.</b> .....	48, 49
<b>Barnard, Moses, Capt., brig <i>Lydia</i>, extract from letter of</b> .....	75, 76
<b>Barnes, Barry P., collection, Navy History Society, data selected from.</b> .....	166, 520
<b>Barnes, John, cook's mate, <i>Boston</i>,</b> .....	548
<b>Barnes, William, <i>Boston</i>,</b> .....	548
<b>Barnet, Isaac Cox, U. S. consul at Bordeaux:</b>	
Correspondence with Secretary of State.....	363
Removed from Brest to Bordeaux.....	363
<b>Barney</b> .....	236
<b>Baron, Jno., owner of sloop <i>Prince Raphael</i>,</b> .....	99
<b>Baron, John, seaman, ship <i>Planter</i>, wounded</b> .....	487
<b>Barret, Asa, private, U. S. M. C., <i>Constitution</i>,</b> .....	448
<b>Barret, John, ordinary seaman, <i>Insurgent</i>,</b> .....	254
<b>Barrett, William, <i>Boston</i>,</b> .....	548
<b>Barri, John.</b> <i>See</i> Piedra, Benoit de La & Barri, John.	
<b>Barri, John, supercargo on ship <i>Rufus</i>,</b> .....	484, 485

	Page
<b>Barron, James, Capt., U. S. N.:</b>	
Correspondence with Secretary of Navy.....	429
Promoted to captain.....	253
Reference to.....	482
To be second in command on <i>United States</i> .....	429
<b>Barron, Josias, master of vessel requesting convoy.....</b>	<b>427</b>
<b>Barron, Samuel, Capt., U. S. S. Baltimore:</b>	
Convoy signals issued by.....	Facing page 34
Correspondence with Secretary of Navy.....	454, 466, 482, 504, 505
Frigate building at Norfolk to be commanded by.....	482, 504
Orders and instructions to.....	21, 130, 131, 466, 482, 504, 505
References to.....	25, 106, 130, 142, 143, 218, 219, 225, 234, 268, 272, 327, 339, 344, 345, 386, 469, 505, 520, 539, 551, 555
<i>See, Baltimore, U. S. S.</i>	
Signals for ships under convoy.....	33-35
Suggested for command of <i>L'Insurgente</i> .....	388
To examine carronades imported by Simon Walker.....	324
<b>Barry, James, Esqr.....</b>	<b>520</b>
<b>Barry, John, Capt., U. S. S. United States:</b>	
Continues in command of <i>United States</i> .....	247
Correspondence with—	
Desfourneaux, General.....	48, 49
Gay, John, U. S. Agent.....	165, 166
Leamy, John.....	519, 520
Navy, Secretary of.....	47, 177, 190, 215, 349, 371, 428, 429, 552
Stewart, Charles, Lt.....	317
European cruise contemplated for.....	399, 400, 401, 520, 538, 539
European cruise not now advisable.....	538, 539, 542
Guns for <i>United States</i> .....	354, 405
Health of, not good.....	120
Officers, commissions and warrants for.....	371
Orders and instructions to.....	215, 428, 429, 552
References to.....	13, 25, 46, 49-52, 54, 55, 59, 64, 66, 69, 70, 74, 76, 86, 91, 93, 96, 131, 168, 185, 186, 188, 199, 201, 218, 219, 232, 244, 245, 247-249, 252, 253, 267, 268, 273, 274, 283, 331, 344, 361, 382, 385, 429, 491, 492, 511, 514, 554, 560, 567.
Relative rank of.....	157, 158, 340, 463, 529
Returns for supplies to be signed by.....	190
Salvage for recapture of <i>Maria</i> .....	165, 166
<i>See, United States, U. S. S.</i>	
Shot for vessel of.....	411
Talbot, Captain, will join.....	462
To be kept on the coast.....	542, 550
Vessels employed under, in West Indies.....	49-51
Will cruise as far as St. Marys.....	362
<b>Barry, John, Mrs.....</b>	<b>519</b>
<b>Barry's Wharf.....</b>	<b>296</b>
<b>Bartholic, Stewart, ordinary seaman, Constitution.....</b>	<b>439</b>
<b>Bartlett, Benj., quartermaster, Constitution.....</b>	<b>439</b>
<b>Bartlett, William, et al., Committee for building Merrimack.....</b>	<b>53</b>
<b>Barton, Commodore, on H. B. M. S. Hydra.....</b>	<b>20</b>
<b>Barton, Jeremiah, Lt., U. S. N.:</b>	
Ordered to temporary command of <i>Insurgent</i> .....	353, 354, 496
Orders and instructions from Capt. Murray.....	373, 411
<b>Basden, Henry, schooners sold to, at Curacao.....</b>	<b>522</b>
<b>Bassaterre Roads, convoy assembling in.....</b>	<b>224, 225</b>
<b>Batavia, Aurora wounded, left at.....</b>	<b>471</b>
<b>Batchellor, Moses, ordinary seaman, Constitution.....</b>	<b>439</b>
<b>Bates, Asa, ordinary seaman, Constitution.....</b>	<b>439</b>
<b>Bates, Ely, private, U. S. M. C., Constitution.....</b>	<b>447</b>
<b>Bates, George W., corporal, U. S. M. C., Constitution.....</b>	<b>447</b>
<b>Bates, Japhet, private, U. S. M. C., Constitution.....</b>	<b>447</b>
<b>Bates, Jonathan, ordinary seaman, Constitution.....</b>	<b>439</b>
<b>Bates, Simeon, private, U. S. M. C., Constitution.....</b>	<b>447</b>
<b>Bates, William, seaman, Insurgent.....</b>	<b>254</b>
<b>Battles, Lemuel, private, U. S. M. C., Constitution.....</b>	<b>448</b>

	Page
Bauden, Mr., French prisoner, to be paroled.....	489, 506
Bauvais.....	391, 393
Baxter, J., merchant of Havana.....	144
Baxter, Samuel, ordinary seaman, <i>Constitution</i> , deserter.....	439
Bayly, Dr.....	532
Beacham, John, seaman, <i>Insurgent</i> .....	254
Beale, Joseph, midshipman, <i>Herald</i> and <i>Boston</i> .....	189, 279, 290, 549
Beale, Richard, Lt., <i>Constitution</i> : Deposition of.....	416
Detached from <i>Constitution</i> .....	350, 351, 369, 492, 425, 519
Beall, Mr. See Beale, Joseph.	
Beauchamp, John, believed on board <i>Insurgent</i> .....	563
Beaufort, S. C., galley building at.....	376-378
Beauvarlet, Monsieur, exchange of prisoners.....	61
Beck, John, ordinary seaman, <i>Constitution</i> .....	438
Becker, Joseph, prisoner delivered on board the <i>Barber</i> .....	49
Beef procured by J. & E. Watson not of best quality.....	305
Bell, Jonathan, S. M., mate, <i>Constellation</i> .....	286
Bell, William, gunner's mate, <i>Boston</i> .....	548
Beluches, Captain.....	42
Belvedere, Capt. Frankford, Mr. & Mrs. Ingraham, passengers on board.....	410
Benbridge, Henry, Jr., prize agent.....	22, 143, 295, 296, 358, 360
Benjamin Franklin, Flag of Truce.....	363
Bennet, Ezekiel, ordinary seaman, <i>Constitution</i> .....	438
Bennet, John, seaman, <i>Constitution</i> .....	439
Bennet, Samuel, merchant of Havana.....	144
Bennett, captain of <i>Two Friends</i> .....	163
Bennett, James, seaman, <i>Boston</i> .....	548
Benson, captain of <i>Caroline</i> .....	358
Bent, Andrew, Capt., sloop <i>Hopestill</i> .....	205
Bentley, James, seaman, <i>Constitution</i> .....	438
Benton, Asa, master of vessel requesting convoy.....	427
Berg, Peter, master of <i>Forsoket</i> .....	356
Berridge, Allicott & Co., agents for British ship <i>Brothers</i> .....	67, 77
Betsey, brig, Capt. Wm. Biddle Thompson: Instructions for exchange of prisoners.....	281
Passport requested to carry French prisoners.....	278, 279
Betsey, schooner, Capt. Eben. Giles, complaint against Capt. Matson, H. B. M. S. <i>Daphne</i> .....	135-141
Betsey, schooner, Master Andrew Tuttle, brought to by <i>Montezuma</i> .....	500
Betsy, brig, Captain Smith, to Boston from Bristol.....	316
Betsy, brig, Master John Locke, boarded by <i>Merrimack</i> .....	398
Betsy, sloop, Capt. Samuel Cunningham, spoken by <i>Merrimack</i> .....	370
Beverly, captain of brig <i>Address</i> .....	523
Biddle, Charles, Philadelphia, Pa., prize agent.....	296, 520, 524, 525, 537
Bilbao, convoy needed for vessels to.....	93, 94
Billups, captain of <i>Traveller</i> .....	523
Bird, Atherton, <i>Boston</i> .....	548
Bird & Biddle, New Castle, Del.....	467
Bispham, John, Sheriff of Burlington Co., N. J.: Correspondence with Secretary of Navy.....	460, 468, 489, 506, 535
French prisoners, parole of.....	460, 468, 506
Rations allowed French prisoners.....	489, 535
Blaau, Richard, gunner's yeoman, <i>Constitution</i> .....	438
Blain, Peter, merchant of Havana.....	144
Blair, Arthur.....	375
Blake, Charles, surgeon's mate, <i>Constitution</i> .....	415, 438
Blake, James, U. S. consul, St. Domingo, correspondence with Secretary of State.....	395
Blakeley, Robert, quarter gunner, <i>Constellation</i> .....	286
Blakely, Josiah, U. S. consul, Santiago, Cuba, correspondence with Secretary of State.....	179, 180
Blanchard, Daniel, Jr., boy, <i>Constitution</i> .....	438
Blanchard, Daniel, Sr., ordinary seaman, <i>Constitution</i> .....	438
Blanden, Rufus, ordinary seaman, <i>Constitution</i> , in prize <i>Amalia</i> .....	439
Bleek, Isaac, prisoner delivered on board the <i>Barber</i> .....	49

	Page
<b>Blight, Peter</b> , owner of ship <i>Concord</i> .....	476
<b>Bliss, Luke</b> , private, U. S. M. C., <i>Constitution</i> , died.....	448
<b>Blouche, Lt.</b> , French prisoners to be delivered to.....	42
<b>Blunt</b> , captain of an American brig.....	224
<b>Boardman, Mr.</b> , one of owners of <i>Sally</i> .....	517
<b>Bogle, Atkinson Murr &amp; Co</b> .....	206
<b>Bonaparte</b> , to be aided by French fleet.....	400
<b>Bond for commission for private armed vessels</b> .....	284
<b>Bonham, Joseph</b> , ordinary seaman, <i>Constitution</i> .....	439
<b>Bon Pierre</b> , French privateer:	
Captured by U. S. brig <i>Eagle</i> .....	157
Reference to.....	iii
<b>Bontpuis</b> , signs for commissioner Dieulaide.....	48
<b>Bordeaux</b> , prisoners released at.....	76
<b>Bordman, Jason</b> , master of vessel requesting convoy.....	427
<b>Bosence, John</b> , seaman, <i>Constitution</i> .....	438
<b>Boss</b> .....	466
<b>Boss, Edward</b> , 4th Lt., <i>Constitution</i> .....	438, 519
<b>Boss, Edward, Jr.</b> , V. Midn., <i>Constitution</i> .....	438
<b>Boston, Mass.:</b>	
Officers for <i>Boston</i> .....	189
Vessel built by citizens of, launched.....	223
<b>Boston, U. S. S., Capt. George Little:</b>	
Complement allowed.....	305
Copper bolts and spikes for, made in America.....	224
Crew of, may be completed out of <i>Constitution</i> .....	474
Delayed beyond time set for completion.....	500, 503, 534
First copper-bottomed ship built from copper manufactured in U. S. A.....	224
Launching of.....	223
Marines for.....	230, 335, 472, 480, 536
May be dispatched instead of <i>Constitution</i> .....	314
Military stores, provisions, etc., for.....	230, 290, 333
Officers for.....	189, 289, 464, 548, 549
Officers to make returns of public stores.....	365
Orders and instructions for.....	451, 452, 463
Ready for sea.....	422
Recruiting for.....	290, 305, 310, 332, 333
References to.....	279, 306, 509, 536
See Little, George, Capt., U. S. N.	
Sent to Cape Francois.....	496
Signal colors.....	534
To sail immediately.....	498
<b>Bosworth, Lewis</b> , Capt., sloop <i>Union</i> , protests capture by French schooner <i>Alliance</i> .....	181
<b>Bosworth, Nathaniel</b> , midshipman, <i>Constitution</i> .....	274, 275, 350, 417, 438, 554
<b>Botsford, William</b> , seaman, <i>Constitution</i> , in prize <i>Amalia</i> .....	439
<b>Bouck, John</b> , <i>Boston</i> .....	548
<b>Boulineuse</b> , schooner, Capt. Julien Gingen.....	175
<b>Boush, Nathaniel</b> , master of vessel requesting convoy.....	427
<b>Bouvier, Dr.</b> , New York, N. Y.:	
Correspondence with Secretary of State.....	226
Renewal of commercial intercourse with Guadeloupe.....	226
<b>Bowen, John</b> , boy, <i>Insurgent</i> .....	255
<b>Bowers, John</b> , seaman, <i>Constitution</i> .....	439
<b>Bowman, J.</b> , Charleston, S. C., timber for shipbuilding.....	90, 387
<b>Bowsprits for:</b>	
<i>Constitution</i> , U. S. frigate.....	401, 462
<i>United States</i> , U. S. frigate.....	401, 428
<b>Boyd, Captain</b> , schooner <i>Nymph</i> .....	357
<b>Boyd, Ebenezer L.</b> , anchors.....	190, 306, 526
<b>Boyle, William</b> , seaman, <i>Governor Jay</i> .....	281
<b>Brackett, Benjamin</b> , boatswain, <i>Constitution</i> , arrested.....	438
<b>Brackett [or Bracket], Samuel</b> , private, U. S. M. C., <i>Constitution</i> .....	448

582 NAVAL OPERATIONS; APRIL 1799–JULY 1799

	Page
<b>Bradford, Gamaliel, captain of ship <i>Mary</i>:</b>	
Extracts from journal of.....	525, 527, 534, 537
References to.....	95, 262
<b>Bradford, Gershom and Edward, records published by courtesy of.....</b>	<b>525,</b> 527, 534, 537
<b>Bradford, Samuel, U. S. Marshal, Boston, Mass.:</b>	
Correspondence with Secretary of Navy.....	276, 277
Prisoners to be delivered to Stephen Higginson.....	276, 277
Reference to.....	278
<b>Brady, James, master at arms, <i>Constitution</i>.....</b>	<b>413, 548</b>
<b>Bray, Simeon, master of vessel requesting convoy.....</b>	<b>427</b>
<b>Bread for ships.....</b>	<b>113, 187, 460</b>
<b>Breuil, Francis.....</b>	<b>168</b>
<b>Brewington, M. V., picture published by courtesy of.....</b>	<b>Facing page</b>
<b>Brewster, Seabury, Boston.....</b>	<b>548</b>
<b>Briant, Ebenezer, seaman, schooner <i>Sally</i>.....</b>	<b>517, 518</b>
<b>Bridges, C., supercargo, <i>Aurora</i>.....</b>	<b>471</b>
<b>Bridgham, Charles, Capt., prisoner, release of.....</b>	<b>10</b>
<b>Bridport, Lord, fleet of, entered Mediterranean.....</b>	<b>271</b>
<b>Brieux, Admiral, French Navy.....</b>	<b>435, 485</b>
<b>Briggs, Abeil, master of sloop <i>Dispatch</i>.....</b>	<b>117</b>
<b>Bright, Francis, Capt., U. S. R. C. <i>Virginia</i>:</b>	
Bearer of messages for Secretary of Navy.....	131, 211
Complaint against.....	396
Orders and instructions from Captain Truxtun.....	131
References to.....	31, 122, 210, 211, 218, 234, 243, 245, 295
<i>See, Virginia, U. S. R. C.</i>	
<b>Bristol, (Pa.), cannot accommodate the officers of Government.....</b>	<b>476</b>
<b>Britannia, ship, Capt. Andrew Cazneau:</b>	
Captured by French privateer.....	54
Recaptured by H. B. M. S. <i>Surprise</i> .....	54
<b>British. <i>See</i> Great Britain.</b>	
<b>British Admiralty, London, acknowledgment to.....</b>	<b>iii</b>
<b>Briton, Thomas, ordinary seaman, <i>Insurgent</i>.....</b>	<b>254</b>
<b>Britton, Thomas, of carpenter's crew, <i>Constitution</i>.....</b>	<b>439</b>
<b>Broaders, Mrs., house of, used for recruiting.....</b>	<b>67</b>
<b>Brookes, Captain, considered for command of shipbuilding at Alexandria.....</b>	<b>38</b>
<b>Brooks, Josiah, ordinary seaman, <i>Constitution</i>.....</b>	<b>439</b>
<b>Brooks, Samuel, Lt., <i>Constellation</i>:</b>	
On prize schooner <i>Diligence</i> .....	62
Recruiting instructions to.....	286
<b>Brooks, William, Boston.....</b>	<b>548</b>
<b>Brothers, British ship, Captain Foster:</b>	
Boarded by French privateer.....	54
Recaptured by <i>Constellation</i> .....	54, 67, 78, 119, 525
Salvage asked for recapture of.....	69, 212
<b>Brow, William, midshipman, warrant for.....</b>	<b>371</b>
<b>Brown, deserter, <i>Scammel</i>.....</b>	<b>283</b>
<b>Brown, Marine, <i>Ganges</i>.....</b>	<b>223</b>
<b>Brown, Mr., of Philadelphia did carving for <i>Maryland</i>.....</b>	<b>297</b>
<b>Brown, 2d mate, brig <i>Harmony</i>.....</b>	<b>16</b>
<b>Brown, Antonio, Spaniard from <i>Insurgent</i>.....</b>	<b>287</b>
<b>Brown, J., loaded ship <i>Merchant</i>.....</b>	<b>486</b>
<b>Brown, Jacob, seaman, <i>Constitution</i>.....</b>	<b>439</b>
<b>Brown, James, Boston.....</b>	<b>548</b>
<b>Brown, James, Capt., ship <i>Lavina</i>.....</b>	<b>325</b>
<b>Brown, Jesse, ordinary seaman, <i>Constitution</i>.....</b>	<b>438</b>
<b>Brown, John, Capt. U. S. R. C. <i>Diligence</i>:</b>	
Correspondence with Secretary of Navy.....	299
<i>Diligence</i> returned to Revenue service.....	298, 299
<i>See Diligence, U. S. R. C.</i>	
<b>Brown, John, quarter gunner, <i>Constitution</i>.....</b>	<b>438</b>
<b>Brown, John, seaman, ship <i>Planter</i>, wounded.....</b>	<b>487</b>
<b>Brown, John Carter, Library, Providence, R. I., acknowledgment to.....</b>	<b>iii, 315, 321</b>



<b>Brown, Joseph, Capt., brig. <i>Fame</i>, correspondence with Secretary of Navy</b> -----	Page	521
<b>Brown, Moses, Capt., U. S. S. <i>Merrimack</i>:</b>		
Bearer of letter for Captain Truxtun-----		200
Correspondence with—		
Adams, John, President, U. S. A-----		280
Navy, Secretary of-----	200, 248,	249
Departure of, to be hastened-----		248
Extracts from journal of-----		3,
12, 17, 26, 28, 32, 33, 39, 41, 43, 44, 46, 55, 59, 63-65, 70, 76, 83, 88,		
89, 93, 96, 99, 103, 105, 108, 114, 119, 134, 135, 155, 159, 164, 174,		
176, 191, 197, 224, 257, 258, 309, 315, 321, 325, 333, 339, 345, 348,		
356, 383, 387, 398, 421, 423, 424, 432, 437, 451, 461, 465, 468, 471,		
474, 478, 479, 481, 488, 490, 494, 499, 504, 506, 509, 513, 519, 524,		
525, 527, 534, 538, 541, 546, 556, 559, 566, 570, 572.		
Merchant vessels under convoy-----		280, 315
Officers for <i>Merrimack</i> -----		208
Orders and instructions to-----	200, 248,	249
Picture of-----	Facing page	280
References to-----		50,
55, 93, 142, 168, 199, 234, 252, 268, 273, 285, 424, 500, 543, 544		
<i>See Merrimack, U. S. S.</i>		
<b>Brown, Moses, Mr.:</b>		
Picture of—		
Brown, Moses, Capt., published by courtesy of-----	Facing page	280
<i>Merrimack, U. S. S.</i> , published by courtesy of-----	Facing page	348
<b>Brown, William H., seaman, <i>Constitution</i></b> -----		439
<b>Bruce, John, seaman, <i>Insurgent</i></b> -----		254
<b>Bruix, French Admiral. <i>See</i> Brieux, Admiral.</b>		
<b>Brunston, Erastus, sergeant, U. S. M. C., <i>Constitution</i>, deserter</b> -----		447
<b>Bryan [or Bryant], Jeremiah, ordinary seaman, <i>Constitution</i></b> -----		439
<b>Buck, Joshua, private, U. S. M. C., <i>Constitution</i></b> -----		447
<b>Buckley, Lt.</b> -----		410
<b>Buckman, Jeremiah, master of vessel requesting convoy</b> -----		427
<b>Bulkley, John, master of vessel requesting convoy</b> -----	427,	428
<b>Buller (Bullen), Samuel, midshipman, U. S. S. <i>Boston</i></b> -----	464,	549
<b>Bumford, Thomas, seaman, <i>Constitution</i></b> -----		439
<b>Bunbury, [M. S., Lt.]</b> -----		221
<b>Bunett, Joseph, Spaniard from <i>Insurgent</i></b> -----		287
<b>Burcard, sergeant, U. S. M. C., made master at arms</b> -----		227
<b>Burchard, John, sergeant, U. S. M. C., <i>Constitution</i>, promoted</b> -----		447
<b>Burchard, Moses, masters mate, <i>Constitution</i></b> -----		438
<b>Burchard, Moses, quartermaster, <i>Constitution</i></b> -----		417
<b>Burke, John, ordinary seaman, <i>Constitution</i></b> -----		438
<b>Burlington, N. J.:</b>		
French prisoners—		
Parole of-----		460, 468
To be confined at-----	103, 403,	404
To be transferred-----		97, 330
Not out of danger of fever-----		476
<b>Burnel, citizen, visiting United States in interests of trade of Cayenne</b> -----		153
<b>Burnes (or Burns), Philip, ordinary seaman, <i>Constitution</i></b> -----		439
<b>Burrell, David, <i>Boston</i></b> -----		548
<b>Burrows, Thomas, prize master of <i>Porpoise (Le Marsouin)</i>, correspondence with Secretary of Navy</b> -----		222
<b>Burrows, Wm., W., Maj. Comdt., U. S. M. C.:</b>		
Correspondence with—		
Caldwell, Henry, Lt., U. S. M. C-----		331
Carmick, Daniel, Capt., U. S. M. C-----		227, 480
Church, Jonathan, Lt., U. S. M. C-----	472, 535,	536
Claypoole, John, Lt., U. S. M. C-----		532, 533
Clinch, Bartholomew, Lt., U. S. M. C-----	318, 319,	359, 360
Edwards, Philip, Lt., U. S. M. C-----		202
Gale, Anthony, Lt., U. S. M. C-----		223
Hall, Edward, Jr., Lt., U. S. M. C-----	292, 526,	527

Burrows, Wm. W., Maj. Comdt., U. S. M. C.—Continued.		Page
Correspondence with—Continued.		
Navy, Secretary of.....		1,
2, 56, 222, 241, 278, 311, 328, 335, 403, 404, 406, 422, 449, 469, 570		169, 170
Rankin, Robert, 1st Lt., U. S. M. C.....		250, 283, 284
Russell, Charles C., Lt., U. S. N.....		128
Smith, Melancthon, New York, N. Y.....		180, 181
Stickney, David, 2nd Lt., U. S. M. C.....		367, 368, 513
Wynkoop, Dyre S., Lt., U. S. M. C.....		311
Guard for frigate building at Philadelphia.....		328
Guard for prisoners on board <i>James</i> .....		403, 404
Guard to conduct prisoners to Burlington, N. J.....		
Marines for—		
<i>Baltimore</i> .....		469
<i>Boston</i> .....		335
<i>Connecticut</i> .....		422
<i>Delaware and Scammel</i> .....		406
<i>Maryland</i> .....		570
Orders and instructions to—		
Carmick, Daniel, Capt., U. S. M. C.....		64
Middleton, James, Lt., U. S. M. C.....		257
Wharton, Thomas, Lt., U. S. M. C.....		394
Prisoners, French, escort from Philadelphia.....		278
References to.....	160, 281, 300,	536
Butler, Benjamin, ordinary seaman, <i>Constitution</i> , deserter.....		439
Butler, Henry S., midshipman, <i>Boston</i> .....		189, 549
Buttermilk used to wash tents.....		527
Byfield, brig, Capt. Simeon Kinsman.....		228
Byrd, collector, <i>Norfolk</i> .....		396
Byrnes, James, <i>Boston</i> .....		548
Cable, Denbo, captain of brig <i>Genius</i> .....		562, 563
Cadiz, Spain:		
<i>Ann</i> , ship, taken to, by French privateer.....		397, 398
<i>Commerce</i> , ship, taken to, by French privateer.....		396
<i>Mary Ann</i> , ship, captured and taken to.....		434—437
<i>Robertson</i> , brig, captured and taken to.....		354—356
Calder, [George], midshipman, <i>Montezuma</i> .....		188
Caldwell, D., clerk of Pennsylvania District Court.....		383
Caldwell, Henry, Lt., U. S. M. C., correspondence with Maj. Com. Burrows.....		331
<i>Caledonia</i> , armed American ship, from Liverpool.....		52
<i>Calvena</i> (or <i>Calverra</i> ), Joseph, Spaniard from <i>Insurgent</i> .....		287
Games, Nathaniel W., seaman, ship <i>Rufus</i> , protest against capture by <i>Cockade</i> .....		483, 484
Camilla, H. B. M. S.....	183, 235, 236, 238,	272, 392
Cammeron, ship, Captain Harris, spoken by <i>Pickering</i> .....		77
Campbell, Alexander, merchant:		
Correspondence with Captain Fowler.....		92
Lang, Prichard, writes about sale of cargo at Surinam.....		348
Campbell, Daniel, seaman, <i>Norfolk</i> .....		295
Campbell, George, ordinary seaman, <i>Constitution</i> , in prize <i>Amalia</i> .....		439
Campbell, Hugh G., Master Commandant, U. S. R. C. <i>Eagle</i> :		
Appointed master commandant, U. S. N.....		555
Commission as master and commandant sent to.....		467
Correspondence with Secretary of Navy.....		467,
489, 493, 510, 512—514, 555, 560, 561		
Orders and instructions from Captain Truxtun.....		73, 129, 130
References to.....	157, 199, 220, 225, 268, 272, 327, 339, 344, 506,	516
<i>See Eagle</i> , U. S. R. C.		
Campderros, Bernardo, notary public, St. John, P. R.....		556
Canby, Captain of schooner <i>Experiment</i> .....		347
Canningham, Shubel, mate of schooner <i>Sally</i> , protests against capture.....		517, 518
Cannon. <i>See</i> Guns.		
Cape Clear, Ireland, French privateers active near.....		399

	Page
<b>Cape Francois:</b>	
British vessels to enter under flags of truce only.....	424
<i>Nancy</i> , sloop, seized and condemned at.....	431, 432
Opened to trade with United States.....	409, 452
<b>Cape of Good Hope</b> , new rule for whaling at,.....	167, 168
<b>Captains, U. S. Navy</b> , instructions from Secretary of Navy.....	420, 421, 423
<b>Captures by British vessels.</b> See Great Britain.	
<b>Captures by French vessels.</b> See France.	
<b>Captures by U. S. vessels.</b> See Prizes and engagements.	
<b>Carbo, Mariano &amp; Co.</b> , merchants of Havana.....	144
<b>Carew, Captain, H. B. M. S. <i>Swan</i></b> .....	35, 36
<b>Carey Dennis, Boston</b> .....	548
<b>Carmick, Daniel, Capt., U. S. M. C.:</b>	
Correspondence with W. W. Burrows.....	64, 227, 480, 481
French prisoners to be escorted from Lancaster.....	96
Ordered to Lancaster to take charge of French prisoners.....	64
References to.....	447, 535, 536
Report concerning Marines on <i>Constitution</i> .....	480, 481
<b>Carnes, Guy</b> ordinary seaman, <i>Constitution</i> .....	439
<b>Carnes, Henry</b> , seaman, <i>Constitution</i> .....	440
<b>Carney, Dennis, Boston</b> ,.....	548
<b>Carolina</b> , ship.....	357
<b>Caroline</b> , Captain Benson, captured by French privateers.....	358
<b>Caroline</b> , Captain Pribble, sailing from Malaga.....	262
<b>Caroline</b> , Danish ship, boarded by <i>Merrimack</i> .....	490
<b>Carpenter, Christian</b> , Sheriff of Lancaster County:	
Correspondence with Secretary of Navy.....	62, 97, 103
French prisoners—	
Guard for.....	62
To be detained until further notice.....	103
To be sent to Philadelphia.....	97
<b>Carragans, John</b> , ordinary seaman, <i>Insurgent</i> .....	254
<b>Carroll, (M. B., midn.), Montezuma</b> .....	188, 239
<b>Carronades.</b> See Guns.	
<b>Carson, (John, Lieut.)</b> recruiting for <i>Constellation</i> .....	352
<b>Carter, Michael, Boston</b> .....	549
<b>Carteret (Carterett)</b> , British packet:	
Delivered to John Gay by <i>Constitution</i> .....	20
Recaptured by <i>Constitution</i> .....	13, 16, 17
<b>Cartouch</b> , French privateer, seized by The Netherlands.....	18
<b>Cartwright</b> , Captain, recommended for galley building at Beaufort, S. C.....	378
<b>Caruth, John</b> , quarter gunner, <i>Constitution</i> .....	439
<b>Carver, Calvin</b> , corporal, U. S. M. C. <i>Constitution</i> .....	447
<b>Carver, Josias</b> , master of vessel requesting convoy.....	427
<b>Carver, Thomas G.</b> , merchant of Havana.....	144
<b>Cary, Edward, Capt., Fair Columbian</b> , account of capture by H. B. M. ships <i>Hinde</i> and <i>Swan</i> .....	35-37
<b>Case, Moses</b> , ordinary seaman, <i>Constitution</i> .....	440
<b>Casualties:</b>	
<i>Ardent</i> in engagement with French privateers.....	195, 196, 270
<i>Aurora</i> in engagement with <i>L'Harzarde</i> .....	471
<i>Britannia</i> in engagement with French privateer.....	54
<i>Charming Betsey</i> in engagement with <i>La Ravanche</i> .....	198
<i>Constitution</i> , death of Thomas Murray, a marine.....	209
<i>Constitution</i> —	
Allen, Peter, private, U. S. M. C.....	447
Amsden, Lyman, boy.....	438
Bliss, Luke, private, U. S. M. C.....	448
Felt, William, sailmaker.....	16, 17
Harnet, Augustus, quarter gunner.....	442
Robson, John, boy.....	445
Sprague, John, masters mate.....	445
<i>Enterprize</i> , Capt. J. Mossby, killed in action.....	226
<i>Ganges</i> , death of Robert Rosaman, a marine.....	80, 223
<i>General Greene</i> , U. S. S., due to fever.....	458, 566
<i>Harmony</i> , Answel Crewel, killed in action.....	15
<i>Mary Ann</i> in encounter with <i>Le Generoux</i> .....	162, 170, 172

Casualties—Continued.	Page
<i>Merrimack</i> , marines due to accident and fever.....	180
<i>Montezuma</i> , marines due to illness.....	169
<i>Planter</i> in engagement with French privateer.....	487
Cathalan, Mr., U. S. consul at Marseilles.....	363
Cathcart, Mr., to be left at St. Domingo by General Maitland.....	238
Cathcart, James L., U. S. consul general, Tripoli:	
Correspondence with Joseph Ingraham.....	249, 250
To proceed to Tunis.....	225
Cavalier, Samuel, sail maker, <i>Constitution</i> .....	440
Cayenne, French Guiana:	
Conditions at.....	153, 154
Trade with, discussed.....	192
Cazneau, Andrew, Capt., ship <i>Britannia</i> .....	54
Cecilia, armed British transport, Capt. Parry, boarded by <i>Montezuma</i> .....	111
Chace [or Chase], Josiah, cooper, <i>Constitution</i> .....	439
Chace, Samuel, notary public.....	2, 112
Chadwick, John, captain of <i>Polly</i> .....	471
Chandler, Abel, private, U. S. M. C., <i>Constitution</i> .....	448
Channing. See Gibbs and Channing.	
Chapin, John, ordinary seaman, <i>Constitution</i> , deserter.....	439
Chaplin, John, and others, Beaufort, S. C.:	
Correspondence with Secretary of Navy.....	377, 378
Galley building by citizens of Beaufort.....	377, 378
Chapman [Jonathan], Capt.....	69, 230
Charbonnel, Manuel, appointed agent to Majorca.....	572
Charleston, S. C.:	
Artillery company for.....	428
Crew for <i>John Adams</i> to be recruited at.....	275
Charlotte, brig, Capt. Moffatt:	
Boarded by a French privateer.....	316, 317
To sail from Bristol.....	450
Charming Betsey:	
Engagement with <i>La Ravanche</i> and prize <i>Cleopatra</i> .....	198
Fired salute at launching of <i>Maryland</i> .....	296
Chase, Judge.....	202
Chase [or Chace], Josiah, cooper, <i>Constitution</i> .....	439
Chase, Samuel, Lt., U. S. S. <i>Merrimack</i> , resignation of, not acceptable.....	208,
	209, 230
Chase, Samuel, notary public, Providence, R. I.....	181, 431, 432
Chase, Thomas, boy, <i>Constitution</i> .....	440
Chauncey, Isaac, appointed lieutenant in Navy.....	328, 329
Chesapeake, U. S. frigate:	
Figurehead for.....	408
Fire engines for.....	56
Chesapeake, U. S. sloop of war:	
Figurehead for.....	377
Later named <i>Palapsco</i> .....	377
Launching of.....	377
Chester, William, killed on ship <i>Planter</i> .....	487
Chica, Mr., see Garcia, John.....	196
Child (Childs) master. See Giles, Ebenezer.	
Child [or Childs], Spencer, seaman, <i>Constitution</i> .....	439
Chronological arrangement of documents followed.....	iii
Church, Captain, letter delivered by.....	60, 61
Church H., master of vessel requesting convoy.....	427
Church, Jonathan, Lt. U. S. M. C.:	
Correspondence with Wm. W. Burrows.....	472, 535, 536
In command of marines on <i>Boston</i> .....	472
Circulars:	
Navy, Secretary of, to Captains, U. S. Navy.....	420, 421, 423
State, Secretary of, to Governors, renewal of trade with St. Domingo.....	421
Stevens, Edward, U. S. consul general, St. Domingo, to Commanders, U. S. Ships of War,.....	174, 175
Treasury, Secretary of, to Collectors of Customs.....	409, 410

	Page
<b>Clap, Michael</b> , quarter gunner, <i>Boston</i> .....	548
<b>Clark [or Clarke], Aaron</b> , private, U. S. M. C., <i>Constitution</i> .....	447
<b>Clark, Jaazaniah Tucker</b> , midshipman, <i>Boston</i> .....	189, 549
<b>Clark, Joseph</b> .....	222
<b>Clark, Solomon</b> , Capt. schooner <i>Hope</i> , protests capture by French privateers.....	469, 470
<b>Clark [or Clarke], William</b> , ordinary seaman, <i>Constitution</i> .....	440
<b>Clarke [or Clark], Aaron</b> , private, U. S. M. C. <i>Constitution</i> .....	447
<b>Clarke, Charles</b> .....	167
<b>Clarke, Jonathan</b> , boy, <i>Constitution</i> .....	440
<b>Clarke [Clark], Lemuel</b> , captain of marines, <i>Constitution</i> .....	415, 480
<b>Clarke [or Clark], William</b> , ordinary seaman, <i>Constitution</i> .....	440
<b>Clarkson, David M.</b> , U. S. agent, St. Kitts: Correspondence with—	
Navy, Secretary of.....	57, 246, 277
Truxtun, Thomas, Capt., U. S. N.....	29, 30, 142, 143
<b>Parker, Captain</b> , has a letter for.....	222
<b>Prisoners</b> , exchange of.....	277
<b>Provisions</b> to be supplied by.....	246, 248, 249, 267, 268
<b>References</b> to.....	61, 106, 122, 129, 244, 327, 347, 521, 541, 543, 544, 546
<b>Shipped cargo</b> in <i>Union</i> .....	22
<b>Spars</b> of <i>Constellation</i> left with.....	211
<b>Stores</b> for U. S. R. C. <i>Eagle</i> .....	73
<b>Stores</b> shipped in <i>Florida</i> to be received by.....	57, 220
<b>Supplies</b> for departing vessels.....	143
<b>Clary, Lucius</b> , private, U. S. M. C., <i>Constitution</i> .....	447
<b>Clary, Luther</b> , private, U. S. M. C., <i>Constitution</i> .....	448
<b>Clathan, Mathew</b> , seaman, <i>Aurora</i> , killed in action.....	471
<b>Claypoole, John, Lt.</b> , U. S. M. C.: Arrival at Norfolk to relieve Lt. Harwood reported.....	532, 533
Correspondence with Major W. W. Burrows.....	532, 533
<b>Claypoole's American Daily Advertiser</b> , data taken from.....	19,
144, 163, 367, 424, 458, 471, 487	487
<b>Clayton, Mr.</b> , passenger on ship <i>Harmony</i> .....	263
<b>Clements, William L.</b> , Library, acknowledgment to.....	iii
<b>Cleopatra</b> , ship: Assisted in attack on <i>Charming Betsy</i> .....	198
Captured by French privateers.....	198
<b>Clinch, Bartholomew, Lt.</b> , U. S. M. C., <i>Constellation</i> : Bearer of dispatches for Secretary of Navy.....	224
Correspondence with Maj. Com. W. W. Burrows.....	318, 359, 360
Marines for <i>Constellation</i> .....	527
Name omitted from dispatches relative to capture of <i>Insurgent</i> .....	318
<b>Coats, Samuel</b> , and other managers of Pennsylvania Hospital asked to receive French prisoners.....	288
<b>Cobb, Boardman &amp; Sawyer</b> , owners of <i>Sally</i> .....	517
<b>Cockade</b> , French frigate, Capt. Croiset, capture of ship <i>Rufus</i> .....	483-485
<b>Cockard</b> , French frigate. See <i>Cockade</i> .	
<b>Codman, William</b> .....	116
<b>Coe, Isaac</b> , midshipman, U. S. S. <i>General Greene</i> .....	11, 39
<b>Coffee Mill</b> , French privateer, operating off Matanzas.....	5, 6
<b>Coffin, Benjamin F.</b> , seaman, ship <i>Rufus</i> , protest against capture by <i>Cockade</i> .....	483, 484
<b>Coffin, Peter</b> , <i>Boston</i> .....	549
<b>Coffin, Peter</b> , seaman, <i>Constitution</i> , deserter.....	440
<b>Coffin, William</b> , quartermaster, <i>Boston</i> .....	548
<b>Coffin, William</b> , quartermaster, <i>Constitution</i> , deserter.....	440
<b>Coffin, Zebdiel</b> , master of whaler <i>Joanna</i> .....	167
<b>Colden, Cadwallader B.</b> , owner of brig <i>Genius</i> .....	562, 563
<b>Coleman, Benjamin</b> , sailing master, U. S. S. <i>General Greene</i> ....	11, 39, 457, 458
<b>Coleman, John</b> , boatswain's mate, <i>Boston</i> .....	548
<b>Coleman, Sharp</b> , cook, <i>Sally</i> . See <i>Coloman, Sharp</i> .	
<b>Coliseum Museum and Savannah Advertiser</b> , Charleston, S. C., extracts from.....	118, 308
<b>Collectors of Customs</b> , circular instructions to, from Secretary of the Treasury.....	409, 410

	Page
Collins, C. R., Mrs., acknowledgment to.....	iv
Collins, Isaac, 3d Lt., <i>Constitution</i> .....	439, 466, 519
Collins, James, quarter gunner, <i>Constitution</i> .....	440
Collins, Richard, ordinary seaman, <i>Constitution</i> , deserter.....	440
Collis, William, ordinary seaman, <i>Constitution</i> .....	439
Coloman (Coliman), Sharp, cook, schooner <i>Sally</i> , protest against capture.....	517, 518
Colton, Lt., U. S. M. C.....	180
Colwell, William, seaman, <i>Constitution</i> .....	439
Comb, Daniel, 2d mate, ship <i>Planter</i> , wounded.....	487
Combs, Alexander, Capt., brig <i>Susanna</i> .....	65
Commanders of public armed vessels, instructions to those in West Indies.....	244
Commanders, U. S. Ships of War and Armed Vessels, circular to, from Edward Stevens, U. S. consul general, St. Domingo.....	174, 175
Commerce, brig.....	173
Commerce, Master Hemmingway, spoken by Pickering.....	117
Commerce, ship, Capt. Gideon Gardner captured by French privateer <i>La Mouche</i> .....	396
Commercial Advertiser, New York, data taken from.....	155
Commission allowed agents at Boston.....	200, 201
Commodore:	
Pennant to distinguish, suggested.....	74
Rank of contemplated.....	74
Compton, Henry, ordinary seaman, <i>Constitution</i> .....	439
Conant, Benjamin, midshipman, <i>Boston</i> .....	189, 549
Concord, H. B. M. S.....	20, 92, 132
Concord, ship, Capt. John Thompson, captured by <i>La Prudente</i> .....	476-478
Condon, Samuel, ordinary seaman, <i>Constitution</i> .....	439
Conelly, Miffin, V., midshipman, <i>Constitution</i> .....	439
Congress, Pennsylvania State cruiser.....	411
Congress, U. S. frigate:	
Bower cables for.....	91
Figurehead for.....	91, 111, 314, 408
Guns for.....	37, 40, 112, 370, 376
Kentledge, copper, nails, etc.....	314
Shot and equipment for.....	40
Connally, John, seaman, <i>Constitution</i> .....	26
Connecticut, ship, Capt. Haylander:	
Guns aboard for U. S. S. <i>Adams</i> .....	68
Guns for <i>United States</i> arrived in.....	354
Connecticut, U. S. S., Capt. Moses Tryon:	
Complement for.....	115, 267
Expected to launch in May.....	86, 90
Has been launched.....	332
Kentledge for.....	291
Launching of, at Chatham.....	311, 312
Marines for.....	422
Military stores and other equipment for.....	115
Misfortune to.....	488
Officers for.....	91
Officers to be settled with to first day of August.....	535
Progress toward completion, satisfactory.....	535
Provisions for.....	86
Public to bear expense of accident to rigging.....	508
Recruiting instructions for.....	267
See Tryon, Moses, Capt., U. S. N.	
Tryon, Moses, Capt., to command.....	312
Will be launched within a month.....	234
"Connecticut Courant", extracts taken from.....	312
Connecticut Historical Society, records published by courtesy of.....	140, 141
Connelly, Dennis, marine, U. S. S. <i>Montezuma</i> .....	169
Constantinople, treaty with Porte, to be negotiated.....	9

Constellation, U. S. frigate, Capt. Thomas Truxtun:	Page
Accounts of, must be settled.....	404
<i>Adalade</i> chased by.....	58
Address by Captain Truxtun to ship's company.....	366, 367
<i>Alexander</i> , Flag of Truce, spoken by.....	209
<i>Amiable</i> , schooner, brought to by.....	38
Anchored in Hampton Roads.....	224
Arrival of, in home port.....	252
Arrived at Hampton Roads with <i>Insurgent</i> .....	272
<i>Brothers</i> , British ship, salvage asked for recapture of.....	67
<i>Brothers</i> , ship, spoken by.....	54, 119
Captured swords given to officers of.....	318
<i>Concord</i> and <i>Unity</i> , H. B. M. ships, spoken by.....	92
Considered superior to <i>L'Insurgente</i> by Captain Murray.....	552
Convoy duty.....	210-214
Crew of, waiting for prize money.....	405
Decatur or Murray may command.....	247
<i>Diligente</i> , French schooner, captured by.....	60-63, 360
Disposition of prize money earned by.....	524, 525
Enlisted men received on, from <i>Insurgent</i> .....	254, 255
Extracts from journal of.....	3,
10, 12, 16, 20, 25, 31, 32, 38, 41, 43, 44, 46, 54, 58, 63, 66, 69,	
92, 95, 98, 114, 119, 122, 155, 158, 160, 163, 173, 175, 182,	
184, 191, 197, 203, 209, 214, 224, 450.	
Fitting out.....	455, 456
Force of, compared with <i>Insurgent</i> .....	453, 480
<i>Friendship</i> , Capt. Wm. Dowel, brought to by.....	46
Guns, carriages, sails, cables, etc., for.....	212, 285, 286, 329, 394, 455, 456, 520
Health laws said to be disregarded by.....	514, 515
Health laws to be conformed to.....	516
In West Indies.....	50, 234
<i>Insurgent</i>	
In company with.....	32, 44, 77, 88, 114, 119, 159, 160, 211
Is ready for a commander.....	388
No commission to go to agents.....	386
To anchor opposite Craney Island for refitting.....	217
To cruise with.....	30, 31
<i>Insurgent</i> , <i>Richmond</i> , <i>Eagle</i> , and <i>Virginia</i> in company with.....	77
<i>Lilly</i> , schooner, brought to by.....	46
Marines for.....	455, 527
Matson, Captain, H. B. M. S. <i>Daphne</i> , went aboard.....	135
<i>Merrimack</i> in company with.....	83
Movements and operations of.....	24, 77, 78, 119, 210-214, 450
Notice to crew of expirations of enlistments.....	217, 218
Not to remain too long in port.....	524
Officers and men needed.....	352
Orders and instructions to—	
<i>Baltimore</i> , U. S. S.....	21, 130, 131
<i>Eagle</i> , U. S. R. C.....	73, 129, 130
<i>Norfolk</i> , U. S. brig.....	130
<i>Richmond</i> , U. S. brig.....	31, 73, 129, 130
<i>Virginia</i> , U. S. R. C.....	131
<i>Pearl</i> , H. B. M. S., spoken by.....	122
Prisoners, French, transferred from, at Norfolk.....	287
Prisoners taken in <i>Diligente</i> .....	62
Privateer commanded by Captain Williams, chased by.....	10
Prize of, arrived at Philadelphia.....	156
Prizes captured by.....	78, 360
Recruiting for.....	51, 246, 260, 261, 287, 352
References to.....	5, 22,
23, 86, 106, 252, 295-297, 317, 319, 333, 396, 450, 464, 480, 515, 539	
Reported in Delaware river.....	253
Returning to U. S.....	210-214
<i>Richmond</i> to join.....	412
Sales of cargoes of <i>Union</i> and <i>Insurgent</i> , memo.....	29, 30
Sales of prizes <i>Louis</i> and <i>Syren</i> .....	537
See Truxtun, Thomas, Capt., U. S. N.	

<b>Constellation, U. S. frigate, Capt. Thomas Truxtun—Continued.</b>	<b>Page</b>
Spars belonging to, left with Mr. Clarkson	211
Stores requested from James Watson	455, 456
Thanks to officers and men for capture of <i>Insurgent</i>	318, 319
To be kept on coast	400, 542, 552
To be refitted at Annapolis Roads	166
To be relieved by <i>Constitution</i> in West Indies	199
To return to U. S. for new crew	186
<i>Union</i> ordered to bear dispatches to Secretary of Navy	21, 22
Vessels operating under	199
<b>Constitution, U. S. frigate, Capt. Samuel Nicholson and Capt. Silas Talbot:</b>	
Accounts of, to be adjusted	200, 201, 208
Alterations on, are not to be made	231, 232
Anchored in King Road	224
Arrived in Prince Ruperts Bay	44
Attended by boat of Mr. Dillaway	533
Bowsprit for	401, 462
<i>Carteret</i> , British packet:	
Captured from French	13, 16, 17
Delivered to Mr. Gay	20
Command declined by Captain Talbot	490, 491
Commander for, change contemplated. 66, 67, 185, 186, 309, 474, 475, 479, 503	503
Complement allowed for	207
Convoy duty	44, 46, 65, 66, 70, 76, 82, 83, 87, 89, 93, 96, 99, 103
Court martial proceedings of Lt. John B. Cordis	412, 420
Crew to be paid off	200, 201
Cruising ground	538, 553
Delay of, will prevent cruise to Europe	500, 503
European cruise—	
Contemplated for	399, 400, 401, 428, 520
Not now advisable	538, 539, 542, 553, 559, 560
Expected to be ready early in July	425
Extracts from journal of James Pity	10,
12, 17, 20, 26, 32, 41, 43, 44, 46, 54, 59, 63, 66, 70, 76, 83, 87,	
89, 92, 93, 96, 99, 103, 104, 107, 114, 119, 132, 145, 155, 159,	
161, 164, 173.	
Extracts from logs of. 16 20, 28, 32, 82, 87, 175, 182, 309, 533, 537, 541, 546, 570	570
Fitting out for another cruise	309, 401
Gillis, Mr., to adjust accounts of	208
Got to sea with Capt. Talbot in command	565
<i>Hunter</i> , sloop, taken in tow by	76
<i>Hydra</i> , H. B. M. S., signaled by	20, 32
In one of home ports	234, 252
Kentledge for	233
Marines and seamen for	13, 14, 480, 481
Marines on, not given up to Lt. Church	536
May not be ready by June 15th	294
<i>Merrimack</i> —	
In company with	39, 41, 43, 114, 119
Receives ballast from	258
Transferred 8 men to	32
Midshipmen for	289
Midshipmen on board, letter to	274, 275
Muster roll of	438-448
Must sail by June 15th	290
Nicholson, Captain—	
Relieved of command of	266
To be relieved of command of	206
Not to be detained through neglect of purser	260
Officers and men to share in salvage of recaptured vessels	330, 331
Officers for. 265, 274, 280, 291, 349, 350, 369, 425, 466, 474, 491, 492, 495, 519	519
Officers from, may be appointed to <i>Merrimack</i>	208
Orders and instructions for	462, 553-555
<i>Pearl</i> , H. B. M. S., signaled by	20
Preparations to be hastened	201, 206, 231, 232, 314



<b>Constitution, U. S. frigate, Capt. Samuel Nicholson and Capt. Silas Talbot—Continued.</b>		<b>Page</b>
Prisoners, French, received from <i>United States</i> .....		76
Provisions sent out by.....		249
Recruiting for.....	186, 206, 207, 265, 290, 310, 332, 333	
References to.....	47, 52, 63-65,	
	85, 245, 248, 252, 273, 306, 340, 351, 467, 491, 509-511, 516, 520	
Sailed from Boston.....		532, 533
<i>Sally</i> , schooner—		
Supplied water.....		107
Taken in tow by.....		76
See Nicholson, Samuel, Capt., and Talbot, Silas, Capt., U. S. N.		
Services of, required in West Indies.....		259, 260
Sever Captain, considered for command of.....		495
Should get to sea by 15th of June.....		265
Sighted by <i>Merrimack</i> .....		32, 33
Stores for.....		206
Surplus officers to be sent to Captain Sever.....		526
Talbot, Cyrus, Lt. Comdt., ordered to.....		359
Talbot, Silas, Capt.—		
Has agreed to continue command.....		541, 542
Offered command of.....		186
Ordered to command.....		264-266
To command.....	120, 226, 247, 260, 270, 293, 519	
To prepare for an extended cruise.....		462
To proceed to Cayenne.....		550
To relieve <i>Constellation</i> in West Indies.....		199
To return to West India station.....		50
<i>United States</i> in company with.....	70, 76, 82, 83, 87, 89	
Vessels to await arrival of, in West Indies.....		244
Will be manned before arrival of other ships.....		51
<b>Continental Ship Yard, Boston, Mass., U. S. S. <i>Boston</i> launched at</b>		<b>223</b>
<b>Contraband</b> .....		<b>166-168</b>
<b>Converse, Charles, seaman, <i>Constitution</i></b> .....		<b>439</b>
<b>Convoys:</b>		
Asked for trade with Europe.....		93, 94
British vessels escorting.....		114, 122, 544
Not advisable to convoy ships to Europe.....		161
Signals issued by Capt. Barron.....	Facing page	34
U. S. forces employed too much on convoy duty.....		112
United States to West Indies.....	110, 111, 280, 285, 380	
West Indies to United States.....		21, 41, 76,
	82, 83, 110, 111, 191, 224, 225, 233, 257-259, 361, 362, 425-428, 489	
<b>Conway, Richard, agent, Alexandria, Va.:</b>		
Asked to undertake building of an 18-gun brig.....		38
Bread to be shipped by.....		113
Correspondence with Secretary of Navy.....		38, 113
Reference to.....		242
<b>Conway, Samuel, boy, <i>Constitution</i></b> .....		<b>439</b>
<b>Cook, Jo., merchant of Havana</b> .....		<b>144</b>
<b>Cook, Joseph, ordinary seaman, <i>Constitution</i></b> .....		<b>439</b>
<b>Cook, Simeon, private, U. S. M. C., <i>Constitution</i></b> .....		<b>448</b>
<b>Coolidge, William, boy, <i>Constitution</i></b> .....		<b>439</b>
<b>Coombs, William, et al, committee for building <i>Merrimack</i></b> .....		<b>53</b>
<b>Cooper, Lt. See Cowper, William, M. C.</b>		
<b>Cooper, Henry, boy, <i>Constitution</i></b> .....		<b>439</b>
<b>Cooper, Henry, U. S. consul at St. Croix</b> .....		<b>563</b>
<b>Cooper, John, prisoner delivered on board the <i>Barber</i></b> .....		<b>49</b>
<b>Cooper, William, <i>Constitution</i></b> .....		<b>441</b>
<b>Coplett, Thomas, ordinary seaman, <i>Constitution</i>, deserter</b> .....		<b>440</b>
<b>Copper, etc., for galley building at Beaufort, S. C.</b> .....		<b>377, 378</b>
<b>Copper bolts and spikes for ships, agreement with Ross &amp; Henfrey</b> .....		<b>194</b>
<b>Corbett, Robert, seaman, <i>Boston</i></b> .....		<b>548</b>
<b>Corcoran Gallery of Art, Washington, D. C.:</b>		
Acknowledgment to.....		iii
Picture of Captain Tingey published by courtesy of.....	Facing page	218

	Page
<b>Corday, Thomas Davis</b> , seaman, <i>Constitution</i> .....	439
<b>Cordis, John B.</b> , Lt.:	
Court martial proceedings of.....	412-420
Reference to.....	492
<b>Cordis, Joseph</b> , midshipman, <i>Boston</i> .....	189, 549
<b>Cormorant</b> , English sloop of war, <i>Mary</i> , ship, stopped by.....	534
<b>Corné, M.</b> , painter of pictures of <i>Mount Vernon</i> , armed merchant ship	
Frontispiece, Facing page.....	558
<b>Cornelius, John</b> , ordinary seaman, prize schooner, <i>Diligente</i> .....	62
<b>Cornwall, Thomas</b> , <i>Boston</i> .....	548
<b>Corvin</b> , Captain, schooner <i>Almira</i> .....	305
<b>Cosgrave, Michael</b> , ordinary seaman, <i>Constitution</i> .....	439
<b>Coss, John Lay</b> , prisoner delivered on board the <i>Barber</i> .....	49
<b>Cotes, Gilbert</b> , ordinary seaman, <i>Constitution</i> .....	440
<b>Cottringer, Garrett</b> :	
Acting for Secretary of Navy.....	29, 190, 233, 235, 314, 335, 337, 354, 376
Reference to.....	239
<b>Court-martial of Lt. John B. Cordis</b> .....	412-420
<b>Court of Claims Archives</b> , records obtained from.....	57, 470, 474
<b>Couthrell, Willis</b> , marine, <i>Insurgent</i> .....	255
<b>Cowell, William</b> , master of vessel requesting convoy.....	427
<b>Cowper, William</b> , Master Comdt., U. S. S. <i>Baltimore</i> :	
<i>Baltimore</i> to be commanded by.....	482, 504
Ordered to command of <i>Baltimore</i> .....	555
References to.....	378, 455
<i>See, Baltimore</i> , U. S. S.	
<b>Cox, George</b> , Lieut., appointed lieutenant and ordered to <i>Maryland</i> ....	345
<b>Cox, James</b> , <i>Boston</i> .....	549
<b>Cox, James S.</b> , President of Insurance Company of Pennsylvania,	
correspondence with Secretary of Navy.....	511
<b>Cox, John</b> , <i>Boston</i> .....	549
<b>Cox, John F.</b> , midshipman, <i>Constitution</i> .....	439
<b>Cox, William</b> , ordinary seaman, <i>Constitution</i> .....	439
<b>Cox, William</b> , seaman.....	160
<b>Coxe</b> , midshipman, <i>Herald</i> .....	290
<b>Coxe, Daniel W.</b> , owner of <i>General Washington</i> .....	152
<b>Cozzens, William</b> , Capt., brig <i>Peyton Randolph</i> , account of capture by	
<i>Revenge</i> .....	374, 375
<b>Crafts, William</b> , navy agent, Charleston, S. C.:	
Correspondence with Secretary of Navy....	7-9, 42, 97, 98, 107, 156, 386, 387
<i>General Greene</i> , U. S. S.—	
Not to call at Charleston.....	156
Provisions for.....	107
<i>John Adams</i> —	
Copper, guns, etc., for.....	97, 98
Money for recruiting.....	275
Material for galley building at Beaufort, S. C.....	377, 378
<i>Pinckney</i> and <i>South Carolina</i> , U. S. R. cutters to proceed to Havana... 156	
References to.....	319, 376-378
Timber for shipbuilding to be contracted for.....	386, 387
<b>Craitmaire, David</b> , ship's corporal, <i>Constitution</i> .....	439
<b>Crammond, James</b> .....	375
<b>Crane, Anthony</b> , ordinary seaman, <i>Constitution</i> .....	439
<b>Crane, Luther</b> , ordinary seaman, <i>Constitution</i> .....	439
<b>Crane, Silas</b> , ordinary seaman, <i>Constitution</i> .....	439
<b>Crawford, Mr.</b> , agent for Captain Barry.....	165
<b>Crawley, Mr.</b> .....	226
<b>Crawley, John</b> , supercargo.....	75, 105
<b>Creed, George</b> , master of <i>Fair American</i> .....	108, 117
<b>Creek, John</b> , <i>Boston</i> .....	549
<b>Crewel, Answel</b> , of crew of brig <i>Harmony</i> , wounded in action.....	15
<b>Crispin, Mr.</b> , dispatches for Captain Baker.....	497
<b>Crocker, Nathaniel</b> , seaman, <i>Constitution</i> .....	440
<b>Croiset</b> , citizen, captain of French frigate <i>Cockade</i> .....	485
<b>Croll, David</b> , quartermaster, <i>Ganges</i> , entered on <i>United States</i> .....	374

<b>Cross, George, Capt., U. S. S. <i>John Adams</i>:</b>	Page
Correspondence with Secretary of Navy.....	275
<i>John Adams</i> to be delivered to.....	319
Recruiting instructions, to.....	275
References to.....	42, 307, 500
<i>See, John Adams, U. S. S.</i>	
Wynkoop, Lt., U. S. M. C., under command of.....	513
<b>Crouse and Buan, owners of <i>Tuonne Venner</i></b> .....	117
<b>Croussilet, Joseph, owner of <i>Minerva</i> and <i>Nymph</i></b> .....	324
<b>Cruger, Nicholas, New York, N. Y.</b> .....	79, 430
<b>Cruising grounds:</b>	
Barry, John, Capt.....	538
<i>Boston</i> .....	496, 500
<i>Constitution</i> .....	538, 553
<i>Eagle</i> .....	73, 129, 130
<i>General Greene, U. S. S.</i> .....	496, 500
<i>George Washington</i> .....	359, 361, 362, 402, 403, 496, 500
<i>Herald</i> .....	193, 216, 217
<i>Insurgent</i> .....	30, 31, 539
<i>Merrimack</i> .....	248
<i>Montezuma</i> .....	193, 276
<i>Portsmouth</i> .....	304, 496, 500, 553
<i>Richmond</i> .....	515
<i>Scammel</i> .....	475, 496, 500, 553
<i>United States</i> .....	428, 429, 538, 552
<b>Crutas, Cesar, captain of <i>Adolfo</i></b> .....	195
<b>Cuesta and S. Maria.</b> <i>See</i> Maria, S., and Cuesta.	
<b>Cull, Henry, 2d mate, ship <i>Ann</i>, deposition concerning capture</b> .....	397, 398
<b>Culman, Mr., American consul at Port Oratava</b> .....	15
<b>Cumberland, ship, Captain Scott, spoken by <i>Fair Columbian</i></b> .....	36
<b>Cunningham, captain of <i>Neutrality</i></b> .....	334
<b>Cunningham, Samuel, captain of sloop <i>Betsy</i></b> .....	370
<b>Cunningham, Shubel, mate, <i>Sally</i>.</b> <i>See</i> Cunningham, Shubel.	
<b>Curacao:</b>	
Additional privateers fitted out at.....	522, 523
American officers arrested and fined for trouble with French seamen.....	521, 522
<b>Curtis, Daniel, ordinary seaman, <i>Constitution</i></b> .....	439
<b>Cushing, Major, passenger on <i>General Washington</i> when captured</b> .....	45
<b>Cushman, Silas, sergeant, U. S. M. C., <i>Constitution</i></b> .....	227, 447
<b>Cushman, Thomas, master of brig <i>Sally</i></b> .....	489
<b>Cutter, William, captain of captured American vessel</b> .....	147
<b>Cutts, Joseph F., master's mate, <i>Constitution</i></b> .....	439
<b>Cyane, H. B. M. S.</b> .....	136
<b>Cygnat, H. B. M. Cutter, spoken by <i>Pickering</i></b> .....	316
<b>Cypriano, Francisco, ordinary seaman, <i>Constitution</i></b> .....	439
<b>Dakin, Martin, ordinary seaman, <i>Insurgent</i></b> .....	254
<b>Dale, Richard, Capt., U. S. N.:</b>	
References to.....	120, 132
Relative rank of.....	491
<b>Dale, Wm., seaman, prize schooner, <i>Diligente</i></b> .....	62
<b>Dandelot, Henry, commander of <i>Hopewell</i></b> .....	57, 58
<b>Daney, James A., Capt., Danish schooner <i>Sally</i></b> .....	556
<b>Daniels, John, <i>Boston</i></b> .....	549
<b>Daphne, H. B. M. S., Capt. Richard Matson</b> .....	135-141
<b>Darby, Henry, appointed purser on <i>Eagle</i></b> .....	560, 561
<b>Darling, Asa, corporal, U. S. M. C., <i>Constitution</i>, promoted</b> .....	447
<b>Davidson, Pliney, carpenter, <i>Constitution</i></b> .....	440
<b>David Stewart, brig, Captain Jones, fired salute at launching of <i>Maryland</i></b> .....	296
<b>Davis, Benjamin, seaman, <i>Constitution</i>, in prize <i>Amalia</i></b> .....	440
<b>Davis, Eliphalet, owner of schooner <i>John</i></b> .....	472
<b>Davis, George, marine</b> .....	536
<b>Davis, James, of crew of schooner <i>Potowmac</i></b> .....	563
<b>Davis, John, boatswain's mate, <i>Constellation</i></b> .....	286
<b>Davis, John, boatswain's mate, <i>Insurgent</i></b> .....	254
<b>Davis, John, District Attorney</b> .....	413

	Page
<b>Davis, John</b> , of Little Compton, R. I.....	11
<b>Davis, John</b> , prisoner delivered on board the <i>Barber</i> .....	49
<b>Davis, John</b> , seaman, <i>Constitution</i> .....	440
<b>Davis, S. B.</b> , 1st mate, <i>General Washington</i> , account of capture by H. B. M. ships <i>Lynx</i> and <i>Pheasant</i> .....	45, 46
<b>Dawson, Mr</b> .....	476
<b>Dayton, Jonathan</b> , Gen., warrant sent to.....	240
<b>Deaths</b> . See casualties.	
<b>Deblois, James S.</b> , purser, <i>Constitution</i> :	
Accounts of, to be settled.....	200
Correspondence with Secretary of Navy.....	260
Deposition of, in case of Lieutenant Cordis.....	415
Money for recruiting for <i>Constitution</i> .....	206, 207
On muster roll of <i>Constitution</i> .....	440
<b>Deblois, Lewis</b> , purser. See Deblois, James S., purser.	
<b>Decatur, Stephen, Jr.</b> , Lt., commission for.....	371
<b>Decatur, Stephen, Jr.</b> , midshipman.....	253
<b>Decatur, Stephen, Sr.</b> , Capt., U. S. ships <i>Delaware</i> and <i>Philadelphia</i> :	
Appointed to command <i>Philadelphia</i> .....	372
Convoy duty.....	111
Correspondence with—	
Merchants of Havana.....	144
Navy, Secretary of.....	149, 150, 216, 239, 244, 372
Extract of letter from.....	19
Gurney, Colonel, is prize agent for.....	101
Health of crew.....	244
Information to be obtained from, by Captain Perry.....	150
Mentioned for command of <i>Constellation</i> .....	247
Mentioned for command of <i>Insurgent</i> .....	322
Orders for departure from Havana.....	149, 150
Perry, Captain, to relieve.....	84, 85, 86, 149, 150
References to.....	35, 84, 85, 185, 222, 245, 253, 323, 359, 360, 388
Sails for vessel of.....	422
See, <i>Delaware</i> , U. S. S. and <i>Philadelphia</i> , U. S. S.	
<b>Deering, Elliot</b> , master of vessel requesting convoy.....	427
<b>Deesse [Desse]</b> , Capt., French privateer <i>La Mouche</i> .....	396–398
<b>Defield, Jesse</b> , ordinary seaman, <i>Constitution</i> .....	440
<b>Defonseque, Monsieur</b> .....	61
<b>De La Molta, John Pablo</b> , merchant of Havana.....	144
<b>Delaware</b> , brig, Capt. Jos. White, liberated in St. Domingo.....	128
<b>Delaware</b> , schooner, Capt. Barzilla Western, under convoy of <i>Ganges</i> .....	425
<b>Delaware</b> , schooner, spoken by <i>Montezuma</i> .....	330
<b>Delaware</b> , U. S. S., Capt. Stephen Decatur and Capt. Thomas Baker:	
Ballast to be changed.....	255, 256
Complement for.....	403
Convoy duty.....	19, 35
Departing from Havana.....	144
<i>Fame</i> , provision ship, to be convoyed to St. Kitts by.....	521
Guns for.....	377
Health of crew.....	243–245
In one of home ports.....	234, 252
Jones, Jacob, Midn., ordered on board.....	336
Lying at Fort Mifflin.....	245
Marines for.....	406
Merchants of Havana regret her departure.....	144
Not to delay in putting to sea.....	497
Officers for.....	497
Orders and instructions for.....	403, 497, 498, 511, 512, 514, 516
Port wine to be substituted for claret for sick.....	323
Prize to, disposition of.....	97
Provisions for.....	239
Provisions in, for Captain Tingey.....	496
Provision vessel for Captain Tingey to be convoyed by.....	385, 516
Recruiting for.....	351, 403
References to.....	244, 402, 462
Refitting for another cruise.....	216

<b>Delaware, U. S. S., Capt. Stephen Decatur and Capt. Thomas Baker—</b>	
Continued.	Page
Sailed to join Captain Tingey.....	500
Sails for Captain Decatur's ship.....	422
See, Decatur, Stephen, Capt., and Baker, Thomas, Capt.	
To be relieved by U. S. S. <i>General Greene</i> .....	216, 360
To be under command of Captain Tingey.....	495
To join <i>Ganges</i> off Guadeloupe.....	497, 498
Will sail for Curacao soon.....	344
<b>Delouisy, John B.</b> midshipman, <i>Constitution</i> .....	440
<b>Democrate</b> , French privateer, Capt. Blar Garniar, captured <i>Mary Ann</i> .....	170
<b>Dennison, McLachlan and Thomson</b> , St. Kitts.....	30
<b>Derby, Elias Hasket, Jr.</b> , Capt., ship <i>Mount Vernon</i> , account of engagements with French privateers.....	556-559
<b>Derby, Elias Hasket, Sr.</b> , Salem, Mass:	
Correspondence with Ebenezer Shillaber.....	94, 95, 262
Correspondence with Elias Hasket Derby, Jr., captain of <i>Mount Vernon</i> .....	556-559
<b>Derby, E.</b> , Capt.....	95
<b>De Rochbrune</b> , Capt., builder of sloop of war <i>Chesapeake</i> .....	377
<b>Derrick, Henry</b> , ordinary seaman, <i>Constitution</i> .....	440
<b>Desaussure, Mr.</b> , powder for <i>John Adams</i> from.....	98
<b>Desborough</b> , agent, claims share of salvage of <i>Maria</i> for <i>Syren</i> .....	165, 166
<b>Deschamps</b> , secretary to General Desfourneaux.....	48, 49
<b>Desfourneaux, Etienne</b> , Gen.:	
Correspondence with—	
Barry, John, Capt., U. S. N.....	48, 49
Ingraham, sailing master.....	148, 149
Truxtun, Thomas, Capt., U. S. N.....	60, 61
Prisoners, exchange of.....	143, 147, 148, 160, 199, 241, 277, 281, 370
References to.....	10, 24, 40, 56, 75, 84, 105, 109, 226
Trade relations with Guadeloupe.....	282, 283
<b>Deveraux, Benj.</b> , ordinary seaman, <i>Constitution</i> .....	440
<b>Dewney</b> , not to be sent to <i>Constellation</i> .....	352
<b>Dey and Regency of Algiers.</b> See Algiers.	
<b>Diable Passepartout</b> , French privateer, operating off Matanzas.....	5, 6
<b>Diamond, William</b> , ordinary seaman, <i>Constitution</i> .....	440
<b>Dick, James</b> , midshipman, warrant for.....	371
<b>Dieulaide</b> , commissioner.....	48
<b>Dilaway, Henry</b> , steward, <i>Constitution</i> .....	415
<b>Dilcampze</b> , captured French midshipman, to be paroled.....	535
<b>Dilda, Thomas</b> , marine, <i>Insurgent</i> .....	255
<b>Diligence</b> , U. S. R. C., Capt. John Brown:	
Considered too small for Navy.....	220
Returned to Treasury establishment.....	298, 299
<b>Diligent</b> , schooner, Captain Speney.....	224
<b>Diligente</b> , French schooner, Captain Audieur:	
Captured by <i>Constellation</i> .....	61-63
Cargo of, left with Mr. Clarkson for sale.....	143
Documents sent to Secretary of Navy.....	367
Officers and men for, list of.....	62
Prisoners, French, from.....	287
Prize of <i>Constellation</i> .....	78, 360, 525
Reference to.....	iii
<b>Dill, Joseph</b> , carpenter's mate, <i>Constellation</i> .....	286
<b>Dillaway</b> , boat of, discharged by Captain Talbot.....	533, 537
<b>Dimlar, John</b> , private, U. S. M. C., <i>Constitution</i> .....	448
<b>Dimler</b> , marine, <i>Herald</i> .....	283
<b>Dinsdale, John D.</b> , doctor's mate, <i>Constitution</i> .....	440
<b>Discipline in Navy</b> , instructions regarding.....	420, 421
<b>Dispatch</b> , sloop, Master Abel Briggs, spoken by <i>Pickering</i> .....	117, 119
<b>Dixey, Richard</b> , master of vessel requesting convoy.....	427
<b>Dixon, George</b> , ordinary seaman, <i>Constitution</i> , deserter.....	440
<b>Doane, Willard</b> , <i>Boston</i> .....	549
<b>Doble, Joseph, Lt.</b> , U. S. N.....	350, 369, 425, 466
<b>Dobre (Dobree)</b> , Mr., U. S. consul at Nantz.....	363, 543
<b>Dodge, Asa</b> , captain of ship <i>Alexander</i> .....	398

	Page
Dodge, Joseph, carpenter's mate, <i>Boston</i> .....	548
Dodge, Levi, seaman, <i>Constitution</i> .....	440
Doley, Elihu, master of vessel requesting convoy.....	427
Dolphin, brig, William White, master, slaves on board for sale.....	323
Dolphin, schooner, spoken by <i>Pickering</i> .....	330
Donelly, John, <i>Boston</i> .....	549
Dorant, Edward, gunner, <i>Boston</i> .....	549
Doten, Lemuel, quartermaster, <i>Boston</i> , in <i>Weymouth</i> .....	548
Dowel, William, master of <i>Friendship</i> .....	46
Dowers, John:	
Sails for—	
<i>Eagle</i> .....	467
<i>Montezuma</i> .....	221
<i>Norfolk</i> .....	1
<i>United States</i> .....	221
Downe, Jesse, ship's steward, <i>Constitution</i> .....	440
Downes, John, boy, <i>Constitution</i> .....	440
Downs, Captain, arrived at Paramaribo.....	192
Doyle, John, cook, <i>Boston</i> .....	548
Dragon, British privateer, Revolutionary War.....	531
Drinkwater, Allan, master of vessel requesting convoy.....	427
Drummond, Daniel, ordinary seaman, <i>Constitution</i> .....	440
Duano, Jeffry, mate, schooner <i>Jane</i> , protests capture of.....	555, 556
Dubose, J. L., midshipman, <i>Ganges</i> :	
Appointed prize master of <i>Vainqueur</i> .....	426, 429, 430
Orders and instructions from Captain Tingey.....	429, 430
Dudley, William, accounts for care of prisoners approved.....	178, 179
Duffey, Henry, merchant of Havana.....	144
Duffy, Michl., ordinary seaman, <i>Insurgent</i> .....	254
Duhyg, marine.....	202
Dunkin, Robert Henry, reports arrival of <i>La Union</i> .....	156
Dunn, Lucius C., Commander, U. S. N., acknowledgment to.....	iv
Dunn, William, midshipman, <i>Constitution</i> .....	440
Dunn, William, surgeon's mate, <i>protem</i> , <i>Constitution</i> .....	440
Dunton, Joseph, ordinary seaman, <i>Constitution</i> .....	440
Dunton, Samuel, ordinary seaman, <i>Constitution</i> .....	440
Dupay, French merchant at New York.....	154
Dupay, master of merchant ship.....	192
Dupee, captain of French privateer which captured ship <i>Henry</i> .....	2
Dupuy, captain of French armed schooner <i>Alliance</i> .....	181, 556
Durant, Edward, gunner, U. S. S. <i>Boston</i> .....	464
Durant, Edward, masters first mate, <i>Constitution</i> .....	414
Dyett, J., and Furlonge, agents to adjudge prize <i>Fair American</i> .....	118
Dyson, Thos., master of vessel requesting convoy.....	427
d'Yzardi, Joseph M. See Yzardi.	
Eagle, schooner, Capt. Josiah Ingersoll, captured by French privateer	
<i>Mars</i> .....	564, 565
Eagle, U. S. R. C., Capt. Hugh G. Campbell:	
Anchored in Bassaterre Roads.....	225
Arrived at Bassaterre with two recaptured vessels.....	218
Assisted by <i>Baltimore</i> , captured a French privateer.....	327
Assisted in capture of schooner <i>Lewis</i> .....	142
<i>Bon Pierre</i> captured by.....	157
Captured a privateer and recaptured an American vessel.....	339
Considered suitable for Navy.....	220
<i>Constellation</i> accompanied by.....	77
Convoy duty.....	65, 66, 219, 516
Cruising ground of.....	73, 129, 130
Darby, Henry, appointed purser on.....	560, 561
In West Indies.....	272, 339, 344
Knight, William, appointed lieutenant on.....	220, 221
Latimer, John, Lt., recruiting for.....	493, 494
<i>Merrimack</i> spoken by.....	17
Officers for.....	493
Operating under Captain Truxtun.....	199
Orders and instructions for.....	73, 129, 130, 467, 493, 494, 512, 513

	Page
<b>Eagle</b> , U. S. R. C., Capt. Hugh G. Campbell—Continued.	
References to.....	64, 65, 220, 338, 455, 489, 506, 555
Sailed the 21st of May.....	256
See Campbell, Hugh G., Capt.	
To convoy provision vessels to St. Kitts.....	510, 516
To operate under <i>Ganges</i> in West Indies.....	268, 385
To sail upon receiving orders.....	454, 510
Will leave New Castle next week.....	500
<b>Earle</b> , Johial, ordinary seaman, <i>Constitution</i> .....	440
<b>Earle</b> , John, seaman, <i>Constitution</i> , in <i>Amalia</i> .....	441
<b>Earle</b> , Robert, seaman, <i>Constitution</i> .....	440
<b>Earl of Moira</b> , British brig, Capt. Jones Fawson, <i>Susanna</i> , brig, captured by.....	65
<b>Eaton</b> , William, U. S. consul general, Tunis:	
Correspondence with—	
Geddes, Henry, Capt.....	410, 411
State, Secretary of.....	288, 289
Settlement of accounts with Algiers.....	225
<b>Eddy</b> , Luther, ordinary seaman, <i>Constitution</i> .....	440
<b>Edgebeth</b> , Willis, marine, <i>Insurgent</i> .....	255
<b>Edwards</b> , Jas., marine, death of.....	169
<b>Edwards</b> , Philip, Lt., U. S. M. C.:	
Correspondence with—	
Burrows, Wm. W., U. S. M. C.....	202
Navy, Secretary of.....	289
Guard for ships building at Baltimore.....	289
Marines despatched by, to Philadelphia.....	202
<b>Egypt</b> , French army in, no longer mentioned.....	571
<b>Elbert</b> , Samuel, midshipman, picture of.....	Facing page 430
<b>Eliza</b> , ship, Captain Baas:	
Love, John, Master's Mate, prize master of.....	79-81, 218, 220
Recaptured by <i>Ganges</i> .....	79-81, 218, 220, 374
<b>Eliza</b> , sloop, Captain Parker, bearer of communications from Secretary of Navy.....	222
<b>Elizabeth</b> , armed ship, Captain Lusher.....	202
<b>Ellery</b> , Christopher, notary public.....	375
<b>Ellis</b> , deserter, <i>Scammel</i> .....	283
<b>Ellis</b> , Peter, seaman, <i>Constitution</i> .....	440
<b>Ellis</b> , Thomas, captain of <i>Louisa</i> .....	322
<b>Ellwood</b> , captain of schooner <i>Harmony</i> .....	187
<b>Elster</b> , Gabriel, captain of <i>Barber</i> .....	48, 49
<b>Elton</b> , Charles B., seaman, <i>Constitution</i> .....	440
<b>Elwell</b> , Abraham, seaman, schooner <i>John</i> , protest of.....	472-474
<b>Elwell</b> , Payne, owner of <i>Mary</i> .....	117
<b>Emmons</b> , Richard, ordinary seaman, <i>Constitution</i> .....	441
<b>Engagements:</b>	
<i>Ann</i> , ship, with French privateer <i>La Mouche</i> .....	397, 398
Ardent captured by French privateers.....	195-197
<i>Aurora</i> with French privateer <i>L'Hazarde</i> .....	471
<i>Britannia</i> —	
Captured by French privateer.....	54
Recaptured by H. B. M. S. <i>Surprise</i> .....	54
<i>Charming Betsey</i> with <i>La Ravanche</i> and her prize <i>Cleopatra</i> .....	198
<i>Harmony</i> , brig, with French privateer.....	15, 16
<i>Jane</i> , schooner, with <i>Alliance</i> .....	556
<i>Mary Ann</i> with French privateers.....	170-173, 434-437
<i>Mary Ann</i> with <i>Le Generoux</i> .....	162, 163
<i>Merrimack</i> with <i>Magicienne</i> .....	423, 424
<i>Mount Vernon</i> , ship, with French privateers.....	556-559
<i>Planter</i> , ship, with French privateer.....	486, 487
<i>Robertson</i> , brig, with French privateers.....	355
<i>Sally</i> with French privateers.....	517, 518
Enlisted men of <i>Constellation</i> , notice to, from Captain Truxton.....	217, 218
<b>Enterprise</b> , U. S. schooner, outfitting of.....	545, 546
<b>Enterprize</b> , ship, Capt. Joseph Mossby, boarded by French privateer.....	226
<b>Erwin</b> , James, seaman, <i>Constitution</i> .....	440
<b>Espananza</b> , brig, Master Thomas McIntire, conveyed by <i>Montezuma</i> .....	489

	Page
<b>Espy, Samuel</b> , impressed on board H. B. M. S. <i>Surprise</i> .....	58
<b>Essex Institute</b> , records published by courtesy of.....	95, 262, 559, 566
<b>Essex, U. S. S.:</b>	
Anchors and equipment for.....	121
Guns, etc., for.....	306, 307, 368, 369, 370
Kentledge for.....	190
Military stores for.....	121
<b>European expedition for Constitution and United States:</b>	
Contemplated.....	399, 400, 401, 428, 520
Given up.....	538, 539, 542, 553, 559, 560
<b>Evans, Thomas</b> , private, U. S. M. C., <i>Constitution</i> .....	447
<b>Evans, Thomas</b> quarter gunner, <i>Boston</i> .....	548
<b>Evans, Samuel</b> , midshipman, <i>Ganges</i> :	
Bearer of dispatches to Secretary of Navy.....	79, 81
Prize master on sloop <i>Mary</i> , 78-82.....	209, 218
<b>Exley, Wm.</b> , clerk in Accounting Office.....	200, 201, 208
<b>Experiment</b> , schooner, Captain Canby, convoyed into harbor by <i>Ganges</i> .....	347
<b>Experiment</b> , U. S. schooner, outfitting of.....	546, 547
<b>Fagan, John</b> , <i>Boston</i> .....	549
<b>Fahey, Charles</b> , <i>Boston</i> .....	549
<b>Fair American</b> , Master George Creed:	
Captured by French lugger <i>Le Brullie</i> .....	108, 117
Prize of <i>George Washington</i> and <i>Pickering</i> , adjudication of.....	118
Recaptured by <i>Pickering</i> and <i>George Washington</i> .....	108, 117
<b>Fair Columbian</b> , brig, Capt. Edward Cary:	
Captured by H. B. M. S. <i>Hinde</i> in company with H. B. M. S. <i>Swan</i> .....	35-37
Carried into Baltimore with prize crew on board.....	36, 37
<b>Fair Play</b> , schooner, sold at Curacao.....	523
<b>Fame</b> , brig, Captain Brown, to be convoyed to St. Kitts by <i>Delaware</i> .....	521
<b>Fame</b> , captured by French privateer.....	120
<b>Famin</b> , citizen.....	289
<b>Fannan, James</b> , <i>Boston</i> .....	549
<b>Fanny</b> , brig, captured by French privateer.....	75
<b>Farquhar</b> , captain of brig <i>Prudence</i> .....	27
<b>Farr, William</b> , 2d mate, protests capture of <i>Robertson</i> .....	356
<b>Farva</b> (or <i>Fawa</i> ), Spaniard, owner of privateer.....	435
<b>Faujas</b> , Citizen.....	193
<b>Fauvel, Luc.</b> , prisoner at Boston.....	277
<b>Favourtie</b> , British cruiser.....	519
<b>Fawa</b> . See <i>Farva</i> .	
<b>Fawson, Jones</b> , Capt., British brig <i>Earl of Moira</i> .....	65
<b>Fay</b> , captain of sloop <i>Prince Raphael</i> .....	99
<b>Fay, Jonas</b> , Surgeon's mate, <i>Constitution</i> .....	441
<b>Federal Gazette and Baltimore Daily Advertiser</b> , Baltimore, Md., data taken from.....	163, 297, 377
<b>Felt, William</b> , sailmaker, <i>Constitution</i> , death of.....	16, 17
<b>Fenner, Jeremiah, Lt.</b> , U. S. S. <i>General Greene</i> .....	457, 458
<b>Fenwick, Mr.</b> .....	363, 543
<b>Ferguson, Nathan</b> , seaman, <i>Aurora</i> , wounded.....	471
<b>Fernald, Mark, Lt.</b> U. S. R. C. <i>Scammel</i> :	
Appointed lieutenant to command <i>Scammel</i> .....	366
Orders and instructions to.....	407, 408, 475, 492
See <i>Scammel</i> , U. S. R. C.	
<b>Fessingdon, Henry</b> , seaman, <i>Constitution</i> , in <i>Amalia</i> .....	441
<b>Fessingdon</b> [or <i>Fessenden</i> ], <b>Thomas</b> , seaman, <i>Constitution</i> , deserter.....	441
<b>Fever</b> prevalent in Philadelphia.....	459
<b>Field, Thomas</b> , <i>Boston</i> .....	549
<b>Figureheads:</b>	
<i>Chesapeake</i> , sloop of war.....	377
<i>Chesapeake</i> , U. S. frigate.....	408
<i>Congress</i> .....	111, 314, 408
<i>Maryland</i> .....	297
<b>Filby</b> [or <i>Fillaby</i> ], <b>William</b> , seaman, <i>Constitution</i> .....	441
<b>Finch, George</b> .....	103
<b>Finland, Thomas</b> , <i>Boston</i> .....	549
<b>Fire ship at New York</b> commanded by <b>Silas Talbot</b> .....	529, 530



	Page
<b>Fisher, Asa</b> , ordinary seaman, <i>Constitution</i> , deserter.....	441
<b>Fisher, John Turner</b> , sailing master, instructions to, from Captain Truxtun.....	106
<b>Fitzsgerrald, Edward</b> , ordinary seaman, prize schooner, <i>Diligente</i> .....	62
<b>Fitzsimons, Mr.</b> , owner of storeship <i>Florida</i> .....	56
<b>Fitzsimons, Mr.</b> , vessel of, to carry prisoners to Guadeloupe.....	222
<b>Fitzwilliam, brig</b> .....	348
<b>Flags of Truce:</b>	
<i>Benjamin Franklin</i> with French passengers for Bordeaux.....	363
<i>Neptune</i> captured by British sloop <i>Albcore</i> .....	168
<i>Rosetta</i> , carrying prisoners and passengers from St. Domingo.....	395
<i>Union</i> with French prisoners for exchange at Guadeloupe.....	145-149
<b>Flanders, Joshua</b> , seaman, <i>Constitution</i> .....	441
<b>Fletcher, Nathan</b> , midshipman, U. S. S. <i>Merrimack</i> , appointed lieutenant on <i>Retaliation</i> .....	540, 544
<b>Fletcher, Patrick, Capt.</b> , U. S. S. <i>George Washington</i> :	
Adjudication of prize <i>Fair American</i> .....	118
Correspondence with Secretary of Navy.....	340,
341, 361, 362, 365, 372, 379, 402, 403	248
Expected at Newport.....	248
Fitting out of <i>George Washington</i> .....	459, 460
<i>Francis</i> , prize schooner, salvage of.....	379
Ingraham, Joseph, ordered to command cartel <i>Union</i> .....	145, 146, 159, 160
Little, Capt., to be under command of.....	452
Opinion of <i>George Washington</i> asked.....	341
Orders and instructions to.....	361, 362, 365
Provisions and stores wanted for <i>George Washington</i> .....	334
References to.....	66, 84, 90, 147-149, 191, 215,
218, 230, 234, 252, 268, 272, 281, 339, 360, 364, 375, 496, 500	
<i>See, George Washington</i> , U. S. S.	
Went aboard <i>Pickering</i> .....	64
Will supply provisions to small vessels.....	359
<i>Union</i> , cartel, dispatched for exchange of prisoners.....	145-149, 159, 160
<b>Flinn, Edmund</b> , ordinary seaman, <i>Constitution</i> .....	441
<b>Flood, John</b> , seaman, <i>Constitution</i> .....	441
<b>Flora</b> , British frigate, Revolutionary War.....	530
<b>Flora, H. B. M. S.</b> , Capt. Robert Middleton.....	202
<b>Florida</b> , storeship, Captain Long:	
Arrived at Bassatterre.....	218
Instructions for delivery of stores in West Indies.....	57
May be detained by Captain Truxtun.....	56
<i>Norfolk</i> to convoy her to West Indies.....	52
Stores for vessels in West Indies.....	29, 219
<b>Fluker, Francis, V.</b> midshipman, <i>Constitution</i> .....	441
<b>Flying Fish</b> , armed brig.....	548, 549
<b>Foley, John</b> , <i>Boston</i> .....	549
<b>Folsom, John</b> , midshipman, <i>Constitution</i> .....	441
<b>Foran, John</b> , ordinary seaman, <i>Insurgent</i> .....	254
<b>Forces, naval, United States.</b> <i>See</i> Vessels, U. S., Ships of war.	
<b>Ford, captain</b> of schooner <i>John</i> .....	357
<b>Forsoket, brig</b> , Master Peter Berg, spoken by <i>Merrimack</i> .....	356
<b>Forster, David</b> , master of vessel requesting convoy.....	427
<b>Fort Mifflin</b> , marines to be sent to.....	2
<b>Foster, captain</b> of British ship <i>Brothers</i> .....	54, 67
<b>Fosdick, captain</b> of <i>Little Fanny</i> .....	358
<b>Foster, Job</b> , ordinary seaman, <i>Constitution</i> , in <i>Amalia</i> .....	441
<b>Foster, John</b> , ordinary seaman, <i>Constitution</i> .....	441
<b>Fowler, Miss</b> , sale of indigo.....	348
<b>Fowler, Nathaniel, Capt.</b> , letter to Alexander Campbell.....	92
<b>Fox, Edward</b> , Falmouth, England, correspondence with James Simpson, U. S. consul.....	325
<b>Fox, Josiah</b> , Naval Constructor:	
Correspondence with—	
Navy, Secretary of.....	63
Truxtun, Captain.....	388
Reference to.....	388

<b>Fox, [Josiah]</b> , papers in Peabody Museum, Salem, Mass., selections made from.....	Page 333, 388
<b>Fox, Robert W.</b> , U. S. consul, Falmouth, Eng., correspondence with Rufus King.....	324
<b>Foxall, Henry &amp; Co.:</b>	
Cannon to be delivered for use of <i>Essex</i> .....	368, 369
Correspondence with Secretary of Navy.....	368, 376
Guns for Congress.....	376
Guns for <i>John Adams</i> .....	98
<b>France:</b>	
Army of, in Egypt no longer mentioned.....	571
Fleet of, in Mediterranean.....	520, 564
Fleet of, sailing, referred to.....	400
Forces of, evacuated Leghorn and Tuscany, Italy.....	571
Privateers of—	
Active off Guiana.....	26–28, 192, 357, 358
Active off Tangier, Morocco.....	325
Active on coast of Norway.....	226
Activities of, along the coast of Spain.....	162, 270, 271
Activities of, near Santiago, Cuba.....	179, 180
Activities of, off Guadaloupe.....	77
<i>Adolfo</i> helped capture <i>Ardent</i> .....	195
<i>Alliance</i> captured schooner <i>Jane</i> .....	555, 556
<i>Alliance</i> captured sloop <i>Union</i> .....	181
American vessels blockaded by.....	364, 365
<i>Apollo</i> , brig, captured by.....	270
<i>Ardent</i> , ship, captured by.....	195–197, 270
<i>Baltimore</i> and <i>Eagle</i> capture one.....	327
<i>Bon Pierre</i> captured by U. S. brig <i>Eagle</i> .....	157
<i>Britannia</i> captured by.....	54
<i>Britannia</i> recaptured from, by H. B. M. S. <i>Surprise</i> .....	54
<i>Brothers</i> boarded by.....	54
Capture Swedish vessels also.....	564
<i>Caroline</i> captured by.....	358
<i>Charlotte</i> , brig, boarded by.....	316, 317
<i>Cleopatra</i> , ship, captured by.....	198
<i>Diable Passepartout</i> and <i>Coffee Mill</i> off Matanzas.....	5, 6
<i>Enterprise</i> , ship, boarded by.....	226
<i>Fair American</i> , captured by.....	117
<i>Fame</i> , captured by.....	120
<i>Fanny</i> , brig, captured by.....	75
Fitting out at Curacao.....	522
<i>Francis</i> , schooner, captured by.....	120, 375
<i>Furious</i> captured schooner <i>Sally</i> .....	517, 518
<i>George</i> , brig, captured by.....	357
<i>Harmony</i> in engagements with.....	15, 16
Have renewed their depredations.....	349
<i>Hope</i> , schooner, captured by.....	270, 470
<i>Hopewell</i> , brig, captured by.....	57, 58
<i>Industry</i> , brig, captured by.....	358
<i>John</i> , schooner, captured by.....	357
<i>La Mouche</i> captured ship <i>Commerce</i> .....	396
<i>La Mouche</i> captured ship <i>Ann</i> .....	397, 398
<i>La Prudente</i> captured ship <i>Concord</i> .....	476–478
<i>La Ravanche</i> attacked <i>Charming Betsy</i> .....	198
<i>La Union</i> arrived at Philadelphia.....	156
<i>La Union</i> captured by <i>Constellation</i> .....	23
<i>La Victoire</i> captured brig of Smith & Ridgway.....	181, 182
<i>Le Generoux</i> captured by <i>Mary Ann</i> .....	162, 163
<i>L'Hazarde</i> captured ship <i>Aurora</i> .....	471
<i>L'Importune</i> captured schooner <i>John</i> .....	472–474
<i>Little Fanny</i> captured by.....	358
<i>Lucretia</i> boarded by <i>Merrimack</i> .....	471
<i>Lydia</i> , brig, captured by.....	75, 76
<i>Mars</i> captured schooner <i>Eagle</i> .....	564, 565

## France—Continued.

	Page
Privateers of—Continued.	
<i>Mary Ann</i> , ship, captured by.....	170-173, 434-437
Mentioned.....	iii
<i>Minerva</i> , schooner, captured by.....	324
<i>Mount Vernon</i> engaged with.....	Facing page 558
<i>Mount Vernon</i> , ship, engaged by.....	556-559
<i>Nymph</i> , brig, captured by.....	324
One reported off Little Egg Harbor.....	511-515
<i>Planter</i> , ship, engagement with.....	486, 487
<i>Prudence</i> , brig, captured by.....	27
Renewal of trade with French colonies dependent on cessation of privateering.....	282, 283
<i>Republicane</i> and <i>Quane Vengeur</i> captured <i>Sally</i> .....	517, 518
<i>Revellieu</i> captured schooner <i>John</i> .....	473, 474
<i>Robertson</i> , brig, captured by.....	355
<i>Sally</i> , schooner, captured by.....	517, 518
<i>Scrulin</i> captured schooner <i>Orange</i> .....	112
Seized by The Netherlands.....	18
<i>Telemaque</i> captured ship <i>Eliza</i> .....	80
U. S. ships ordered to cruise in search of.....	511, 512, 514, 515
<i>Vainqueur</i> captured by <i>Ganges</i> and <i>Norfolk</i> .....	345-348
Renewal of commercial intercourse with possessions of.....	408-410
Ships of war—	
<i>Cockade</i> , frigate, captured <i>Rufus</i> .....	483-485
Fleet has entered Mediterranean.....	520, 564
<i>Harmony</i> , snow, captured by.....	92
<i>Le Romaine</i> captured ship <i>Mary Ann</i> .....	435, 436
<i>Le Surges</i> captured ship <i>Harmony</i> .....	262, 263
<i>Magicienne</i> captured by <i>Merrimack</i> .....	423, 424
<i>Orange</i> , ship, captured by.....	92
<i>Polly</i> , schooner, captured by.....	118
<i>Revenge</i> captured brig <i>Peyton Randolph</i> .....	374, 375
<b>Francis, John</b> , master of sloop <i>Ranger</i> .....	17
<b>Francis</b> , schooner, Capt. Joshua Preble:	
Recaptured by <i>Pickering</i> and <i>George Washington</i> .....	116, 117
Sale of.....	375
Salvage of.....	379
Spoken by <i>Pickering</i> .....	117, 120
<b>Francis</b> . See Willings and Francis.	
<b>Francis, Tench</b> , purveyor:	
Correspondence with Secretary of Navy.....	251, 323
<i>Delaware</i> , hospital stores for.....	323
<i>Montezuma</i> wants her sails immediately.....	251
Reference to.....	98
<b>Francisco, Anthony</b> , ordinary seaman, <i>Constitution</i> , in <i>Amalia</i> .....	441
<b>Frankfort</b> , captain of ship <i>Belvedere</i> .....	410
<b>Franklin</b> , sloop, Capt. Jno. Howland, liberated in St. Domingo.....	128
<b>Fraser &amp; Lane</b> .....	262, 558
<b>Frazier, Charles</b> , merchant of Havana.....	144
<b>Frazier, James</b> , master of <i>Hope</i> .....	541
<b>Freeman, Andrew</b> , ordinary seaman, <i>Constitution</i> .....	441
<b>Freeman, Rufus</b> , master at arms, <i>Constitution</i> .....	441
<b>Friendship</b> , brig, towed by <i>Pickering</i> .....	312
<b>Friendship</b> , Capt. Wm. Dowel, brought to by <i>Constellation</i> .....	46
<b>Fries, John</b> .....	204
<b>Fry, Peter</b> , master of vessel requesting convoy.....	427
<b>Fryer, John</b> , ordinary seaman, <i>Constitution</i> .....	441
<b>Fuel and straw regulations for marines</b> .....	29
<b>Fulkes, William</b> , quartermaster, <i>Constitution</i> .....	441
<b>Fultz, Harmon</b> , private, U. S. M. C., <i>Constitution</i> .....	448
<b>Funds for music expected from officers of Marine Corps</b> .....	394
<b>Furerrall (Furrall)</b> , William, gunner, U. S. S. <i>Delaware</i> .....	497
<b>Furgerson, Stephen</b> , seaman, <i>Insurgent</i> .....	254
<b>Furious</b> , French privateer, <i>Sally</i> , schooner, captured by.....	517, 518
<b>Furlonge, Wm.</b> See Dyett and Furlonge.	

	Page
Furnell, captain of brig <i>Polly</i> .....	264
Furness, Joseph, seaman, <i>Constitution</i> .....	441
Gabriel [or Gabel], John H., private, U. S. M. C., <i>Constitution</i> .....	448
Gage, Simon, ordinary seaman, <i>Constitution</i> , in <i>Amalia</i> .....	441
Gale, Anthony, Lt. U. S. M. C., correspondence with Maj. Com. W. W. Burrows.....	223
Galen, ship, cannon from London in.....	369
Gandall, John, ordinary seaman, <i>Constitution</i> .....	441
Ganges, U. S. S., Capt. Thomas Tingey:	
Anchored in Bassattere Roads.....	225
Convoy duty.....	142, 327
<i>Delaware</i> , schooner, under convoy of.....	425
<i>Delaware</i> , U. S. S., to join off Guadeloupe.....	497, 498
<i>Eliza</i> , ship, recaptured by.....	79-81
<i>Experiment</i> , schooner, convoyed into harbor.....	347
In West Indies.....	50, 234, 272, 339, 344
<i>John</i> , schooner, recaptured with assistance of <i>Merrimack</i> and <i>Pickering</i> .....	473
<i>Kingsion</i> , ship, conducted to Cape Francois.....	81
Marines on board.....	223
<i>Mary</i> , sloop, captured by.....	78-82
<i>Merrimack</i> in company with.....	474, 494, 499, 509, 513, 519, 524, 525, 538
<i>Montezuma</i> spoken by.....	346
Movements and operations of.....	78-82, 218-220, 326-328, 345-348, 425-428, 543-545
Operating under Captain Truxtun.....	199
<i>Pickering</i> , to be under command of.....	380
References to.....	2, 110, 200, Facing page 430, 540
Reports from.....	78-82, 326-328, 345-348, 425-428, 543-545
<i>Richmond</i> and <i>Norfolk</i> in company with.....	326
Rosaman, Robt., marine, death of.....	80, 223
Sailed the 21st of May.....	256
See Tingey, Thomas, Capt.	
Signaled by <i>Montezuma</i> .....	389
Tingey, Captain, not to go out in again.....	384
<i>United States</i> , part of crew to enter on.....	374
<i>Vainqueur</i> , prize—	
Captured with assistance of <i>Norfolk</i> .....	345-348
Disposition of.....	429-431
Parted company with.....	543
Prize crew placed on.....	426
Vessels operating under, in West Indies.....	268, 385
<i>Young George</i> , brig—	
Captured by.....	561
Disposition of cargo of.....	461, 462
Garcia, John, and Chica.....	171, 196
Gardner, Captain, U. S. A.....	223
Gardner, Mr., owner of schooner <i>John</i> .....	357
Gardner, Gideon, Capt., ship <i>Commerce</i> , deposition concerning capture.....	396
Gardner, James, ordinary seaman, <i>Constitution</i> .....	441
Garnett, John, Esq.....	23
Garnier, Blar, captain of French privateer <i>Democrate</i> .....	170
Garretson, Isaac, purser, <i>Constellation</i> :	
Money from, for recruiting.....	287
Orders and instructions from Captain Truxtun.....	404, 456
References to.....	30, 212, 296, 406, 455
Stores for <i>Constellation</i> at New York.....	455, 456
Garrigues, Edward, Pennsylvania Board of Health, asked to liberate baggage of French officers.....	489, 490
Gates, General, Revolutionary War.....	531
Gault, midshipman.....	39
Gay, marine.....	527
Gay, John, ordinary esaman, <i>Constitution</i> .....	441
Gay, John, U. S. agent, Martinica:	
Bill for salvage of <i>Maria</i> .....	165, 166
<i>Carterett</i> , British packet, delivered to.....	20

<b>Gay, John, U. S. agent, Martinica—Continued.</b>	
Correspondence with—	Page
Barry, John, Capt.....	165, 166
Truxtun, Thomas, Capt.....	106
<i>Francis</i> and cargo sold by.....	116
Instructions from Captain Truxtun.....	106
References to.....	78, 375
<b>Geddes, Lt., U. S. M. C.</b> .....	223
<b>Geddes, Henry, Capt., armed brig <i>Sophia</i>, correspondence with Wm.</b>	
Eaton, U. S. consul, Tunis.....	410, 411
<b>General Accounting Office, Treasury Department, data obtained from</b> ...	383
<b>General Greene, U. S. R. C., Capt. George Price:</b>	
Arrived at Philadelphia.....	176
Considered too small for Navy.....	220
In one of home ports.....	252
To be under command of Captain Perry.....	149, 150
<b>General Greene, U. S. S., Capt. Christopher R. Perry:</b>	
Accounts, settlement of.....	258
Arrived at Newport, sickness on board.....	566
Ballast for.....	569
Complement for.....	100
Cruising ground.....	496, 500
Cruising instructions to be sent to.....	109
Cruising off Havana with two brigs.....	496, 500
<i>George Washington</i> , Captain Fletcher, to operate with.....	361, 362, 364
<i>Governor Jay</i> and <i>General Greene</i> , U. S. R. cutters to be under com- mand of.....	149, 150
Health conditions on, improving.....	569
Marines for.....	85, 100
Medicine chest and other articles for.....	11
Not to call at Charleston.....	156
Officers for.....	11, 39, 90
Orders and instructions to.....	149-151, 252, 260
<i>Pinckney</i> and <i>South Carolina</i> , to join.....	150
Provisions, etc., for, at Charleston.....	107
Recruiting for.....	67
References to.....	134, 273, 334
Reports to Captain Perry from officers of.....	457, 458
Sailed.....	234, 293
Sailing of, to be hastened.....	50, 86, 169, 255, 258, 259, 265
Seamen and marines for.....	85
<i>See Perry, Christopher R., Capt., U. S. N.</i>	
State of forwardness of.....	11
To relieve <i>Delaware</i> in West Indies.....	149-151, 216, 360
To suppress piracy in Cuba.....	109
Unhealthy condition of.....	457, 458, 566
<b>General Pinckney, U. S. brig. <i>See Pinckney.</i></b>	
<b>General Washington, ship:</b>	
Captured by British ships <i>Lynx</i> and <i>Pheasant</i> .....	45, 46, 152
Picture of.....	Facing page 46
<b>Genius, private armed brig, Capt. Denbo Cable, captured schooner</b> <i>Potowmac</i> .....	562, 563
<b>Genoa and Mantua, Italy, French conquests, blockaded</b> .....	571
<b>George, brig, Capt. Elisha Higgins, captured by French privateer</b> .....	357
<b>George, captain of ship <i>Star</i></b> .....	45
<b>George II, Great Britain, loan of cannon to South Carolina</b> .....	60
<b>George Washington, U. S. S., Capt. Patrick Fletcher:</b>	
Anchored at Guadeloupe.....	191
Arrival of, expected.....	252
At Newport, R. I.....	331, 334
Convoy duty.....	174, 218, 230, 244, 326
Cruising ground.....	359, 361, 362, 402, 403, 496, 500
Detained on account of weather, now under way.....	459
Expected at New York.....	339
<i>Fair American</i> , prize, adjudication of.....	118
<i>Fair American</i> recaptured by, with help of <i>Pickering</i> .....	108, 117
<i>Francis</i> , schooner, recaptured by, with help of <i>Pickering</i> .....	116, 375

<b>George Washington, U. S. S., Capt. Patrick Fletcher—Continued.</b>		<b>Page</b>
<i>Francis</i> , prize, salvage of	-----	379
Lieutenants, two of, reported ill	-----	372
Merchant vessels to be convoyed by	359, 361,	362
Officers of	-----	372, 379
Orders and instructions for	340, 341, 361, 362, 365, 402,	403
Perry, Captain, to be joined by	-----	364
<i>Pickering</i> in company with	77, 84, 174, 204, 294, 312,	325
Poor sailer, probably will be sold	-----	343
Prize crew for <i>Fair American</i>	-----	108
Provisions to be carried to Havana by	-----	341
References to	47, 52, 64-65, 89, 90, 95, 145, 211, 284,	423
Sailing will be hastened	-----	339
See Fletcher, Patrick, Capt., U. S. N.	-----	
To join U. S. S. <i>General Greene</i>	-----	360
To operate in West Indies	215, 234, 359, 361, 362, 452, 496,	500
Under command of <i>Ganges</i>	-----	268
<b>Georgia</b> , timber for shipbuilding	-----	381, 382
<b>Georgia Gazette</b> , data taken from	-----	157
<b>Germantown, Pa.</b>	-----	476
<b>Gibbs and Channing</b> , navy agents, Newport, R. I.:		
Correspondence with Secretary of Navy	-----	11,
	39, 84, 85, 134, 169, 258, 259, 293, 334, 459, 460, 566,	569
French prisoners, care of	-----	134
<i>General Greene</i> , U. S. S., not to be delayed	-----	169
<i>General Greene</i> , U. S. S., settlement of accounts of	-----	258
References to	-----	255, 362
Slops for U. S. S. <i>General Greene</i>	-----	134
Stores and provisions for <i>George Washington</i>	-----	341
To advance money for officers and crew of <i>George Washington</i>	-----	372
<b>Giddens, John</b> , ordinary seaman, <i>Constitution</i>	-----	441
<b>Gilbert, George</b> , captain of <i>Lark</i>	-----	370
<b>Giles, Ebenezer</b> , Capt., schooner <i>Betsy</i> :		
Complaint against Captain Matson, H. B. M. S. <i>Daphne</i>	-----	135-141
Correspondence with Secretary of State	-----	140, 141
<b>Gill</b> , Lieutenant Governor of Massachusetts present at launching of U. S. S. <i>Boston</i>	-----	223
<b>Gill, Robert</b> , navy storekeeper, Philadelphia, Pa.:		
Anchors to be sent to	-----	306
Beef and pork from New York	-----	187
Bread bags may be loaned to pursers of ships	-----	323
Bread from Alexandria, Va.	-----	113
Clothing, etc. for French prisoners	278, 279,	337
Copper, nails, etc., for galley building at Beaufort, S. C.	-----	376
Correspondence with Secretary of Navy	1, 2, 29, 56, 68, 98, 190, 221,	233, 261, 279, 300, 314, 323, 337, 354, 368, 369, 376, 377, 408,
	422	314
Figurehead for <i>Congress</i> to be sent to Jacob Sheaffe	-----	63
Fire engine to be sent to Norfolk	-----	314
Guns for—		
<i>Congress</i>	-----	376
<i>Delaware</i>	-----	377
<i>Essex</i>	-----	368, 369
Guns, military stores, signal colors, etc., for <i>John Adams</i>	-----	98
Kentledge for—		
<i>Constitution</i>	-----	233
<i>Essex</i>	-----	190
<i>Herald</i>	-----	261
Sailcloth to be furnished Mr. Dowers	-----	221
Sale of damaged provisions	-----	300
<b>Gillias, Mr.</b> , to adjust accounts of <i>Constitution</i>	-----	208
<b>Gillpatrick, Samuel</b> , master of vessel requesting convoy	-----	427
<b>Gilmore, Mr.</b> , to prepare gun carriages	-----	160
<b>Gilmore &amp; Co.</b> , powder from	-----	101, 320
<b>Gingen, Julien</b> , Capt., schooner <i>Boulineuse</i>	-----	175
<b>Glover, John</b> , ordinary seaman, <i>Constitution</i>	-----	441

	Page
Glover, John, private, U. S. M. C., <i>Constitution</i> .....	448
Godby, Jacob private, U. S. M. C., <i>Constitution</i> .....	448
Goff, Dr., surgeon, <i>Constitution</i> .....	419
Goldsborough, C. W. acting for Secretary of Navy.....	555
Gonnis, Antonio, seaman, <i>Insurgent</i> .....	254
Goodhue, Mr.....	140
Goodhue, Benjamin, Salem, Mass., correspondence with Secretary of Navy.....	85, 86
Goodman, Samuel, ordinary seaman, <i>Insurgent</i> .....	254
Goodshall, William, master of vessel requesting convoy.....	427
Gooe [or Gove], Ebenezer, master of vessel requesting convoy.....	427
Goold, Joseph, Capt., schooner <i>Polly</i> , captured by French frigate.....	118
Goram, schooner.....	348
Gordon, D., seaman, ship <i>Planter</i> , wounded.....	487
Gordon and Tillinghurst, owners of <i>Commerce</i> .....	117
Gosslein, Den, prisoner delivered on board the <i>Barber</i> .....	49
Gosselin, captain of H. B. M. S. <i>Syren</i> .....	165, 166
Gould, William, ordinary seaman, <i>Constitution</i> .....	441
Gourley, David, power of attorney to, by William Presson.....	295, 296
Governor Carver, schooner, Capt. Nath. Spooner, detained by Spanish at Majorque.....	228, 229
Governor Jay, U. S. R. C., Capt. John W. Leonard:	
Guns lately on, to be delivered to Captain Adams.....	502
In one of home ports.....	234, 252
Men from prize <i>Marsouin</i> to rejoin.....	281
To be under command of Captain Perry.....	149, 150
Unfit for naval service.....	256
Governors of States, renewal of trade with St. Domingo.....	421
Granberry, John. See Granbury, John.	
Granbury, John, Norfolk, Va.:	
Accounts for purchase and equipment of brig <i>Richmond</i> .....	101-103
Correspondence with William Winder, accountant of Navy.....	101-103
Grant, Colo., British agent.....	237, 384, 392, 393
Grant, William, <i>Boston</i> .....	549
Graves, Ebenezer, master of vessel requesting convoy.....	427
Graves, Joseph, boy, <i>Insurgent</i> .....	255
Gray, William, ordinary seaman, <i>Constitution</i> .....	441
Greary, Daniel, ordinary seaman, <i>Constitution</i> .....	441
Great Britain:	
Admiralty, London, acknowledgment to.....	iii
Agreement with United States for trade with St. Domingo.....	70-72
Cannon at Halifax transferred to United States.....	60
Convoy of, American vessels advised to join.....	425, 426, 428
Fleet of, in Mediterranean.....	520, 564
Harmony with, more important than trade with St. Domingo.....	453
Merchant vessels of, to enter ports of St. Domingo under flags of truce.....	424
Renewal of trade with St. Domingo.....	340, 341
Vessels of—	
American seamen impressed by.....	57, 58
Capture and hold American ships.....	151, 152
<i>Earl of Moira</i> captured brig <i>Susanna</i> .....	65
<i>Hinde</i> and <i>Swan</i> capture <i>Fair Columbian</i> .....	35-37
<i>Lord St. Vincent</i> recaptured schooner <i>Sally</i> .....	517
<i>Lynx</i> and <i>Pheasant</i> capture <i>General Washington</i> .....	45, 46
May protect our commerce at St. Domingo.....	302
<i>Minerva</i> , schooner, and brig <i>Nymph</i> recaptured by.....	324
<i>Surprise</i> recaptured brig <i>Hopewell</i> .....	57, 58
<i>Surprise</i> recaptured ship <i>Britannia</i> .....	54
Green [or Greene], John, ordinary seaman, <i>Constitution</i> .....	441
Green [or Greene], Thomas, seaman, <i>Constitution</i> .....	441
Greenleaf's Daily Advertiser, New York, see Argus or Greenleaf's Daily Advertiser.	
Gregory, John, seaman, <i>Constitution</i> .....	441
Grenville, Lord.....	364

	Page
Grevegne & Co.....	95, 262, 270
Greyhound, brig, Capt. W. S. Plummer, detained by Spanish at Majorque.....	228, 229
Griffin, Adam, Boston.....	549
Griffith, mate on <i>Mary Ann</i> .....	436
Griffith, Augustin.....	171
Grigg, James, notary public.....	431
Grimes, John, boy, <i>Constitution</i> .....	441
Grimes, William, seaman, <i>Constitution</i> , in <i>Amalia</i> .....	441
Griswold, Mr.....	253
Grove, Samuel, order on, for postage.....	450
Groves, captain of <i>Industrious Mary</i> .....	296
<b>Guadeloupe:</b>	
Commerce with will be opened by proclamation.....	226
<i>Peyton Randolph</i> carried to.....	374
Prisoners exchanged at.....	61, 145-149, 159, 160, 278, 279, 281
Renewal of commercial intercourse with.....	105, 109, 226, 282, 283
Ships, United States, in vicinity of.....	344
Guard, military, for vessel building at Philadelphia.....	453, 465
Guelson, Thomas, prisoner delivered on board the <i>Barber</i> .....	49
Guernsey, brig <i>Lydia</i> re-captured and sent to.....	75, 76
Guiana, Dutch, dependent on American trade for supplies.....	27, 28
Guignesais, captain of French lugger <i>Le Brullie</i> .....	117
Gunkle (Gunkle), Michael, provisions for Capt. Decatur's ship and <i>Scammel</i> .....	239, 240
<b>Guns:</b>	
Carriages for.....	524
Imported by Simon Walker.....	324
Manufactured by Salisbury Furnace, defective.....	68
Purchased ships of war carry guns too low.....	507, 508
Transported from Halifax to South Carolina.....	60
<b>Guns for:</b>	
Adams.....	68, 353
Boston.....	333
Congress.....	37, 40, 112, 286, 370, 376
Constellation.....	212, 329, 376, 394
Delaware.....	377
Essex.....	306, 307, 368-370
Frigate building at Norfolk.....	63, 286
Governor Jay, U. S. R. C.....	502
John Adams, U. S. corvette.....	98
Pickering, U. S. R. C.....	340, 353
Retaliation.....	544
United States.....	354, 405
Vessel building at Beaufort, S. C.....	376-378
Vessels building at Baltimore.....	100, 101, 160
Gurney, Colonel, is agent for Captain Decatur.....	101
Hacker, Mr.....	456, 466
Hackett, William, boy, <i>Insurgent</i> .....	254
Hadfield, Stephen, <i>Constitution</i> .....	441
Hagan, John, seaman, <i>Aurora</i> .....	471
Hagget [or Haggett], Isaac, ordinary seaman, <i>Constitution</i> .....	442
Haight, James, may be appointed midshipman on <i>President</i> .....	353
Hally (or Hally), George, Acting U. S. consul, Isle of France, correspondence with Secretary of State.....	476-478
Halifax, cannon transported from, to South Carolina.....	60
Hall, Edward, Jr., Lt., U. S. M. C.:	
Correspondence with Maj. W. W. Burrows.....	526, 527
Report of operations by.....	526, 527
Request for instructions.....	527
Hall, James, Dr.....	243, 245
Hall, John, Lt., U. S. M. C.:	
Marines on <i>John Adams</i> to be commanded by.....	292, 367
Orders to.....	292
Sailed in <i>South Carolina</i> .....	513



	Page
Hall, Nathaniel, seaman, <i>Constitution</i> , in <i>Amalia</i> .....	442
Hallam, James, ordinary seaman, <i>Constitution</i> .....	442
Hally. See Haily, George, U. S. consul.	
Halsey, Lloyd, owner of schooner <i>Orange</i> .....	112
Hamilton, captain of H. B. M. S. <i>Surprise</i> .....	54, 57, 58
Hamilton, Alexander:	
Correspondence with Secretary of Navy.....	131, 132, 516
References to.....	120, 158
Hamilton, Robert W., Lt., U. S. N.....	208, 350, 425, 441, 466, 519
Hammett, John, master of vessel requesting convoy.....	427
Hancock's Wharf, Boston, Mass.....	224
Hancoke, Emery, prisoner delivered on board the <i>Barber</i> .....	49
Hanley [or Hanly], John, ordinary seaman, <i>Constitution</i> .....	442
Hannah, sloop, Capt. Wm. Milbery, boarded by <i>Merrimack</i> .....	387
Harcourt, British colonel.....	183
Hardison, Jonathan, ordinary seaman, <i>Constitution</i> .....	442
Hardy, Captain, brig <i>Nymph</i> .....	324
Hariden [or Harriden], Nathaniel, sailing master, <i>Constitution</i> .....	441
Harlequin, British privateer.....	345, 430
Harley, Mary, passenger on <i>Planter</i> .....	487
Harmony, brig, Capt. William Marshall:	
Captured by French privateer.....	15, 16, 92
Extract from log of.....	15, 16
Harmony, schooner, Captain Ellwood, bread for U. S. ships.....	187
Harmony, ship.....	489
Harmony, ship, Captain Snell:	
Captured by French corvette <i>Le Surges</i> .....	262, 263
Recaptured from prize crew.....	262-264
Harnet, Augustus, quarter gunner, <i>Constitution</i> , drowned.....	442
Harper, Mr.....	387
Harper, Thomas, merchant of Havana.....	144
Harriden [or Hariden], Nathaniel, sailing master, <i>Constitution</i> .....	441
Harris, Captain, ship <i>Cammeron</i> .....	77
Harrison, Robert, ordinary seaman, <i>Insurgent</i> .....	254
Harrison, William, ordinary seaman, <i>Insurgent</i> .....	254
Hart, master builder, U. S. S. <i>Boston</i> .....	224
Harvey, Henry, Vice Admiral, H. B. M. Royal Navy:	
Complaint against Captain Matson, H. B. M. S. <i>Daphne</i> .....	137
Correspondence with Capt. Thomas Truxtun.....	137
References to.....	114, 122, 135, 138, 141
Harvey, William, quartermaster, <i>Constitution</i> .....	442
Harwood, [Richard], Lt., U. S. M. C., relieved by Lt. Claypoole.....	533
Haskins [or Hoskins], Asa, private, U. S. M. C., <i>Constitution</i> .....	448
Hastie, Geo., Capt., ship <i>Hope</i> .....	270
Hatcher, George, Member of Congress.....	478
Hatfield, John, quarter gunner, <i>Constellation</i> .....	286
Haur, William:	
Complaint against Captain Bright, U. S. R. C. <i>Virginia</i> .....	396
Correspondence with Captain Truxtun.....	396
Havana, Cuba:	
Merchants of, regret departure of Captain Decatur.....	144
Vessels of United States admitted into, except when they go from British ports.....	560
Havana, Governor of, Colonel Pickering, to write to.....	109
Haverford College, records published by courtesy of.....	250, 317
Hawk, sloop, Revolutionary War.....	531
Hawke, schooner, Captain Aranberg, sold to Henry Basden at Curacao.....	522
Hayden, Gerrard, seaman, <i>Constitution</i> .....	442
Haywood, Samuel, Capt. See Pinckney, U. S. R. C.	
Hazard, John A., purser, U. S. S. <i>General Greene</i> :	
Correspondence with Secretary of Navy.....	134
Instructed as to duties of purser.....	134
Hazen, Benjamin, seaman, <i>Constitution</i> .....	442
Health laws said to be disregarded by <i>Constellation</i> .....	514, 515
Healy, Jas., seaman, <i>Aurora</i> .....	471
Hedouville, General.....	235, 236

	Page
<b>Hemingway</b> , master of <i>Commerce</i> .....	117
<b>Heminway</b> , Simeon, ordinary seaman, <i>Constitution</i> .....	442
<b>Hempstead</b> , I. (or J.), master of vessel requesting convoy.....	427
<b>Henfrey</b> , Benj. See Ross, Jno. & Benj. Henfrey.....	194
<b>Hennesey</b> , Joseph B., midshipman, warrant for.....	371
<b>Henry</b> , Benjamin, ordinary seaman, <i>Constitution</i> .....	442
<b>Henry</b> , Isaac, surgeon, <i>Constellation</i> : Correspondence with Captain Truxtun.....	532
References to.....	156, 404
Sickness on board <i>Constellation</i> .....	532
<b>Henry</b> , ship, Capt. Daniel Allen; capture of, by French privateer, Captain Dupee.....	2
<b>Henry</b> , William, acting midshipman, <i>General Greene</i> .....	458
<b>Herald</b> , ship, sailing from Barcelona.....	262
<b>Herald</b> , U. S. S. Lt. Comdt. Charles C. Russell: Accounts of, to be transmitted.....	542
Arrived at Philadelphia.....	176
Ballast needed.....	261
Beef and pork for.....	194
Bread for.....	187
Clothing for marines on board.....	250
Cruising ground of.....	193, 216, 217
Expected to sail this day.....	252
Guns and other equipment to be transferred to <i>Augusta</i> .....	332, 423, 467, 542
Guns too low.....	508
In one of home ports.....	234, 252
Marines on.....	250, 283, 284
Movements of.....	279, 289
Not a swift sailer.....	343, 423
Officers and military equipment of, to be transferred to <i>Augusta</i> .....	423, 467
On West India station.....	50
Ordered on short cruise.....	216
References to.....	187, 252, 269, 283, 379, 492, 495
See Russell, Charles C., Lt. Comdt.	
Supplies and equipment for.....	240
To be sold.....	332, 467, 500, 503, 542
To cruise along the coast.....	193
<b>Herbert</b> , Joshua, midshipman— Ordered on board <i>L'Insurgente</i> by Captain Truxtun.....	406
Prize schooner <i>Diligente</i> .....	62
<b>Herbert</b> , Samuel, seaman, <i>Insurgent</i> .....	254
<b>Hero</b> , storeship for Algiers, arrived in West Indies.....	204, 410
<b>Hertley</b> , fifer, U. S. M. C.....	472
<b>Hewes</b> , Joseph, master of vessel requesting convoy.....	427
<b>Hewett</b> , John, seaman, <i>Constitution</i> .....	442
<b>Hickey</b> , Owen, ordinary seaman, <i>Insurgent</i> .....	254
<b>Hickey</b> , Thomas, ship's corporal, <i>Constitution</i> .....	415
<b>Higgins</b> , Elisha, captain of brig <i>George</i> .....	357
<b>Higgins</b> , Francis, Steward of Pennsylvania Hospital: Clothing for French prisoners in hospital.....	337
To deliver prisoners to Regis LeBlanc.....	378
<b>Higginson</b> , Stephen, navy agent, Boston: Anchors for <i>United States</i> to be secured by.....	190
Boston— Cannon for.....	333
Provisions for.....	290
<i>Constitution</i> is wanted in West Indies.....	259, 260
Correspondence with— Navy, Secretary of.....	13,
14, 37, 69, 168, 190, 200, 201, 208, 232, 248, 259, 260, 269, 270,	
278, 290, 291, 306, 314, 332, 343, 344, 369, 370, 423, 459, 467,	
503, 509, 534, 565.	
Winder, William, Accountant of Navy.....	208
Custody of French prisoners in Massachusetts and New Hampshire.....	278
Departure of vessels to be hastened.....	248

<b>Higginson, Stephen</b> , navy agent, Boston—Continued.	Page
French prisoners at Boston to be turned over to	276, 277
Guns, etc., to be sent to Salem	368, 369, 370
Kentledge for <i>Constitution</i>	233
Letter to be dispatched to Captain Brown	248
<i>Merrimack</i> to be furnished provisions, etc	168
Money for recruiting for Boston	305
Money for recruiting for <i>Constitution</i>	206, 207
Officers recommended by	425
<i>Pattern</i> , vessel of, acquitted	395
Recruiting for <i>Constitution</i> and Boston	314
References to	231, 260, 266, 290, 350, 401, 405, 413, 500, 542
Remittance to be made to	534
Selection of officers for <i>Constitution</i>	265
Stores, etc., for <i>Constitution</i>	206
<b>Highland, John</b> , gunner's mate, <i>Constellation</i>	286
<b>Hill, Goodwin</b> , seaman, ship <i>Planter</i> , wounded	487
<b>Hill, H.</b> , owner of sloop <i>Mary</i>	82, 209
<b>Hillar, Benjamin</b> , Lt. Comdt., U. S. R. C. <i>Pickering</i> :	
Bearer of message to Captain Tingey	385
Correspondence with Secretary of Navy	341, 379, 380
Entered on board <i>Pickering</i>	371
Orders and instructions to	341, 379, 380
See <i>Pickering</i> , U. S. R. C.	
Sent to examine a wreck	334
To command the <i>Pickering</i>	341, 343
<b>Hillman, Robt.</b> , ordinary seaman, <i>Constitution</i>	442
<b>Hilton, Francis</b> , seaman, <i>Constitution</i>	442
<b>Hinde, H. B. M.</b> frigate, Captain Larkin, <i>Fair Columbian</i> , brig, captured by	35-37
<b>Hindsdale</b> , marine	527
<b>Hinks, James</b> , ordinary seaman, <i>Constitution</i>	442
<b>Historical Society of Old Newbury</b> , records published by courtesy of	3,
12, 17, 26, 28, 32, 33, 39, 41, 43, 44, 46, 55, 59, 64, 65, 70, 76, 83,	
88, 89, 92, 93, 96, 99, 104, 105, 108, 114, 119, 135, 155, 159, 164,	
174, 176, 191, 197, 224, 257, 258, 309, 315, 321, 325, 333, 339, 345,	
348, 357, 370, 383, 387, 398, 421, 424, 432, 437, 451, 461, 465, 466,	
468, 471, 474, 479, 481, 488, 490, 494, 499, 504, 506, 509, 513, 519,	
524, 525, 528, 534, 538, 541, 546, 556, 559, 566, 570, 572.	
<b>Historical Society of Pennsylvania</b> , records published by courtesy of	3,
10, 12, 16, 20-25, 30-32, 38, 41, 43, 44, 46, 54, 58, 61-63, 66, 67, 69,	
73, 74, 78, 88, 92, 95, 99, 106, 114, 119, 122, 129, 130, 131, 136,	
137, 139, 143, 155, 159, 160, 163, 166, 173, 175, 182, 184, 191, 197,	
203, 209, 214, 217, 218, 224, 254, 255, 286, 287, 352, 358, 360, 367,	
386, 388, 396, 404, 406, 411, 412, 429, 450, 455, 456.	
<b>Hodge</b> , Captain, ship <i>Kingston</i>	81
<b>Hodgkinson, Bethanath</b> , Keeper of Burlington Goal, to liberate French prisoners	330
<b>Hodgson, Mr.</b> , passenger on <i>Planter</i>	487
<b>Hogan, Martin</b> , sailor, ship <i>Ardent</i>	196
<b>Hohn, George</b> , seaman, <i>Constitution</i>	442
<b>Holden, Nathaniel</b> , seaman, <i>Constitution</i>	442
<b>Holland, John</b> , master of ship <i>Rufus</i> :	
Condemnation of <i>Rufus</i>	484-486
Protest against capture by <i>Cockade</i>	483, 484
<b>Hollingsworth, Jesse</b> , Baltimore, correspondence with Secretary of Navy	112
<b>Hollingsworth, Zebulon</b> , U. S. Attorney, Baltimore, correspondence with Secretary of State	202, 203
<b>Hollins, John</b> , part owner of <i>Ardent</i>	195
<b>Hollis, Samuel</b> , ordinary seaman, <i>Constitution</i>	442
<b>Homans, Captain</b>	75
<b>Hoofman, George</b> , ordinary seaman, <i>Insurgent</i>	254
<b>Hope</b> , schooner, Capt. Solomon Clark, captured by French privateers	469, 470
<b>Hope</b> , schooner, Master James Frazier, spoken by <i>Montezuma</i>	541
<b>Hope</b> , ship, Captain Hastie, captured by French privateers	270
<b>Hopestill</b> , sloop, Capt. Andrew Bent	205

	Page
<b>Hopewell</b> , brig, Captain Dandelot:	
Captured by French privateer.....	57, 58
Recaptured by H. B. M. S. <i>Surprize</i> .....	57, 58
<b>Hopkins</b> , Franklin, boy, <i>Constitution</i> .....	442
<b>Hopkins</b> , Solomon, master of vessel requesting convoy.....	427
<b>Hopkins</b> , William, seaman, <i>Constitution</i> .....	442
<b>Hopkins' Squadron</b> , Silas Talbot drafted to man.....	529
<b>Hopper</b> , James, master of brig taken under convoy by <i>Merrimack</i> .....	534
<b>Horsewell</b> , Nathaniel, boy, <i>Constitution</i> .....	442
<b>Hoskins</b> [or <b>Haskins</b> ], Asa, private, U. S. M. C., <i>Constitution</i> .....	448
<b>Hovey</b> , Nathaniel, quartermaster and cockswain, <i>Boston</i> .....	548
<b>Howard</b> , Mr.....	113, 160
<b>Howard</b> , Enos, private, U. S. M. C., <i>Constitution</i> .....	448
<b>Howard</b> , [John], lieutenant of Marines.....	300
<b>Howard</b> , Samuel, seaman, <i>Constitution</i> .....	442
<b>Howe</b> , captain of <i>Isabella</i> .....	296
<b>Howe</b> , James, carpenter, U. S. S. <i>Boston</i> .....	464, 549
<b>Howland</b> , Jno., Capt., sloop <i>Franklin</i> .....	128
<b>Howland</b> , Joseph, navy agent, Norwich, Conn.:	
Brigantine may be made larger.....	96
Correspondence with Secretary of Navy.....	96, 502
Instructions relative to ship being built by.....	502
Kentledge for U. S. S. <i>Connecticut</i> .....	291
To build an 18-gun ship.....	1, 19
<b>Hoyt</b> , James, master's mate, <i>Constitution</i> .....	441
<b>Hoyt</b> , James, quartermaster, <i>Constitution</i> .....	417
<b>Hubbard</b> , drummer, U. S. M. C.....	472
<b>Hubbard</b> , Nehemiah, navy agent, Middletown, Conn.:	
Correspondence with Secretary of Navy. 19, 86, 87, 115, 291, 332, 488, 508, 535	
Money to be supplied by.....	267
<b>Hudson</b> , Samuel, ship <i>Planter</i> , killed.....	487
<b>Hudson</b> , Frederick N. [or F.], midshipman, <i>Constitution</i> .....	441
<b>Hugans</b> , William, master of vessel requesting convoy.....	427
<b>Hughes</b> , [Daniel], surgeon's mate, U. S. S. <i>Ganges</i> .....	544
<b>Hughes</b> , Michl, marine, death of.....	169
<b>Hulings</b> , William E., U. S. vice consul, New Orleans, La.:	
Commercial relations with Louisiana.....	204, 205
Correspondence with Secretary of State.....	204, 205
<b>Hull</b> , Isaac, Lt., <i>Constitution</i> ..... 26, 350, 369, 416, 425, 441, 466, 519	
<b>Hulton</b> , Nelce, seaman, <i>Insurgent</i> .....	254
<b>Humphreys</b> , David, U. S. Minister to Madrid:	
Correspondence with—	
Plummer and Spooner.....	228, 229
State, Secretary of.....	270, 271
<b>Humphreys</b> , Joshua, Naval Constructor:	
Correspondence with Secretary of Navy.....	299, 450
Inboard plan for <i>Congress</i> .....	111
Instructions for preparing timber for shipbuilding.....	387
Plans for merchant's ship.....	184
References to..... 7, 101, 184, 242, 332, 382	
<i>Scammel</i> to be examined for fitness for naval service.....	299
Value of <i>Insurgent</i> to be ascertained.....	450
<b>Humphreys</b> [or <b>Humphries</b> ], Robt., ordinary seaman, <i>Constitution</i> .....	442
<b>Hunt</b> , Benjamin, ordinary seaman, <i>Constitution</i> .....	442
<b>Hunt</b> , James P., midshipman, warrant for.....	371
<b>Hunt</b> , John, ordinary seaman, <i>Constitution</i> ..... 412-420, 442	
<b>Hunt</b> , Joseph, passenger on <i>Mary Ann</i> .....	435, 436
<b>Hunt</b> , Josiah, washed overboard from sloop <i>Nancy</i> .....	431
<b>Hunt</b> , Nathan, seaman, <i>Constitution</i> .....	442
<b>Hunt</b> , Oliver, ordinary seaman, <i>Constitution</i> .....	442
<b>Hunt</b> , Zebedee, Jr., Capt., sloop <i>Nancy</i> , protests seizure of vessel and cargo.....	431, 432
<b>Hunter</b> , sloop, taken in tow by <i>Constitution</i> .....	76
<b>Huron</b> , Laure, received prize money of William Presson.....	296
<b>Hurricanes</b> , danger of, in West Indies.....	385, 386

	Page
<b>Hydra, H. B. M. S.</b> , signaled by <i>Constitution</i> .....	20, 32
<b>Hylander, Jacob, Capt.</b> , ship <i>Connecticut</i> .....	68
<b>Isley, Robert</b> , master of vessel requesting convoy.....	427
<b>Impressed Seamen.</b> See Seamen, impressed.	
<b>Independent Chronicle</b> , Boston, Mass., data taken from.....	46, 76, 173
<b>Industrious Mary</b> , brig, Captain Groves, fired salute at launching of <i>Maryland</i> .....	296
<b>Industry</b> , brig, Captain Very, captured by French privateer.....	358
<b>Industry</b> , schooner, Master George Monk, conveyed by <i>Montezuma</i> .....	489
<b>Ingalls, Henry</b> , ordinary seaman, <i>Constitution</i> .....	442
<b>Ingersol, Josiah, Capt.</b> , schooner <i>Eagle</i> , protests capture of.....	564, 565
<b>Ingersoll, I.</b> , owner of coffee in sloop <i>Mary</i> .....	82
<b>Ingersoll, Samuel</b> , master of vessel requesting convoy.....	427
<b>Ingraham</b> , Charge des Affaires, Tripoli.....	410
<b>Ingraham, Joseph</b> , correspondence with James Cathcart, U. S. Consul General, Tripoli.....	249, 250
<b>Ingraham, Joseph</b> , sailing master, U. S. R. C. <i>Pickering</i> : Correspondence with—	
Desfourneaux, General.....	148, 149
Preble, Edward, Lt., U. S. R. C. <i>Pickering</i> .....	145-149, 281, 282
Dispatched in cartel <i>Union</i> for exchange of prisoners.....	145-149
Extracts from log book of U. S. R. C. <i>Pickering</i> .....	13,
17, 21, 26, 43-45, 47, 59, 64, 65, 76, 77, 83, 84, 88-90, 99, 104, 105,	
108, 114, 119, 132, 133, 142, 145, 156, 159, 174, 176, 183, 184,	
191, 198, 203, 204, 209, 214, 224, 225, 230, 233, 243, 251, 257-259,	
264, 271, 279, 284, 288, 292-294, 297, 298, 301, 309, 312, 316, 320,	
321, 325, 330, 334.	
Ordered to command of cartel <i>Union</i> .....	159, 160
Report of cruise for exchange of prisoners.....	146-148
Returned on board <i>Pickering</i> from Flag of Truce.....	191
<b>Ingraham, Solomon, Capt.</b> , ship <i>Pacific</i> .....	478
<b>Ingraham, William</b> , midshipman, warrant for.....	371
<b>Insurgent, U. S. S.</b> , Capt. John Rodgers and Capt. Alexander Murray: Adjudged superior to <i>Constellation</i> .....	450
Arrival of, in home port.....	252
Arrived at Hampton Roads.....	272
Barton, Jeremiah, Lt., to take temporary command.....	354
Calibre of guns.....	354
Capture of <i>Retaliation</i> referred to.....	213
Commander is wanted for.....	388
<i>Constellation</i> accompanied by..... 32, 44, 77, 78, 88, 114, 119, 159, 160,	211
Crew of.....	246
Cruising ground.....	30, 31, 539
Decatur, Capt., may command.....	322
Decree of Court concerning.....	453, 454, 480
<i>Diligent</i> , capture of.....	63
Dimensions of.....	333
Enlisted men received on <i>Constellation</i> from.....	254, 255
Fitting out.....	373, 406, 411, 551, 552
Herbert, Joshua, ordered on board.....	406
In West Indies.....	50, 234
Jennings, Daniel, appointed purser.....	373
Lieutenant to be put in charge at present.....	313
Manning of.....	51
Marines for.....	449
Midshipmen for.....	336
Murray, Captain, to command.....	177, 322, 336, 353
Must be libelled.....	247, 253, 285
No commission to go to agents.....	386
Officers for.....	496
Operating under Captain Truxtun.....	199
Orders and instructions for.....	30, 31, 166, 217, 550, 551
Preparation for sea.....	502
Price offered for, by Secretary of Navy.....	480
Prisoners, French, from.....	212, 287

Insurgent, U. S. S., Capt. John Rodgers and Capt. Alexander Murray—Continued.		Page
Prisoners from <i>Diligente</i> on board.....		62
Prize money from capture of.....	520, 524,	525
Prize of <i>Constellation</i> .....		78
Provisions and water for.....		523
Purchase money to be paid to Treasurer of Navy.....		483
Purchase of, by United States considered.....	453,	454
Recruiting instructions for.....	411, 449,	456, 457
Recruits for <i>Baltimore</i> to be turned over to.....		504, 505
References to.....	22, 24, 51, 58,	
	61, 86, 155, 252, 263, 296, 317, 396, 404, 405, 429, 463,	504, 567
Repairs, men, etc.....	285, 286,	388
Reported in Delaware river.....		253
Sale of cargo of, memorandum.....		29, 30
See Rodgers, John, Capt., and Murray, Alex., Capt.		
Thanks to officers and crew of <i>Constellation</i> for capture of.....	318, 319, 366,	367
To anchor opposite Craney Island for refitting.....	166,	217
To proceed to Norfolk for refitting.....		212
Transportation of men recruited for.....		494
Value of, to be ascertained.....	322,	450
Will be ready to sail before middle of August.....		539
Will be sent to Cayenne.....		500
Irving, Ebenezer, merchant of Havana.....		144
Isabell, Zion, ordinary seaman, <i>Insurgent</i> .....		254
Isabella, schooner, boarded by <i>Merrimack</i> .....		432
Isabella, schooner, Captain Howe, fired salute at launching of <i>Maryland</i> .....		296
Isle of France:		
American vessels entering to be confiscated.....	477,	478
<i>Aurora</i> captured and taken to.....		471
<i>Concord</i> , ship, captured and condemned at.....	476-	478
Jackamel (Jacmel), taken by Toussaint's troops.....		391
Jackson, Ebenezer, Savannah, Ga.:		
Correspondence with Secretary of Navy.....	381,	382
Timber for shipbuilding.....	381,	382
Jackson, Edward, seaman, <i>Insurgent</i> .....		254
Jackson, James, boy, <i>Constitution</i> .....		442
Jacobs [Bela], carpenter, U. S. S. <i>General Greene</i> .....		85
Jamaica:		
Invasion of, feared.....	235, 236, 238,	302
Savage, William, offered U. S. agency in.....		133
James, French brig, prisoners on board.....	222,	328
Jameson, Mr., baker.....		113
Jane, schooner, Capt. Peter Sorenson, captured by <i>Alliance</i> .....	555,	556
Janson, Derrick, seaman, <i>Constitution</i> , deserter.....		443
Jaquin, Paul, ordinary seaman, <i>Constitution</i> .....		443
Jarvis, Philip, Lt., <i>Constitution</i> .....	350, 369, 414, 419,	554
Jaudenes, Mr.....		571
Jeffers, Nicholas, seaman, <i>Constitution</i> .....		443
Jeffrey and Russell, wharf of.....		223
Jemmison, William, boatswain's mate, <i>Constellation</i> .....		286
Jemmison, William, boatswain's mate, <i>Insurgent</i> .....		255
Jencks, Ebenezer, part owner of cargo of sloop <i>Nancy</i> .....	431,	432
Jenkins, George, ordinary seaman, <i>Insurgent</i> .....		254
Jennings, Daniel, appointed purser, <i>Insurgent</i> .....		373
Jennings, Horner, midshipman, to have duty on vessel building at Baltimore.....		169
Jennings, John, private, U. S. M. C., <i>Constitution</i> .....		447
Jennison, William, private, U. S. M. C., <i>Constitution</i> .....		448
Jerald (Jerauld), Samuel G., midshipman, U. S. S. <i>Boston</i> .....	464,	549
Jewett, David, Master Commandant:		
Appointed a master commandant.....		310
Considered for command of 18-gun ship.....		1
Correspondence with Secretary of Navy.....		1
Recommended for commander in U. S. Navy.....		253
To command vessel to be built at Norwich, Conn.....		19

	Page
<b>Joanna</b> , whaler, master Coffin.....	167
<b>Jobling, William</b> , seaman, <i>Constitution</i> .....	443
<b>John</b> , brig, Capt. Anthony Knap, spoken by <i>Montezuma</i> .....	387
<b>John</b> , schooner, Capt. David Lufkin:	
Captured by <i>L'Importune</i> and <i>Revellicu</i> .....	472-474
Recaptured by <i>Ganges</i> , <i>Merrimack</i> , and <i>Pickering</i> .....	473
<b>John</b> , schooner, Captain Ford, captured by French privateer.....	357
<b>John</b> , ship owned by John Leamy, arrived safely.....	520
<b>John, Peter</b> , seaman, <i>Insurgent</i> .....	254
<b>John Adams</b> , U. S. S., Capt. George Cross:	
Complement allowed for.....	275
Copper, guns, etc., for.....	97, 98
Description of, by James Marsh.....	307, 308
Hall, John, Lt., U. S. M. C., to command Marines.....	292, 367
Launching of.....	308
Military stores for.....	98
Recruiting instructions for.....	275
References to.....	500, 513
See Cross, George, Capt., U. S. N.	
To be delivered to Captain Cross.....	319
To be launched in May.....	97
Will be launched within a month.....	234
<b>John Brickwood</b> , brig, at launching of <i>Chesapeake</i> .....	377
<b>John Carter Brown Library</b> , Providence, R. I., acknowledgment to....	iii
<b>Johnson</b> , Captain, considered for command of ship building at Alexandria.	38
<b>Johnson, Daniel</b> , quarter gunner, <i>Boston</i> .....	548
<b>Johnson</b> [or <b>Johnston</b> ], quarter gunner, <i>Constitution</i> .....	443
<b>Johnson, Nicholas</b> , Capt., navy agent, Newburyport, Mass.:	
Correspondence with Secretary of Navy.....	14, 15, 178
Material for ship building at Newburyport.....	178
<b>Johnson, Nicholas, et. al.</b> , committee for building <i>Merrimack</i> .....	53
<b>Johnson, Peter</b> , seaman, <i>Aurora</i> .....	471
<b>Johnson, Robert</b> , master of vessel requesting convoy.....	427
<b>Johnson, T.</b> , kentledge for Baltimore ships.....	320
<b>Johnson</b> [or <b>Johnston</b> ], <b>Thomas</b> , boatswain, <i>Constitution</i> .....	442
<b>Johnston</b> , master of a vessel from New York.....	61
<b>Johnston, Christopher</b> , seaman, <i>Constitution</i> .....	443
<b>Johnston, Henry</b> , ordinary seaman, <i>Constitution</i> .....	442
<b>Johnston</b> [or <b>Johnson</b> ], <b>John</b> , quarter gunner, <i>Constitution</i> .....	443
<b>Johnston</b> [or <b>Johnson</b> ], <b>Thomas</b> , boatswain, <i>Constitution</i> .....	442
<b>Johnston, William</b> , ship <i>Plater</i> , killed.....	487
<b>Joliff</b> , Captain, French privateer <i>La Prudente</i> .....	476, 477
<b>Jones</b> , captain of <i>David Stewart</i> .....	296
<b>Jones, Benjamin</b> , seaman, <i>Constitution</i> .....	442
<b>Jones, Evan</b> , considered for appointment as consul at New Orleans.....	205
<b>Jones, Jacob</b> , midshipman, ordered on board <i>Delaware</i> .....	336
<b>Jones, John Coffin</b> , Boston, Mass.:	
Commissioners and warrants sent to.....	189
Correspondence with Secretary of Navy.....	55, 189, 230, 289, 290, 332, 333
Military stores, provisions, etc., for <i>Boston</i> .....	290
Notified of appointment of Captain Little.....	55
Recommends Captain Little for command.....	55
Selection of officers for <i>Constitution</i> .....	265
<b>Jones, Thomas</b> , seaman, <i>Constitution</i> .....	26
<b>Jornon, Richard</b> , owner of brig <i>Hopewell</i> .....	58
<b>Joseph, Antonio</b> , Spaniard from <i>Insurgent</i> .....	287
<b>Joseph, John</b> , ordinary seaman, <i>Constitution</i> .....	442
<b>Joy, Samuel M.</b> , ordinary seaman, <i>Constitution</i> , in <i>Amalia</i> .....	443
<b>Juhel, John, &amp; Co.</b> .....	375
<b>Juno</b> , ship, seized by French commissary at Leghorn.....	571
<b>Justin, Samuel</b> , ordinary seaman, <i>Constitution</i> .....	443
<b>Keeper of Frison</b> , Philadelphia, Pa.:	
Campbell, Daniel, seaman, to be delivered to Jacob Weyman.....	295
French prisoners to be delivered to Lt. Wharton.....	282
<b>Kelly, Joseph</b> , steward, <i>Aurora</i> , wounded.....	471
<b>Kennedy, Benjamin</b> , ordinary seaman, <i>Constitution</i> , deserter.....	443

	Page
<b>Kennedy, James</b> , merchant <sup>t</sup> of Havana.....	144
<b>Kentledge for:</b>	
<i>Congress</i> .....	314
<i>Constitution</i> .....	233
<i>Essex</i> .....	190
<i>Herald</i> .....	261
Ships at Baltimore.....	320
<b>Kenyon, Mr.</b> .....	220
<b>Kilby, Turpin</b> , commander of brig <i>Molly</i> .....	364
<b>Kimbal [or Kimble], Asa</b> , ordinary seaman, <i>Constitution</i> .....	443
<b>Kimbal [or Kimble], Samuel</b> , ordinary seaman, <i>Constitution</i> .....	443
<b>Kimble, Gerrard [or Jerard]</b> , private, U. S. M. C., <i>Constitution</i> .....	447
<b>Kindland, Lord</b> , Governor, Santiago de Cuba.....	179
<b>King, Lieutenant</b> , may be taken for <i>Insurgent</i> .....	496
<b>King, Mr.</b> .....	367
<b>King, Rufus</b> , U. S. Minister to London:	
Contraband goods discussed by Secretary of State.....	166-168
Correspondence with—	
Fox, Robert W., U. S. Consul, Falmouth, Eng.....	324
Maury, James, U. S. Consul, Liverpool.....	52
State, Secretary of.....	166-168
Vander Horst, Elias, U. S. consul.....	450
References to.....	139, 363, 364
To negotiate treaty with Russia.....	204
<b>Kingston, ship</b> , Captain Hodge, safe in harbor of Cape Francois.....	81
<b>Kinsey, Shadrach</b> , marine, death of.....	169
<b>Kinsman, Simeon</b> , Capt. brig <i>Byfield</i> .....	228
<b>Kirk and Lukens</b> , money of, taken by Spanish brig.....	503
<b>Knap, Anthony</b> , master of brig <i>John</i> .....	387
<b>Knight, William</b> , master's mate, to act as lieutenant on <i>Eagle</i> .....	220, 221, 327
<b>Knowles, Anthony</b> , seaman, <i>Constitution</i> .....	443
<b>Knox, General</b> , Boston, Mass.:	
Contract for building ship cannot be made.....	107
Reference to.....	132
<b>Knox, Dudley W.</b> , Capt., U. S. N. (Retired), preface.....	iii, iv
<b>Knox, Henry</b> , midshipman, <i>Constitution</i> :	
Letter from Secretary of Navy.....	274, 275
Not to go out in <i>Constitution</i> .....	519
Reference to.....	274
<b>Knox, Thomas</b> , harbor pilot, <i>Constitution</i> .....	418
<b>Kuhn, Philip</b> , seaman, <i>Constitution</i> .....	443
<b>La Caille</b> , captain of French frigate <i>La Romaine</i> .....	435
<b>Lacey</b> , ex-sergeant, U. S. M. C., deserter.....	331
<b>La Clarisse</b> , French privateer, Captain Sureouff, <i>Pacific</i> , ship, captured by.....	478
<b>Lacosta, Messrs.</b> .....	197
<b>La Croyable</b> , reference to.....	424
<b>Laer, James</b> , prisoner delivered on board the <i>Barber</i> .....	49
<b>Lafitte, Captain</b> , French privateer <i>La Victoire</i> .....	181
<b>Laforey, Francis</b> , Sir, commanding H. B. M. S. <i>Hydra</i> .....	20
<b>La Fortune</b> , General, St. Domingo.....	391
<b>Lagan</b> , captain of French privateer <i>Scrutin</i> .....	112
<b>Lagan</b> , captain of French schooner <i>Revenge</i> .....	374
<b>Laing, Thomas</b> , Lt. U. S. S. <i>General Greene</i> .....	457, 458
<b>Lake, William</b> , captain of Flag of Truce <i>Neptune</i> .....	168
<b>La Magicienne</b> . See <i>Magicienne</i> .	
<b>Lamb &amp; Younger</b> , cargo of ship <i>Merchant</i> consigned to.....	486
<b>La Mouche</b> , French privateer, Captain Desse (Deese):	
<i>Ann</i> , ship captured by.....	397, 398
<i>Commerce</i> , ship, captured by.....	396
<b>Lancaster, Pa.:</b>	
French prisoners—	
Ordered from.....	241
To be held.....	103
To be sent to Philadelphia.....	96, 97
Marine guard for prisoners at.....	62, 64



	Page
Lane & Fraser	262, 558
Lane & Salter:	
Cannon for the <i>Congress</i>	376
Cannon to be delivered for use of <i>Essex</i>	368, 369
Correspondence with Secretary of Navy	368, 376
Lang, Prichard, reporting to Alexander Campbell, employer	348
Langley, John, seaman, <i>Insurgent</i>	254
Lansacke, commodore of British Squadron	478
Laplume, General	390, 391
La Prudente, French privateer, Captain Joliff, captured ship <i>Concord</i>	476-478
Lapwing, H. B. M. Frigate:	
In company with <i>Pickering</i>	230
Sailed from Bassaterre Roads	225
La Ravanche, French privateer, <i>Cleopatra</i> attacked by	198
Lark, schooner, Capt. George Gilbert, boarded by <i>Merrimack</i>	370
Larkin, Captain H. B. M. S. <i>Hinde</i>	35
Lassater, Robert, marine on <i>Insurgent</i>	255
Latimer, George, collector, Philadelphia, ration for navy estimated at 28 cents	338
Latimer, John, Lieut., U. S. R. C. <i>Eagle</i> :	
Appointment of	493
Recruiting instructions to	493, 494
Latona, H. B. M. S., Captain Sotheron fired into <i>Aurora</i>	342, 343
Launchings:	
<i>Boston</i> , U. S. S.	223
<i>Chesapeake</i> (later <i>Patapsco</i> ), sloop of war	377
<i>Connecticut</i> , U. S. S.	311, 312
<i>John Adams</i> , U. S. frigate	308
<i>Maryland</i> , U. S. sloop of war	296, 297
La Union, prize schooner. See <i>Union</i> .	
Laurence (Lawrence), John, Jr., part owner of <i>Fair American</i>	108, 117
La Vestale, French frigate	236
La Victoire, French privateer, Captain Lafitte, captured brig of Smith & Ridgway	181, 182
Lavina, ship, Capt. James Brown, spoken by <i>Merrimack</i>	325
Lawrence, Alma B., Mrs., acknowledgment to	iv
Lawrence, Christopher, marine, <i>Insurgent</i>	255
Lawrence, John, seamen, <i>Constitution</i>	443
Lawrence, William, merchant of Havana	144
Lay, fifer, U. S. M. C.	472
L'Diligente. See <i>Diligente</i> .	
Leamy, John, correspondence with Captain John Barry	519, 520
Leavett, Edward, boy, <i>Constitution</i> , deserter	443
Le Blanc, Regis, Envoy of Gen'l Desfourneaux:	
Correspondence with—	
Navy, Secretary of	222, 241, 336, 337, 370
State, Secretary of	109, 282, 283
Passage may be taken on ship carrying prisoners	241
Prisoners, exchange of	222, 241, 336, 337, 370
Prisoners, French, to be delivered to	378
Prisoners, release of	10
Reference to	42
Renewal of commerce with Guadeloupe dependant on end of privateering	109
Le Bon Pere, French privateer, reference to	iii
Le Bon Pere, French privateer. See <i>Bon Pierre</i> .	
Le Brullie, French lugger, Captain Guignesfils, <i>Fair American</i> captured by	117
Lecour, Baptist John, seaman, <i>Constitution</i>	443
Lee, Downing, master of <i>Mary</i>	117
Lee, Downing, master of schooner brought to by <i>Pickering</i>	13
Lee, James B., seaman, <i>Constitution</i>	443
Leech, John, ship <i>Planter</i> , killed	487

	Page
Legarde, John, Frenchman from <i>Diligente</i> .....	287
Le Generoux, French brig, captured by <i>Mary Ann</i> .....	162, 163
Leghorn, Italy, evacuated by French.....	571
Le Magicienne, later <i>Retaliation</i> , reference to.....	544
Le Marsouin. See <i>Porpoise</i> , prize schooner.	
Lemmers, I. P. ....	473
Lenormand, Mr., bearer of dispatches from Mr. Rozier, French Consul.....	202, 203
Leon, Lock, seaman, <i>Insurgent</i> .....	254
Leonard, Charles, ordinary seaman, <i>Constitution</i> .....	443
Leonard, John W., Capt., U. S. R. C., <i>Governor Jay</i> : Letter to, from Secretary of Navy.....	281
See <i>Governor Jay</i> , U. S. R. C.	
Leonard, Lorenus (or Sorennus), midshipman, <i>Constitution</i> .....	417, 443
Le Petit, J., interpreter.....	197
Lerena, John, witness.....	171, 196
Le Romaine, French frigate, Capt. La Caille, captured ship <i>Mary Ann</i> .....	434-436
Lesser Antilles, map of.....	Facing page 164
Le Surges, French corvette, captured ship <i>Harmony</i> .....	262, 263
Le Tarteuffe, French armed vessel, sale of.....	382, 383
Lever, Captain. See Sever, James, Capt.	
Levy, Nathan, Navy agent, Cape Francois.....	452, 554
Lewis, Mr.....	204
Lewis, Benjamin, Philadelphia.....	26, 358
Lewis (Louis), captured French schooner.....	142, 143
Lewis, Jacob, U. S. consul, Isle of France.....	476
Lewis, [John L.], Adjnt., U. S. M. C.....	283
Lewis, John S., cook, <i>Constitution</i> .....	443
Lewis, Samuel, ordinary seaman, <i>Constitution</i> .....	443
L'Hazarde, French privateer, Capt. J. Perroud, captured <i>Aurora</i> .....	471
Libby, Jacob, carpenter, <i>Constitution</i> .....	418
Library of Congress, data obtained from.....	13,
16, 17, 19, 21, 26, facing page 34, 35, 37, 44-47, 49, 54, 59, 64, 65,	
76, 77, 84, 88, 90, 100, 104, 105, 108, 115-118, 120, 122, 133, 142,	
144-146, 148, 149, 155, 156, 160, 163, 165, 173, 174, 176, 183, 185,	
191, 198, 204, 210, 214, 224, 225, 230, 233, 244, 251, 258, 259, 264,	
271, 279, 282, 285, 288, 292, 294, 297, 298, 301, 308, 310, 312, 316,	
320, 322, 326, 330, 334, 367, 371, 377, 424, 458, 471, 487, 504.	
Library of Congress, Public Printer may furnish copies to.....	iv
Lilley [Reuben], Lt., U. S. M. C.....	180
Lilly, schooner, brought to by <i>Constellation</i> .....	46
L'Importune, French privateer, Captain Savage, captured schooner <i>John</i> .....	472-474
Lincoln, Abel, Jr., midshipman, U. S. S. <i>Boston</i> .....	189, 549
Lincoln, Benjamin, collector, Boston, law against slave trading to be enforced.....	323
Linning, Jacob, master of <i>Anna Catharina</i> .....	345
Linstran, Lawrence, seaman, <i>Insurgent</i> .....	254
L'Insurgente. See <i>Insurgent</i> , U. S. S.	
L'Intrepide, French privateer.....	202
Lion, brig, cleared.....	348
Lisley, Nimo, boy, <i>Insurgent</i> .....	255
Listen, Captain.....	375
Liston, Robert, British Envoy to U. S.: Correspondence with— Maitland, Thomas, British General.....	460, 461
State, Secretary of.....	60, 151, 152, 168, 279, 342, 343, 498, 499
<i>Neptune</i> , Flag of Truce, captured by <i>Albicore</i> .....	168
Passport for brig <i>Betsy</i> .....	278, 279
References to.....	71, 72, 137, 139, 140
Little, Edward P., acting midshipman, U. S. S. <i>Boston</i> .....	549
Little, George, Capt. U. S. S. <i>Boston</i> : Appointed a captain.....	55
Correspondence with Secretary of Navy.....	305,
365, 366, 422, 451, 452, 463, 464, 498	

	Page
<b>Little, George, Capt. U. S. S. Boston</b> —Continued.	
Instructions to, relative to return of stores.....	365, 366
Marines not allowed to leave ship.....	536
May command <i>Constitution</i> .....	474, 475
Member of court to try Lt. John B. Cordis.....	413
Officers, seamen, etc., on board.....	548, 549
Orders for movements.....	451, 452, 459
Recommended for command.....	55
Recruiting instructions to.....	305, 314
References to.....	310, 335, 423, 464, 496, 565
Sailing orders have been forwarded to.....	475
<i>See Boston, U. S. S.</i>	
Still at Boston.....	509
To be under command of Captain Fletcher.....	452
<b>Little, Thomas, seaman, <i>Ganges</i>, appointed boatswain on <i>Eagle</i></b> .....	328
<b>Little Fanny, Captain Fosdick, captured by French privateer</b> .....	358
<b>Livingston, chief mate of brig <i>Harmony</i></b> .....	16
<b>Livingston, Mr. and Mrs. and daughters</b> .....	410
<b>Locke, John, master of <i>Betsy</i></b> .....	398
<b>Lockyer, captain of <i>Sally</i></b> .....	329
<b>Lodolph, French privateer, assisted in capture of <i>Robertson</i></b> .....	355
<b>Logan, Doctor</b> .....	28
<b>Lombard, Mr.</b> .....	19
<b>London, England, U. S. Naval Attaché's Office, acknowledgment to</b> .....	iii
<b>Long, Abraham, pilot of ship <i>Ardent</i>, declaration of</b> .....	195-197
<b>Long, James, captain of storeship <i>Florida</i></b> .....	29, 52, 57
<b>Long, William, ordinary seaman, <i>Constitution</i></b> .....	443
<b>Longley, John, midshipman, <i>Constitution</i></b> .....	443
<b>Lord St. Vincent, British schooner, <i>Sally</i>, recaptured by</b> .....	517
<b>Louis, Pierre, Frenchman from <i>L'Insurgente</i></b> .....	287
<b>Louis, prize to <i>Constellation</i>, sale of</b> .....	537
<b>Louisa, ship, Captain Ellis, spoken by <i>Pickering</i></b> .....	321
<b>Louisy, John B. D., midshipman, <i>Constitution</i></b> .....	416
<b>Love, John, master's mate, <i>Ganges</i>:</b>	
Bearer of dispatches to Secretary of Navy.....	81
Prize master on ship <i>Eliza</i> .....	79-81, 218
<b>Lovett, Solomon [or Samuel], ordinary seaman, <i>Constitution</i></b> .....	443
<b>Low, William, ordinary seaman, <i>Constitution</i></b> .....	443
<b>Lucretia, French privateer, boarded by <i>Merrimack</i></b> .....	471
<b>Lufkin, David, Capt., schooner <i>John</i>, protests capture by French privateers</b> .....	472-474
<b>Lukens and Kirk. See Kirk and Lukens.</b>	
<b>Lukin, Bryan, armourer, <i>Boston</i></b> .....	548
<b>Lunenburg, H. F., acknowledgment to</b> .....	iv
<b>L'Union. See Union.</b>	
<b>Lusher, Captain, armed ship <i>Elizabeth</i></b> .....	202, 203
<b>Lydia, brig, Capt. Moses Barnard:</b>	
Captured by French privateer.....	75, 76
Recaptured from French.....	75
<b>Lydia, brigantine, carrying dispatches from Captain Tingey</b> .....	256, 326
<b>Lydia, schooner, Capt. John McMain brought to by <i>Merrimack</i></b> .....	44
<b>Lynch, Captain, bearer of message to Secretary of State</b> .....	28
<b>Lynch, Pat., seaman, <i>Aurora</i></b> .....	471
<b>Lynx, H. B. M. S., assisted in capture of ship <i>General Washington</i></b> .....	45, 46, 152
<b>McBurr, Redmond, master's mate, <i>Boston</i></b> .....	549
<b>McCabe, Alexander, seaman, <i>Constitution</i></b> .....	443
<b>McCahn, Thomas, boy, <i>Insurgent</i></b> .....	255
<b>McCombe, Andrew, Lt., commission for</b> .....	91
<b>McConnell, James, 1st mate, protests capture of <i>Robertson</i></b> .....	356
<b>M'Cord, George, gunner, <i>Aurora</i>, killed in action</b> .....	471
<b>MacCray, Thos., master of vessel requesting convoy</b> .....	427
<b>MacCrindle, L. I., Miss, acknowledgment to</b> .....	iv
<b>McCullock, William, seaman, <i>Constitution</i></b> .....	443
<b>M'Donald, Captain</b> .....	297
<b>McDonald, Edward, marine</b> .....	536

	Page
<b>MacDonnell, C. M.</b> , Miss, acknowledgment to.....	iv
<b>McDonough</b> , [James], midshipman, passenger on <i>Union</i> .....	24
<b>McDougal</b> , Archibald, quartermaster, <i>Constitution</i> .....	444
<b>M'Dowell</b> , Mrs., passenger on <i>Planter</i> .....	487
<b>McDowell</b> , Thomas, seaman, <i>Constitution</i> .....	444
<b>McElroy</b> , Archibald, Lt. U. S. S. <i>Retaliation</i> : Put in command of <i>Retaliation</i> .....	540, 544
<i>See Retaliation.</i>	
<b>McFalban</b> , Henry, ordinary seaman, <i>Insurgent</i> .....	254
<b>McHenry</b> , James. <i>See</i> War, Secretary of.	
<b>McIntire</b> , Thomas, master of brig <i>Esparanza</i> .....	489
<b>Mack</b> , John P., midshipman, <i>Constitution</i> .....	444
<b>M'Kennon</b> , W., passenger on <i>Planter</i> , wounded.....	487
<b>Mackenzie</b> , Andrew, agent for brig <i>Genius</i> .....	563
<b>Mackintosh</b> , Jno., owner of schooner <i>Union</i> .....	146
<b>McLachlan</b> . <i>See</i> Dennison, McLachlan and Thomson.	
<b>McLaughlin</b> , Edward, ordinary seaman, <i>Insurgent</i> .....	254
<b>McMaclin</b> , William, cooper, <i>Boston</i> .....	548
<b>McMain</b> , John, master of <i>Lydia</i> .....	44
<b>McManimy</b> , Jas., marine, U. S. S. <i>Montezuma</i> .....	169
<b>McNeale</b> , Captain. <i>See</i> McNeill, Daniel, Capt.	
<b>McNeill</b> , Daniel, Capt., U. S. S. <i>Portsmouth</i> : Correspondence with Secretary of Navy.....	266, 280, 281, 304, 492, 493
Expected at Boston.....	248
Orders and instructions to.....	266, 280, 281, 304, 492
Ranks next to Captain Truxtun in West Indies.....	199, 200
Ready to sail in 10 days.....	294
References to.....	27,
91, 99, 122, 131, 142, 185, 192, 199, 200, 210, 234, 245, 248, 252, 273,	
285, 293, 306, 307, 470, 475, 496, 500, 516, 545, 550, 553, 554, 560.	
Repairs to ship of.....	269
<i>See</i> Portsmouth, U. S. S.	
To have part of West India force under him.....	50
To proceed to Surinam.....	295, 344
Will be at Boston.....	265
<b>Macombe</b> , Nehemiah, sailing master, <i>Boston</i> .....	189
<b>Macorille</b> , Ant., merchant of Havana.....	144
<b>McPherson</b> , Jno., part owner of <i>Young George</i> .....	543, 561
<b>McPherson</b> , William, boy, <i>Constitution</i> .....	443
<b>McPherson &amp; Andrews</b> . <i>See</i> Andrews & McPherson.	
<b>McRea</b> , Griffith J., collector at Wilmington, N. C., <i>Diligence</i> returned to Revenue service.....	299
<b>Macy</b> , Captain reported French privateer off Little Egg Harbor.....	511
<b>Magens</b> , Jouchin Melelior, deputy judge and notary public.....	374, 375
<b>Magicienne</b> (renamed <i>Retaliation</i> ), French armed schooner: Captured by <i>Merrimack</i> .....	423, 424
Reference to.....	iii
Sale of, advertised.....	424
<b>Magowen</b> , Hugh, ordinary seaman, <i>Insurgent</i> .....	254
<b>Maitland</b> , Thomas, British General: Correspondence with—	
Liston, Robert, British envoy.....	460, 461
State, Secretary of.....	235-238
Stevens, Edward, U. S. consul general.....	183, 184, 235-238
Dispatches have not arrived.....	498
References to.....	301, 302, 303, 313, 384, 391, 392, 393, 424, 453
To arrange for trade with St. Domingo.....	70-72, 272
<b>Major</b> , Charles, quarter gunner, <i>Constitution</i> .....	444
<b>Majorca</b> , Spain, U. S. prisoners held at.....	571
<b>Malaga</b> , Spain, <i>Apollo</i> , brig, captured and taken to.....	270, 271
<b>Malat</b> , not to be sent to <i>Constellation</i> .....	352
<b>Malvin</b> , commander of French privateer.....	357
<b>Managers of Pennsylvania Hospital</b> , letter from Secretary of Navy.....	238
<b>Mann</b> , Captain, schooner <i>Neptune</i> .....	16
<b>Mann</b> , marine, reported sick.....	227

	Page
<b>Mann, Jason</b> , drummer, U. S. M. C., <i>Constitution</i> .....	447
<b>Manning</b> , captain of schooner <i>Patriot</i> .....	522
<b>Manter</b> [or <b>Mantor</b> ], Rue, private, U. S. M. C., <i>Constitution</i> .....	447
<b>Mantua and Genoa, Italy</b> , French conquests, now blockaded.....	571
<b>Map of Lesser Antilles</b> .....	Facing page 164
<b>Map of West Indies Area</b> .....	Facing page 494
<b>Marblehead, Mass.</b> , protection requested for commerce with Bilbao, Spain.....	93, 94
<b>Marbury, William</b> , navy agent, Washington, D. C., letter from Secretary of Navy.....	242, 243
<b>Marchant, Elinu</b> , private, U. S. M. C., <i>Constitution</i> .....	448
<b>Marcia, Joseph</b> , ordinary seaman, <i>Insurgent</i> .....	254
<b>Margaret</b> , schooner, plundered by Spanish brig.....	503, 504
<b>Maria</b> , salvage for recapture of.....	165, 166
<b>Maria, S., and Cuesta</b> , merchants of Havana.....	144
<b>Marianne</b> , schooner, Captain Pierre, boarded by ship <i>Spy</i> .....	154
<b>Marie, Joseph</b> , ordinary seaman, <i>Insurgent</i> .....	254
<b>Marine Corps</b> , data from archives of.....	64,
128, 170, 181, 202, 223, 227, 250, 257, 284, 292, 319, 331, 360, 368,	
394, 472, 481, 513, 527, 533, 536.	
<b>Marine Hospital ground to be used for ship building</b> .....	242
<b>Marines, U. S.:</b>	
Arrival of, at Charleston, S. C.....	513
<i>Baltimore</i> , U. S. S.....	469, 533
<i>Boston</i> , U. S. S.....	230, 335, 480, 536
Clothing etc., for.....	160, 202, 241, 250
Condition of aboard <i>Montezuma</i> .....	169, 170
<i>Connecticut</i> , U. S. S.....	422
<i>Constellation</i> , U. S. S.....	527
<i>Constitution</i> , U. S. S.....	206, 207, 447, 448, 480, 481
Cost of clothing too high.....	113
<i>Delaware &amp; Scammel</i> .....	406
Entered on <i>Constellation</i> as ordinary seamen.....	455
Frigate building at New York.....	101
Fuel and straw allowance.....	29
<i>Ganges</i> , U. S. S.....	223
<i>General Greene</i> , U. S. S.....	85, 100
Guard for French prisoners.....	62, 64, 96, 97, 328, 403, 404
Guard for frigate building at Philadelphia.....	311
Guard for ships building at Baltimore.....	289
Guards for vessels building in New York.....	184
<i>Herald</i> , U. S. S.....	283, 284
Instructions to Lieutenant Wharton.....	394
<i>Insurgent</i> , U. S. S.....	449
<i>John Adams</i> , U. S. S.....	292, 367
<i>Maryland</i> , U. S. S.....	570
<i>Merrimack</i> , U. S. S., condition of.....	180, 181
<i>Montezuma</i> , U. S. S.....	257
No extra allowance for garrison duty.....	151
<i>Norfolk</i> , U. S. birgantine.....	56
Pay of.....	68
<i>Pickering</i> received from <i>George Washington</i> .....	174
Quarters for, in New York.....	128
Rations while in port and aboard ship.....	42
Recruiting of.....	13, 14, 202
Relieved from frigate in Philadelphia by soldiers.....	453
<i>Richmond</i> , U. S. S.....	526, 527
Sent to Philadelphia.....	202
<i>South Carolina</i> , U. S. R. C.....	367
Tents washed in buttermilk to remove mildew.....	527
To be sent to Fort Mifflin.....	2
To encamp out of city.....	1
<b>Marine Savings Bank</b> , New London, Conn., acknowledgment to.....	iii
<b>Marley, Thomas</b> , seaman, <i>Insurgent</i> .....	254
<b>Marlow, Thomas</b> , commander of ship <i>Ward</i> .....	147

	Page
<b>Mars</b> , French privateer, captured schooner <i>Eagle</i> .....	564, 565
<b>Marsh</b> , Edward, seaman, <i>Constitution</i> .....	443
<b>Marsh</b> , James, Charleston, S. C., description of <i>John Adams</i> .....	307, 308
<b>Marshall</b> , captain of snow <i>Harmony</i> .....	92
<b>Marshall</b> , Mr., may take his station on <i>Herald</i> .....	290
<b>Marshall</b> , James, landsman, <i>Governor Jay</i> .....	281
<b>Marshall</b> , John, seaman, <i>Constitution</i> .....	443
<b>Marshall</b> , William, captain of brig <i>Harmony</i> , captured by French privateer.....	15, 16
<b>Marsouin</b> . See <i>Porpoise</i> .	
<b>Marston</b> , David, seaman, <i>Constitution</i> .....	443
<b>Marston</b> , Lemuel, seaman, <i>Constitution</i> .....	443
<b>Marston</b> , William, boy, <i>Constitution</i> .....	443
<b>Marth</b> , ship, Captain Prince.....	95
<b>Martin</b> , schooner, condemned at Sanlucar, Spain.....	271
<b>Martin</b> , Andrew, seaman, <i>Constitution</i> .....	443
<b>Martin</b> , Henry, ordinary seaman, <i>Constitution</i> .....	443
<b>Marvin</b> , marine.....	527
<b>Mary</b> , schooner, Master Lee, spoken by <i>Pickering</i> .....	117, 292
<b>Mary</b> , ship, Captain Gamaliel Bradford:	
Extracts from journal.....	525, 527, 534, 537
Sailing from Malaga.....	262
Stopped by English sloop of war <i>Cormorant</i> .....	534
<b>Mary</b> , ship, Captain Swain, under convoy of <i>Pickering</i> .....	259, 264
<b>Mary</b> , ship, of Boston, liberated in the Netherlands.....	19
<b>Mary</b> , sloop, of Norwich:	
Evans, Samuel, Midn., prize master on.....	78-82
Prize of <i>Ganges</i> .....	78-82, 218, 220
Reference to.....	209
<b>Mary Ann</b> , ship, Capt. Knowles Adams:	
Captured by French frigate <i>La Romaine</i> .....	435, 436
Captured by privateers.....	170-173, 434-437
Inhuman treatment of officers and men.....	170-173
<b>Mary Ann</b> , ship, encounter with <i>Le Generoux</i> .....	162, 163
<b>Maryland</b> , U. S. S., Capt. John Rodgers:	
Complement allowed.....	568, 569
Cox, George, appointed a lieutenant on.....	345
Figurehead described.....	297
Guns too low.....	507
Launched.....	296, 297
Marines for.....	570
Military stores, provisions, etc., for.....	319, 320
Officers for.....	507
Recruiting and fitting out of.....	335
Recruiting instructions for.....	568, 569
Rodgers, John, Capt., to command.....	313, 319, 322, 335
See Rodgers, John, Capt., U. S. N.	
State of forwardness of.....	546
When will she be ready to sail?.....	338
<b>Mason</b> , Henry, seaman, ship <i>Planter</i> , wounded.....	487
<b>Mason</b> , Pierre Louis, Lt. Col.....	390
<b>Mason</b> , Thomas, seaman, <i>Constitution</i> .....	443
<b>Massachusetts Historical Society</b> , data obtained from.....	4, 19, 364, 461, 499
<b>Massachusetts Mercury</b> , Boston, Mass., data taken from.....	67, 224, 264, 504
<b>Massey</b> , Ebenezer, Capt., no extra allowance to marines.....	151
<b>Masters of American vessels request Captain Tingey for convoy</b> ..	427, 428
<b>Matanzas</b> , French privateers operating off.....	5-7
<b>Mather</b> , captain of schooner <i>Swallow</i> .....	522
<b>Mather</b> , captain of schooner <i>Triumph</i> .....	522
<b>Mathews</b> , James, private, U. S. M. C., <i>Constitution</i> .....	448
<b>Matilda</b> , brig, condemned at St. Bartholomew.....	434
<b>Matson</b> , Richard, Capt. H. B. M. S. <i>Daphne</i> :	
Complaint against, by Captain Giles of schooner <i>Betsy</i> .....	135-141
Correspondence with Capt. Thomas Truxtun.....	138, 139
Went aboard <i>Constellation</i> .....	135

	Page
<b>Maury, James</b> , U. S. consul at Liverpool writing to Rufus King at London.....	52
<b>May, John, Lt.</b> , commission for.....	91
<b>Mayhew, William</b> , ordinary seaman, <i>Constitution</i> .....	443
<b>Mazerrado</b> , Spanish admiral, fleet of, damaged in storm.....	270
<b>Meade, Edward, Lt.</b> , commission for.....	371
<b>Meade, Edward</b> , master, recommended for lieutenant.....	253
<b>Mediterranean</b> , U. S. vessels would protect our commerce in.....	571
<b>Meidanen, James</b> , prisoner delivered on board the <i>Barber</i> .....	49
<b>Meiks, Wm.</b> , Capt., ship <i>America</i> .....	262
<b>Melander, Charles</b> , seaman, <i>Insurgent</i> .....	254
<b>Melzard, Richard</b> , ordinary seaman, <i>Constitution</i> .....	443
<b>Merchant</b> , ship, sailed in company with <i>Planter</i> .....	486
<b>Merchants of Havana</b> regret the departure of Captain Decatur.....	144
<b>Meredith, sergeant</b> , U. S. M. C., has marines for Philadelphia.....	202
<b>Meredith, Samuel</b> , Treasurer of Navy.....	464, 465, 483
<b>Merrill, Nathaniel</b> , ordinary seaman, <i>Constitution</i> , deserter.....	444
<b>Merrimack, U. S. S.</b> , Capt. Moses Brown:	
Accepted by Secretary of Navy.....	53
<i>Alexander</i> , ship, boarded by.....	398
<i>Anna Catharina</i> boarded by.....	345
<i>Ariadne</i> spoken by.....	96
Assisted in recapture of schooner <i>John</i> .....	473
Ballast received from <i>Constitution</i> .....	258
<i>Betsy</i> , brig, boarded by.....	398
<i>Betsy</i> , sloop, spoken by.....	370
<i>Caroline</i> , Danish ship, boarded by.....	490
Certificates for subscribers to loan for building.....	53
Chase, Samuel, Lt., resignation of, not acceptable.....	209
<i>Constellation</i> accompanied by.....	83
<i>Constitution</i> accompanied by.....	32, 33, 39, 41, 43, 114, 119
<i>Constitution</i> receives 8 men from.....	32
Convoy duty.....	83, 534
Cruising ground.....	248
Cruising with Captain Tingey.....	500
Dispatched to West Indies.....	200, 246
<i>Eagle</i> , U. S. brig, spoken by.....	17
Extracts from journal of.....	3,
12, 17, 26, 28, 32, 33, 39, 41, 43, 44, 46, 55, 59, 63-65, 70, 76,	
83, 88, 89, 93, 96, 99, 103, 105, 108, 114, 119, 134, 135, 155, 159,	
164, 174, 176, 191, 197, 224, 257, 258, 309, 315, 321, 325, 333,	
339, 345, 348, 356, 383, 387, 398, 421, 423, 424, 432, 437, 451,	
461, 465, 468, 471, 474, 478, 479, 481, 488, 490, 494, 499, 504,	
506, 509, 513, 519, 524, 525, 527, 534, 538, 541, 546, 556, 559,	
566, 570, 572.	
<i>Forsoket</i> spoken by.....	356
<i>Ganges</i> and <i>Norfolk</i> in company with.....	474, 499, 509, 513, 519, 524, 525, 538
<i>Ganges</i> spoken by.....	494
<i>Hannah</i> boarded by.....	387
Has sailed.....	312
<i>Isabella</i> boarded by.....	432
<i>Lark</i> , schooner, boarded by.....	370
<i>Lavina</i> , ship, spoken by.....	325
<i>Lucretia</i> , French privateer, boarded by.....	471
<i>Lydia</i> brought to by.....	44
<i>Magicienne</i> , French schooner, captured by.....	423, 424
Marines, condition of.....	180, 181
Merchant vessels to be convoyed to West Indies.....	280, 285
Money may be transferred by, from Kingston.....	199
<i>Nabby</i> spoken by.....	159
<i>Neptune</i> , schooner, boarded by.....	546
<i>Norfolk</i> and <i>Retaliation</i> spoken by.....	570
Officers for.....	208
On West India station.....	50
Operations of.....	543, 544

	Page
<b>Merrimack, U. S. S., Capt. Moses Brown—Continued.</b>	
Orders and instructions for.....	200, 248, 249
Picture of.....	Facing page 348
<i>Polly</i> , Capt. John Chadwick, boarded by.....	471
<i>Ranger</i> , sloop, brought to by.....	17
References to.....	14, 93, 142, 230, 252, 273, 540, 544
Sailed from Prince Rupert Bay.....	59
<i>Sally</i> boarded by.....	519, 556
<i>See</i> Brown, Moses, Capt., U. S. N.	
To be prepared immediately for cruise.....	168
To join Captain Truxtun in West Indies.....	199, 234
To join <i>Ganges</i> in West Indies.....	385
Under command of <i>Ganges</i> .....	268
<i>Unity</i> , H. B. M. S., spoken by.....	64
Will join vessels near Guadeloupe.....	339, 344
<b>Merry, Thomas H., Lt.:</b>	
Correspondence with Secretary of Navy.....	380
Orders to recruit for the <i>Scammel</i> .....	380
Recruiting at New York.....	407
<b>Messeck, Captain</b> .....	296
<b>Metcalf, John</b> , seaman, <i>Constitution</i> , deserter.....	443
<b>Metcalf, Paul B.</b> , surgeon's mate on U. S. S. <i>General Greene</i> .....	90, 458
<b>Mew, John</b> , ordinary seaman, <i>Constitution</i> .....	443
<b>Miaille, Pierre</b> , master of French privateer <i>Union</i> .....	23
<b>Michigan, University of</b> , William L. Clements Library, acknowledgment to.....	iii
<b>Micks, Captain</b> .....	95
<b>Middleton, George</b> , seaman, <i>Constitution</i> .....	443
<b>Middleton, James, Lt.</b> , U. S. M. C.:	
Marines for <i>Montezuma</i> .....	257
Orders to, from Maj. Comd't W. W. Burrows.....	257
<b>Middleton, Robert, Capt.</b> , H. B. M. S. <i>Flora</i> .....	202, 203
<b>Middletown, Conn.:</b>	
<i>Connecticut</i> —	
Equipment for.....	115
Launched at Chatham.....	311, 312
<b>Midshipmen:</b>	
Many out of employment.....	240
Nine sent to West Indies with Master Commandant Bainbridge.....	52
<b>Midshipmen of Constitution</b> , correspondence with Secretary of Navy.....	274, 275
<b>Milbery, Wm.</b> , captain of sloop <i>Hannah</i> .....	387
<b>Miller, Mr.</b> , Jamaica rum for sale.....	239
<b>Miller, Mr.</b> , provisions for <i>Montezuma</i> .....	178
<b>Miller, William</b> , seaman, <i>Constitution</i> .....	443
<b>Millet, Benjamin</b> , ordinary seaman, <i>Constitution</i> .....	444
<b>Milne, James</b> , midshipman, <i>Constitution</i> .....	443
<b>Minerva</b> , sailing from Barcelona.....	262
<b>Minerva</b> , schooner, Captain Andulle, recaptured by British ship of war.....	324
<b>Mines, Joseph</b> , seaman, <i>Constitution</i> .....	443
<b>Minor, Stephen, Capt.</b> , schooner <i>Sophia</i> .....	128
<b>Mitchell, Eliphos</b> , private, U. S. M. C., <i>Constitution</i> .....	448
<b>Mix, sergeant</b> , U. S. M. C.....	283
<b>Moffatt (Moffott)</b> , captain of <i>Charlotte</i> .....	316, 450
<b>Mohaka, John</b> , ordinary seaman, <i>Insurgent</i> .....	254
<b>Molly</b> , brig, Capt. Turpin Kilby, blockaded by French privateers.....	364
<b>Molony.</b> <i>See</i> Mullowny, John.	
<b>Molta, John Pablo.</b> <i>See</i> De La Molta.	
<b>Momet, Christophe</b> , Commandant at Port au Prince.....	390
<b>Money to be brought from West Indies in U. S. Ships.</b> 142, 199, 234, 268, 269	269
<b>Monk, George</b> , master of schooner <i>Industry</i> .....	489
<b>Monte Christo and Petit Goave, St. Domingo</b> , ports between, opened to U. S. trade.....	127
<b>Montezuma, U. S. S., Capt. Alexander Murray and Lt. John Mullowny:</b>	
<i>Anna</i> spoken by.....	538
Arrived at Fort Mifflin.....	570
Arrived at Philadelphia.....	176



<b>Montezuma, U. S. S., Capt. Alexander Murray and Lt. John Mullowny—</b>	
Continued.	
	Page
Beef and pork for .....	187, 194
<i>Betsy</i> , schooner, brought to .....	500
Bread for .....	187
British vessels, disguised as French, attempted to stop her .....	110, 111
Commander to be chosen for .....	188
Crew needs recreation before another cruise .....	177, 178
Cruising ground of .....	193, 276
<i>Delaware</i> , schooner, spoken by .....	330
Dispatched to West Indies .....	245
Extracts from journal of .....	293, 297,
301, 312, 316, 321, 330, 334, 337, 349, 383, 387, 389, 399, 422,	
433, 437, 461, 465, 466, 489, 524, 538, 541, 547, 559, 566, 571	
Fitting out at New Castle, Del. ....	231
<i>Ganges</i> , signaled by .....	389
Guns too low .....	507
Has been sent to St. Kitts .....	273
Health of company good .....	188
<i>Hope</i> , schooner, spoken by .....	541
In one of home ports .....	234, 252
<i>John</i> , brig, spoken by .....	387
Marines for .....	257
Marines on board, condition of .....	169
Mullowny, John, appointed to command .....	253, 268
Murray, Alexander, Capt., to be relieved of command .....	177, 178
<i>Neutrality</i> , brig, spoken by .....	334
<i>Norfolk</i> , spoken by .....	399
Officers of, satisfactory .....	188
On her way to West Indies .....	339
Ordered to St. Kitts to bring back prisoners .....	572
Orders and instructions for .....	268, 269, 572
Preparation for cruise to be hastened .....	177, 178, 187
Prisoners may be brought to U. S. in .....	385
Prize brig of, disposal of .....	231
References to .....	136, 425, 544
Report of operations .....	110, 111
Sails for .....	193, 221, 251
<i>See Murray, Alexander, Capt., and Mullowny, John, Lt.</i>	
Spoken by <i>Ganges</i> .....	346
Supplies and men for .....	238, 239
To be under command of <i>Ganges</i> in West Indies .....	268, 385
To cruise along the coast .....	193
To sail next Tuesday .....	252
Will join vessels near Guadeloupe .....	344
Yellow fever reported on board .....	221
<b>Montgomery, Mr.</b> , consul at Alicant .....	228
<b>Montgomery, David</b> , ordinary seaman, <i>Insurgent</i> .....	255
<b>Montgomery, J.</b> , merchant of Havana .....	144
<b>Montgomery, Thomas</b> , seaman, <i>Constitution</i> .....	443
<b>Moody, Ely</b> , private, U. S. M. C., <i>Constitution</i> .....	448
<b>Moody, Thomas</b> , ordinary seaman, <i>Constitution</i> .....	443
<b>Moore, captain of brig Polly</b> .....	90, 224
<b>Moore, James</b> , gunner, <i>Constitution</i> .....	443
<b>Moore, N.</b> , of Baltimore .....	26
<b>Moore, Thomas</b> , carpenter's mate, <i>Constellation</i> .....	286
<b>Morgan, [James]</b> , gunner, <i>Constellation</i> .....	287, 429, 532
<b>Morgan, John</b> , seaman, <i>Constitution</i> .....	443
<b>Morocco</b> , French privateers more numerous off .....	325
<b>Morrell, sergeant</b> , U. S. M. C. ....	526, 527
<b>Morris, Benj.</b> , merchant of Havana .....	144
<b>Morris, Charles</b> , midshipman, ordered to duty on the <i>Norfolk</i> .....	5
<b>Morris, Jesse</b> , merchant of Havana .....	144
<b>Morris, Noahdiah</b> , captain's clerk, <i>Constitution</i> .....	443
<b>Morris, Noahdiah</b> , Judge Advocate, to try Lt. John B. Cordis .....	413

	Page
<b>Morris, Richard V., Capt., U. S. S. Adams:</b>	
Adams, crew for, not to be recruited yet.....	349
Correspondence with Secretary of Navy.....	349, 501, 507
Recruiting instructions to.....	501
References to.....	68, 86, 187, 298, 353
See Adams, U. S. S.	
<b>Morris, Thomas, Charleston, S. C.:</b>	
Correspondence with Secretary of Navy.....	319
John Adams to be delivered to Captain Cross.....	319
<b>Morton, George C., merchant of Havana.....</b>	144
<b>Mossby, Joseph, Capt., ship <i>Enterprize</i>, killed.....</b>	226
<b>Mounax, Captain. See Mourau, P.</b>	
<b>Mountflorencia, Mr.....</b>	436
<b>Mt. Vernon, ship, Capt. Elias Hasket Derby, Jr.:</b>	
Engagements with French privateers.....	556-559
Picture of—	
Engagement with French privateers.....	Facing page 558
Escape from French fleet.....	Frontispiece
<b>Mourau, P., captain of French frigate, letter from, to Lieutenant Preble.....</b>	164, 165
<b>Mulat, David, seaman, prize schooner <i>Diligente</i>.....</b>	62
<b>Mulburn, John C., impressed on board H. B. M. S. <i>Surprize</i>.....</b>	58
<b>Mulloney, Patrick, U. S. vice consul at Algeciras.....</b>	170-172, 195-197
<b>Mulowny, John, Lt., U. S. S. <i>Montezuma</i>:</b>	
Appointed to command <i>Montezuma</i> .....	253
Bearer of message for <i>Ganges</i> .....	268
Correspondence with Secretary of Navy.....	268, 269, 572
Extracts from journal of.....	293, 297, 301, 312, 316,
321, 330, 334, 337, 349, 383, 387, 389, 399, 422, 433, 437, 461, 465, 466,	
489, 495, 499, 500, 504, 506, 510, 519, 524, 538, 541, 547, 559, 566, 571	
<i>Olive-Branch</i> convoyed into harbor.....	347
Ordered to command <i>Montezuma</i> .....	268
Orders and instructions to.....	268, 269, 572
Recommended for captain.....	252, 253
References to.....	273, 346
Reported for command of <i>Montezuma</i> .....	276
See <i>Montezuma</i> , U. S. S.	
<b>Mumford. See Murray and Mumford.</b>	
<b>Mumford, Mr., merchant aboard <i>Mary Ann</i>.....</b>	172, 173
<b>Mumford, Benjamin B., supercargo, ship <i>Mary Ann</i>, Memorial of capture and recapture of <i>Mary Ann</i>.....</b>	434-437
<b>Mumford, John, merchant of Havana.....</b>	144
<b>Mumford, John P., New York:</b>	
Correspondence with Secretary of Navy.....	101, 184
Rigging and blocks for frigate building at New York.....	101
See Murray and Mumford.	
<b>Murphy, consul at Malaga.....</b>	270
<b>Murray, Alexander, Capt., U. S. S. <i>Montezuma</i> and U. S. S. <i>Insurgent</i>:</b>	
Change of command for, contemplated.....	177, 178
<i>Constellation</i> may be given to.....	247
Correspondence with—	
Navy, Secretary of.....	110, 111, 177, 178, 187,
188, 193, 194, 231, 238, 239, 249, 276, 449, 496, 502, 505, 550-552	
Yellott, Jeremiah.....	221
Has been offered command of a frigate.....	221
Health impaired by yellow fever.....	253
<b><i>Insurgent</i>:</b>	
Preparation of, for sea.....	502
Recruiting instructions for.....	449
To be commanded by.....	177, 322, 336, 353
<i>Montezuma</i> to cruise on coast.....	193
New Castle good place for ships to lie.....	249
Orders and instructions to.....	177, 178, 449, 550-551
Orders and instructions to Lt. J. Barton.....	373, 411
Picture of.....	Facing page 110
Recruiting instructions to Lieutenant Watson.....	456, 457

<b>Murray, Alexander, Capt., U. S. S. <i>Montezuma</i> and U. S. S. <i>Insurgent</i>—</b>	
Continued.	Page
References to.....	24,
25, 51, 84, 136, 169, 176, 185, 354, 388, 492, 494, 507,	539
Relieved by Lieutenant Mulloony.....	276
See <i>Montezuma</i> , U. S. S., and <i>Insurgent</i> , U. S. S.	
Turtle presented by, to Secretary of Navy.....	239
<b>Murray, Alexander, Mrs</b> .....	239
<b>Murray, Dennis</b> , ordinary seaman, <i>Constitution</i> .....	444
<b>Murray, John B.</b> See Murray and Mumford.	
<b>Murray, Thomas</b> , marine, <i>Constellation</i> , death of.....	209
<b>Murray, William Vans</b> , U. S. Minister to the Netherlands:	
Correspondence with Secretary of State.....	18, 19
Letters can be forwarded by.....	363
<b>Murray and Mumford</b> , New York:	
Correspondence with Secretary of Navy.....	86, 101, 184
Owners of ship <i>Mary Ann</i> .....	434-437
<b>Music</b> , funds for, expected from officers of Marine Corps.....	394
<b>Muster Roll of U. S. S. <i>Constitution</i></b> .....	438-448
<b>Myers, Mr.</b> , owner of brig <i>Augusta</i> :	
<i>Augusta</i> , purchase of, has been ordered.....	405
Vessel of, to be purchased at fair price.....	344
Vessel probably will be purchased.....	331
<b>Myers, Moses</b> , Norfolk, Va.....	79, 430
<b>Nabby</b> , ship, spoken by <i>Merrimack</i> .....	159
<b>Nairac, Paul</b> , merchant at Bordeaux.....	202
<b>Nancy</b> , Captain Swain, spoken by <i>Pickering</i> .....	293
<b>Nancy</b> , ship, Captain Taylor, stopped <i>Two Friends</i> .....	163
<b>Nancy</b> , ship, taken in tow by <i>Pickering</i> .....	271, 298
<b>Nancy</b> , sloop, Capt. Zebedee Hunt, seized and condemned at Cape Francois.....	431, 432
<b>Nash, James</b> , coxswain, <i>Constellation</i> .....	286
<b>Nash, Thomas</b> , ordinary seaman, <i>Constitution</i> .....	444
<b>Natchez</b> , arms and military stores for, seized by British.....	45, 46
<b>Nautilus</b> , schooner, captured at Curacao.....	522
<b>Nautrin</b> , General.....	236
<b>Naval Academy</b> , records published by courtesy of.....	293,
297, 301, 312, 316, 321, 330, 334, 337, 349, 383, 387, 389, 399, 422,	
433, 437, 461, 465, 466, 489, 495, 499, 500, 504, 506, 510, 519, 524,	
538, 541, 547, 559, 566, 571.	
<b>Naval Attache's Office</b> , London, England, acknowledgment to.....	iii
<b>Naval forces</b> , U. S. See Vessels, United States, Ships of war.	
<b>Naval History Society Collection</b> , New York Historical Society, records published by courtesy of.....	13, 16, 20, 28,
32, 82, 87, 166, 176, 183, 309, 520, 525, 533, 537, 541, 546, 570, 571	
<b>Navy, Secretary of</b> , Benjamin Stoddert:	
Correspondence with—	
Adams, John, Capt., U. S. R. C. <i>Scammel</i> .....	217, 269, 366
Adams, John, President, U. S. A.....	24,
25, 40, 41, 55, 66, 67, 84, 90, 91, 108, 161, 176, 177, 185, 189, 226,	
234, 235, 252, 253, 264, 265, 272, 273, 279, 280, 285, 293-295, 312,	
313, 339, 349, 350, 362, 399, 400,*402, 425, 451, 462, 464, 466,	
490-492, 495, 500, 519, 525, 528-532, 538, 539, 559, 560, 567.	
Allen, William, Pennsylvania Board of Health.....	245, 255, 256
Bainbridge, William, Master Commandant, U. S. N.....	25, 39, 42, 52, 53
Baker, Thomas, Capt., U. S. N.....	403, 497, 498, 512, 514, 521
Barron, James, Capt., U. S. N.....	429
Barron, Samuel, Capt., U. S. N.....	454, 466, 482, 504, 505
Barry, John, Capt., U. S. N.....	47, 177, 190, 215, 349, 371, 428, 429, 552
Barton, Jeremiah, Lt., U. S. N.....	354
Beale, Richard, Lt., U. S. N.....	351
Bispham, John, Sheriff, Burlington, N. J.....	460, 468, 489, 506, 535
Boyd, Ebenezer Little.....	306
Bradford, Samuel, U. S. Marshal, Boston, Mass.....	276, 277
Bridgham, Charles, and Russel, Stevens.....	10
Brown, John, Capt., U. S. R. C., <i>Diligence</i> .....	299

## Navy, Secretary of, Benjamin Stoddert—Continued.

Correspondence with—Continued.	Page
Brown, Joseph, Capt., brig <i>Fame</i> -----	521
Brown, Moses, Capt., U. S. N.-----	200, 248, 249
Burrows, Wm. W., Major Commandant, U. S. M. C.-----	1,
2, 56, 222, 241, 278, 311, 328, 335, 403, 404, 406, 422, 449, 469, 570	
Campbell, Hugh G., Capt.-----	467, 489, 493, 510, 512-514, 555, 560, 561
Captains of U. S. Navy-----	420, 421, 423
Carmick, Daniel, Capt., U. S. M. C.-----	96
Carpenter, Christian, Sheriff, Lancaster County, Pa.-----	62, 97, 103
Chaplin, John, & others, Beaufort, S. C.-----	377, 378
Chase, Samuel, Lt., U. S. N.-----	209
Chauncey, Isaac, Lt., U. S. N.-----	328
Clarkson, David M., agent at St. Kitts-----	57, 246, 277
Commanders of public armed vessels-----	244
Conway, Richard, agent, Alexandria, Va.-----	38, 113
Cowper, William, Master Comdt., U. S. N.-----	555
Cox, George, Lt., U. S. N.-----	345
Cox, James S., President of Insurance Company-----	511
Crafts, William, navy agent, Charleston, S. C.-----	7-9,
42, 97, 98, 107, 156, 386, 387	
Cross, George, Capt., U. S. N.-----	275
Dayton, Jonathan, Genl.-----	240
Deblois, Lewis, purser, <i>Constitution</i> -----	260
Decatur, Stephen, Capt., U. S. N.-----	149, 150, 216, 239, 244, 372
Edwards, Philip, Lt., U. S. M. C.-----	289
Fernald, Mark, Lt., U. S. N.-----	407, 408, 475
Fletcher, Patrick, Capt., U. S. N.-----	340,
341, 361, 362, 365, 372, 379, 402, 403	
Fox, Josiah, naval constructor-----	63
Foxall, Henry, & Co.-----	368, 376
Francis, Tench, purveyor-----	251, 323
Garrigues, Edward, Board of Health-----	489, 490
Gibbs and Channing, Navy Agents, Newport, R. I.-----	11,
39, 84, 85, 134, 169, 258, 259, 293, 334, 459, 460, 566, 569	
Gill, Robert, Navy storekeeper, Philadelphia, Pa.-----	1, 2, 29, 56, 68
98, 190, 221, 233, 261, 279, 300, 314, 323, 337, 354, 368, 369	
376, 377, 408, 422.	
Goodhue, Benjamin, Salem, Mass.-----	85, 86
Gunckle, Michael, Fort Mifflin, Pa.-----	240
Hall, James, Doctor-----	243
Hamilton, Alexander, General-----	131, 132, 516
Hazard, John A., purser, U. S. S. <i>General Greene</i> -----	134
Higginson, Francis, steward of Pennsylvania Hospital-----	378
Higginson, Stephen, Navy agent, Boston, Mass.-----	13,
14, 37, 69, 168, 190, 200, 201, 208, 232, 248, 259, 260, 269, 270,	
278, 290, 291, 306, 314, 332, 343, 344, 369, 370, 423, 459, 467,	
503, 509, 534, 565.	
Hillar, Benjamin, Lt., U. S. N.-----	341, 379, 380
Hodgkinson, Bethanath, Keeper of Burlington Goal-----	330
Hollingsworth, Jesse, Esqr-----	112
Howland, Joseph, Navy agent, Norwich-----	96, 502
Hubbard, Nehemiah, Navy agent, Middletown, Conn.-----	19,
86, 87, 115, 291, 332, 488, 508, 535	
Humphreys, Joshua, naval constructor-----	299, 450
Jackson, Ebenezer, Savannah, Ga.-----	381, 382
Jennings, Horner, midshipman, U. S. N.-----	169
Jewett, David, Capt., Norwich, Conn.-----	1
Jewett, David, Master Commandant, U. S. N.-----	310
Johnson, Nicholas, navy agent, Newburyport-----	14, 15, 178
Jones, Jacob, midshipman, U. S. N.-----	336
Jones, John Coffin, Esqr-----	55, 189, 230, 289, 290, 332, 333
Keeper of prison, Philadelphia-----	282, 295
Knox, General-----	107
Lane & Salter-----	368, 376
Latimer, George, collector, Philadelphia-----	338

## Navy, Secretary of, Benjamin Stoddert—Continued.

Correspondence with—Continued.

	Page
Latimer, John, Lt., U. S. N.....	493, 494
Le Blanc, Regis, envoy of Gen'l Desfourneaux.....	222,
	241, 336, 337, 370
Leonard, John W., Capt., U. S. R. C., <i>Governor Jay</i> .....	281
Little, George, Capt., U. S. N.....	305,
	365, 366, 422, 451, 452, 463, 464, 498
Long, Captain, brigantine, <i>Florida</i> .....	57
McNeill, Daniel, Capt., U. S. N.....	266, 280, 281, 304, 492, 493
McRea, Griffith J., collector, Wilmington, N. C.....	299
Managers of Pennsylvania Hospital.....	288
Marbury, William, navy agent.....	242, 243
Massey, Ebenezer, Capt., U. S. Army.....	151
Merry, Thomas H., Lt., U. S. N.....	380
Midshipmen of <i>Constitution</i> .....	274, 275
Morris, Charles, midshipman, U. S. N.....	5
Morris, Richard V., Capt., U. S. N.....	349, 501, 507
Morris, Thomas, Charleston, S. C.....	319
Mullowny, John, Lt., U. S. N.....	268, 269, 572
Mumford, John P., New York.....	101, 184
Murray, Alexander, Capt., U. S. N.....	110, 111, 177, 178, 187, 188,
	193, 194, 231, 238, 239, 249, 276, 449, 496, 502, 505, 550-552
Murray and Mumford, New York.....	86, 101, 184
Newman, Timothy, Master Commandant, U. S. N.....	468, 469
Nicholls, William, Marshal of Pennsylvania.....	121
Nicholson, Samuel, Capt., U. S. N.....	186,
	206, 207, 231, 266, 330, 331, 493
Officer commanding the <i>Constellation</i> .....	514
Parker, captain of sloop <i>Eliza</i> .....	222
Patten & Walker.....	375
Pennock, William, navy agent, Norfolk.....	247,
	300, 331, 344, 345, 353, 354, 401, 405, 459, 523, 545
Perry, Christopher R., Capt., U. S. N.....	85,
	100, 149-151, 255, 260, 359, 364
Peters, Richard, Judge.....	481
Preble, Edward, Capt., U. S. N.....	315, 371, 379
Rawle, William, Esqr.....	209
Reed, Jacob, Hon.....	336
Rodgers, John, Capt., U. S. N.....	335, 507, 568, 569
Ross & Henfrey.....	194
Rush, William, carver.....	91
Russell, Charles C., Lt., U. S. N.....	216, 217, 240, 542
Sayre, Stephen, Esqr.....	90
Sever, James, Capt., U. S. N.....	111, 112, 526
Sewell, Samuel, Marblehead, Mass.....	93, 94, 161, 162
Sheaffe, Jacob, navy agent, Portsmouth, N. H.....	40, 91, 314
Sheriff of Burlington County, N. J.....	97, 103
Smith, Sam., Baltimore, Md.....	75
Spaight, Richard D., Esqr.....	300
Speake, Josias, M., Lt., U. S. N.....	481, 482, 505, 511, 512, 515
State, Secretary of.....	105, 198, 278, 476
Talbot, Cyrus, Lt., U. S. N.....	317, 318, 359, 469, 539
Talbot, Silas, Capt., U. S. N.....	120,
	121, 157, 158, 186, 265, 266, 273, 274, 310, 350, 401, 462, 553-555
Thompson, James, 2nd Lt., U. S. M. C.....	68
Thompson, William B., of <i>Betsy</i> .....	281
Tingey, Thomas, Capt., U. S. N.....	79-82, 218-220, 256, 267, 268,
	277, 326-328, 345-348, 384-386, 425-428, 495, 496, 516, 543-545
Treasury, Secretary of.....	37, 220, 258, 295, 298, 393, 464, 465, 483
Truxtun, Thomas, Capt., U. S. N.....	22-24,
	49-52, 56, 74, 77, 78, 142, 199, 200, 206, 210-215, 245-247, 253-
	255, 260, 261, 285, 286, 298, 313, 322, 340, 358, 378, 388, 453-455,
	463, 480, 510, 514, 520, 539, 541, 542, 567, 568.
Tryon, Moses, Capt., U. S. N.....	267
Tufts, Turell, U. S. consul, Paramaribo.....	307
Wadsworth, Charles, purser, <i>United States</i> .....	374

## Navy, Secretary of, Benjamin Stoddert—Continued.

	Page
Correspondence with—Continued.	
War, Secretary of .....	261, 411, 453, 465
Waters, Joseph, navy agent, Salem, Mass. ....	121, 306, 307, 368
Watson, James and Ebenezer, navy agents, New York .....	11,
12, 68, 187, 232, 305, 313, 324, 328, 329, 337, 339, 340, 353, 381,	
394, 405, 488, 494, 502, 508, 524.	
Watson, James P., Lt., U. S. N. ....	506
Wilkey, Thomas, Lt., U. S. N. ....	351
Williams, Thomas, Capt., U. S. N. ....	25, 267
Winder, William, accountant for Navy Department .....	29
Winn, Timothy, purser, <i>Seammel</i> .....	431
Yellott, Jeremiah, navy agent, Baltimore .....	97,
100, 101, 113, 160, 319, 320, 335, 338, 381, 507, 508, 545, 546	
Yznardi, Joseph, U. S. consul, Havana .....	360
Cottringer, Garrett, acting for .....	29, 190, 233, 235 314, 335, 337, 354, 376
Documents relative to prizes sent to .....	367
Goldsborough, C. W., acting for .....	555
<i>Merrimack</i> accepted by .....	53
Prince, John, Capt., paid for prisoners returned in <i>Rosetta</i> .....	395
<b>Navy Historical Foundation</b> , picture of Midshipman Elbert published by courtesy of .....	Facing page 430
<b>Nazro, James</b> , midshipman, <i>Constitution</i> .....	444
<b>Neates, Mr.</b> .....	202
<b>Needham, Nathaniel</b> , seaman, <i>Constitution</i> .....	444
<b>Neilson, William</b> , midshipman, warrant for .....	371
<b>Nelson, Admiral</b> .....	558
<b>Nelson, John</b> , chief mate, <i>Harmony</i> .....	263
<b>Neptune</b> , Flag of Truce, Captain Lake, captured by British sloop of war <i>Albicare</i> .....	168
<b>Neptune</b> , schooner, Captain Mann, .....	16
<b>Neptune</b> , schooner, Master William P. Robertson, boarded by <i>Merrimack</i> ..	546
<b>Nery, James.</b> See Very, James.	
<b>Netherlands, Government of:</b>	
Action taken against French privateers operating within its limits .....	18, 19
French privateers seized by .....	18
<b>Neutrality</b> , brig., Captain Cunningham, spoken by <i>Montezuma</i> .....	334
<b>Neutrality</b> , prize, men from, transferred to <i>Constitution</i> .....	32
<b>Newburn, N. C.</b> , care of French prisoners at .....	178, 179
<b>Newburyport, Mass:</b>	
Material for vessel building at .....	178
Vessel building at to be named <i>Warren</i> .....	178
Vessel to be built at, by Nicholas Johnson .....	14, 15
<i>Warren</i> , U. S. S. building at .....	468
<b>New Castle, Del.</b> , suggested as suitable place for naval agency .....	249
<b>Newcomb, Francis</b> , ordinary seaman, <i>Constitution</i> .....	444
<b>New London, Conn.</b> , Marine Savings Bank, acknowledgement to .....	iii
<b>Newman, Timothy</b> , Master Commandant, ordered to command of <i>Warren</i> .....	468, 469
<b>New Orleans</b> , Evan Jones appointed consul at .....	205
<b>Newport, B. I.</b> , care of French prisoners .....	134
<b>Newport Historical Society</b> , records published by courtesy of .....	11,
169, 258, 293, 334, 460, 533, 546, 566, 569	
<b>Newton, James</b> , seaman, <i>Aurora</i> , wounded .....	471
<b>Newton, John</b> , seaman, <i>Constitution</i> .....	444
<b>New York, N. Y.:</b>	
Brig. at, ordered to pursue French privateer .....	511
Masts and spars for frigate building at .....	101
Recruiting for U. S. S. <i>Delaware</i> .....	351
Rigging and blocks for frigate building at .....	101
Truxton, Captain, may command 44-gun frigate at .....	247
Truxton, Captain to get men at .....	322
<b>New York Historical Society</b> , records published by courtesy of .....	13,
16, 20, 28, 32, 82, 87, 166, 176, 183, 309, 520, 525, 533, 537,	
541, 546, 570, 571.	
<b>Nicholls, William</b> , Marshal of Pennsylvania:	
Care of French prisoners .....	121
Sale of <i>Magicienne</i> .....	424

	Page
<b>Nichols, R.</b> , supercargo of brig <i>George</i> .....	357
<b>Nichols, Richard</b> , ordinary seaman, <i>Constitution</i> .....	444
<b>Nicholson, John</b> , ordinary seaman, <i>Constitution</i> .....	444
<b>Nicholson, Mary</b> , lead for canister shot.....	2
<b>Nicholson, Samuel, Capt.</b> , U. S. S. <i>Constitution</i> :	
Accounts of, to be settled.....	200, 201
Charges against Lt. John B. Cordis.....	412-420
Correspondence with Secretary of Navy.....	186,
206, 207, 231, 266, 330, 331, 493	
Extracts from log of <i>Constitution</i> .....	16, 20, 28, 32, 82, 87, 175, 182
Gay, John, appointed agent by.....	20
Orders and instructions to.....	206, 207
Prize money.....	519, 520
References to.....	13, 14, 43, 51, 54, 66, 87, 91, 201, 215,
232, 245, 264, 265, 270, 273-275, 305, 340, 418, 462, 480, 491, 567	
Relative rank of.....	157, 158, 401, 529
Relieved of command of <i>Constitution</i> .....	266
Resignation of command of <i>Constitution</i> .....	309
Returns to be submitted by.....	206
<i>See Constitution</i> , U. S. S.	
Talbot, Captain, to succeed him in command of <i>Constitution</i> .....	226
To be relieved of command of <i>Constitution</i> .....	185, 186
To be employed on shore.....	247
To contract for timber for a 74-gun ship.....	493
To superintend building of 74-gun ship.....	67, 69, 120, 131, 186, 266, 285
<b>Nicholson, Thomas</b> , steward, <i>Boston</i> .....	548
<b>Niger affair</b> , referred to.....	264
<b>Nightingale</b> , British Colonel.....	183
<b>Nims</b> (or <b>Nims</b> ), Joel, private, U. S. M. C., <i>Constitution</i> .....	447
<b>Nolan, Samuel</b> , master of vessel requesting convoy.....	427
<b>Nonparrell</b> , sloop, Captain Rjork.....	224
<b>Nonperiel</b> , brig, Master Mills Reddish, convoyed by <i>Montezuma</i> .....	489
<b>Norfolk</b> , U. S. brig, Master Comdt., Wm. Bainbridge:	
Anchored in Bassaterre Roads.....	225
Arrived Bassaterre with storeship <i>Florida</i> .....	218
Assisted in capture of <i>Vainqueur</i> .....	345-348, 430
<i>Baltimore</i> to be accompanied by.....	130, 131
Convoy duty.....	50, 52, 219, 248, 346, 570
Danish schooner spoken by.....	504
<i>Florida</i> , provision vessel, to be convoyed to West Indies.....	52
Foremast had to be taken out.....	544
<i>Ganges</i> accompanied by.....	326
Going out to West India station.....	50
In company with <i>Merrimack</i> .....	474,
478, 479, 490, 494, 499, 509, 513, 519, 524, 525, 538	
In West Indies.....	234, 272, 339, 344
Marines for.....	56
Operating under Captain Truxtun.....	199
Operations of.....	345-348, 543-545
Orders and instructions to.....	130
Provision vessel convoyed by.....	50, 248
References to.....	5, 41, 52, 188, 220, 223, 245, 246, 273, 374, 524
<i>Regulator</i> convoyed into harbor.....	346
Sailed the 21st of May.....	256
Sails for.....	1
<i>See</i> Bainbridge, Wm., Master Comdt.	
Spoken by <i>Montezuma</i> .....	399
To remain with <i>Ganges</i> in West Indies.....	385
To return to West Indies.....	25
Under command of <i>Ganges</i> .....	268
<i>Vainqueur</i> , prize sloop, disposition of.....	430
<i>Young George</i> conducted into St. Bartholomew by.....	543
<b>Norfolk, Va.:</b>	
Barron, Samuel, Capt., to open a rendezvous.....	466
Brig at, to receive equipment from <i>Herald</i> .....	332
Frigate building at, to be launched in July.....	313
Guns for frigate at.....	63, 286
Treenails, fire engine, etc., for frigate at.....	63

	Page
Norway, French privateers active on coast of.....	226
Norwich, Conn.:	
18-gun ship to be built at.....	19
Vessel building at, may be enlarged.....	96
Vessel building at, to be named <i>Trumbull</i> .....	502
Norwood, John G., midshipman U. S. S. <i>Boston</i> .....	464, 549
Nuevitas, Cuba, American vessels blockaded in.....	364, 365
Nugent, James, seaman, <i>Insurgente</i> .....	254
Nutt, Adams, quarter gunner, <i>Boston</i> .....	548
Nye, [Isaac], master's mate, <i>Constellation</i> .....	286
Nymph, brig. Captain Hardy, recaptured by British ship of war.....	324
Nymph, brigantine, Master John Webster, spoken by U. S. R. C. <i>Pickering</i> .....	117
Nymph, schooner, Captain Boyd.....	357
Oaks, Samuel, seaman, <i>Constellation</i> .....	444
Ober, Samuel, ordinary seaman, <i>Constellation</i> .....	444
O'Brien, Richard, U. S. consul to Algiers:	
Articles for Algiers.....	3, 4
Correspondence with Secretary of State.....	3, 4
Reference to.....	289
Settlement of accounts with Algiers.....	225
O'Brion, sergeant, U. S. M. C.....	526
Ocean, ship, from New York, captured by French privateer.....	5
O'Connor.....	404
Odlin, Peter, captain of brig captured by <i>La Victoire</i> , correspondence with Smith & Ridgway.....	181, 182
Odlin, W., Capt., brig <i>Rambler</i> .....	45
Officers, U. S. Navy:	
<i>Augusta</i> , brig.....	467, 542
<i>Boston</i> , U. S. frigate.....	189, 289, 290, 464, 548, 549
Captains, seven, are wanted.....	252, 253
Captured swords given to officers of <i>Constellation</i> .....	318
<i>Connecticut</i> , U. S. S.....	91
<i>Constellation</i> , U. S. frigate.....	265, 274, 280, 289, 291, 349, 350, 360, 425, 438-448, 466, 474, 491, 492, 495, 519
<i>Delaware</i> , U. S. S.....	497
Discussed by Secretary of Navy.....	66, 67
<i>Eagle</i> , U. S. R. C.....	493
Frigate at Norfolk.....	298
Frigate building at Portsmouth, N. H.....	526
Galley at Beaufort, S. C.....	378
<i>General Greene</i> , U. S. S.....	11, 39
<i>George Washington</i> , U. S. S.....	372, 379
<i>Insurgent</i> , U. S. frigate.....	336, 496
<i>Maryland</i> , U. S. S.....	507
<i>Merrimack</i> , U. S. S.....	208
<i>Montezuma</i> , U. S. S.....	188
<i>Panckney</i> , U. S. brig.....	42
Promotion of, recommended.....	252, 253
Relative rank of.....	131, 132, 157, 158, 400, 401, 490-492, 516
<i>Richmond</i> , U. S. brig.....	510
<i>Scammel</i> , U. S. R. C.....	407
Separate returns according to rank, to be submitted.....	423
<i>United States</i> , U. S. frigate.....	371
Warrants for President's signature.....	402
O'Hara, Mr., Charleston.....	7
Old Newbury, Historical Society of. <i>See</i> Historical Society of Old Newbury.	
Olive, ship, Captain Tyson, fired salute at launching of <i>Maryland</i> .....	296
Olive-Branch, schooner, convoyed into harbor by Captain Mullowny.....	347
Oliver, Robert, & brother, property of, lost in ship <i>Ann</i> when captured.....	397
Oliver, Thomas, seaman, <i>Constellation</i> .....	444
Olney, Jeremiah, collector, Providence, R. I., correspondence with Secretary of Treasury.....	284
Oneil, Bryan, ordinary seaman, <i>Constellation</i> .....	444



	Page
Orange, captain of ship <i>Orange</i> .....	92
Orange, ship, Captain Orange, captured by French.....	92
Orange, schooner, master Wheaton, captured by privateer <i>Scrutin</i> .....	112
Orm, Captain.....	348
Osborne [or Osburne], John, seaman, <i>Constitution</i> , deserter.....	444
Osburne, William, ordinary seaman, <i>Constitution</i> .....	444
Otis, Joseph, seaman, <i>Insurgent</i> .....	254
Overton, Mr., constructing a ship at Middletown.....	19, 332, 488, 508
Pacific, ship, Capt. Solomon Ingraham:	
Burned by British at Isle of France.....	478
Captured by <i>La Clarisse</i> .....	478
Packard, Elihu, private, U. S. M. C., <i>Constitution</i> .....	447
Padrick, John, American merchant, cargo of <i>Rufus</i> assigned to.....	485
Page, Benjamin, captain of <i>Ann &amp; Hope</i> .....	315, 320
Pailleet, citizen, friend of Lieutenant Preble.....	164
Palmer, Robert, Lt., U. S. S. <i>General Greene</i> .....	457, 458
Palyart, Ignatius, merchant of Havana.....	144
Paramaribo, activities of French privateers near.....	357, 358
Parker, captain of sloop <i>Eliza</i> , bearer of communications from Secretary of Navy.....	222
Parker, Ass, ordinary seaman, <i>Constitution</i> .....	445
Parker, Carey, ordinary seaman, <i>Constitution</i> .....	444
Parker, [Samuel], Lt., U. S. N.....	67, 350, 369
Parker, Sir Hyde, Admiral, British Navy.....	128, 133, 236, 499
Parkins, Joseph, prisoner delivered on board the <i>Barber</i> .....	49
Parrot, Jo., signs for Secretary of Navy.....	489, 506
Parry, captain of British transport <i>Cecilia</i> .....	111
Parsons, Eben, Boston, owner of <i>Greyhound</i> , <i>Byfield</i> , and <i>Gov. Carver</i> .....	228, 229
Parsons, Thomas, seaman, <i>Constitution</i> .....	444
Parsons, William, surgeon's mate, <i>Boston</i> .....	189
Patapsco, ex- <i>Chesapeake</i> , sloop of war.....	377
Patriot, schooner, Captain Manning, sold to Henry Baden at Curacao.....	522
Patten, James, seaman, <i>Constitution</i> .....	445
Patten, Robert, & Robert Walker:	
Bills of sale, covering schooner <i>Francis</i> and cargo.....	375
Owners of schooner <i>Francis</i> .....	116, 117, 375
Pattenger, Abraham, seaman, <i>Insurgent</i> .....	254
Pattern, ship, Capt. Joshua Nash:	
Acquittal of, by French Tribunal.....	395
Higginson, Stephen, owner.....	395
Patterson, James, seaman, <i>Insurgent</i> .....	254
Patterson, John, 2nd officer, <i>Aurora</i> , wounded.....	471
Patterson, W. L., merchant of Havana.....	144
Payne, James, Capt. See <i>South Carolina</i> , U. S. R. C.	
Peabody Museum, Salem, Mass.:	
Acknowledgment to.....	iii
Data obtained from.....	333, 388
Original paintings of <i>Mount Vernon</i> hanging in, Frontispiece	
Facing page.....	558
Peake, Henry, private, U. S. M. C., <i>Constitution</i> .....	448
Pearce, William, V. midshipman, <i>Constitution</i> .....	444
Pearl, H. B. M. S.:	
Signaled by <i>Constitution</i> .....	20
Spoken by <i>Constellation</i> .....	122
Pease, Abner, seaman, <i>Constitution</i> .....	444
Pease, Valentine, master of vessel requesting convoy.....	427
Pelican, H. B. M. S.....	510
Pennant, suggested to distinguish a commodore.....	74
Pennock, William, navy agent, Norfolk, Va.:	
<i>Augusta</i> , to go to Boston for fitting out.....	405
<i>Augusta</i> , vessel of Mr. Myers, may be purchased.....	331
Bowsprit for <i>Constitution</i> .....	401, 462
Bowsprit for <i>United States</i> .....	401, 428
Correspondence with—	
Navy, Secretary of.....	247,
300, 331, 344, 345, 353, 354, 401, 405, 459, 523, 545	
Truxtun, Thomas, Capt.....	287, 386, 405, 406

Pennock, William, navy agent, Norfolk, Va.—Continued.		Page
Dispatches delivered to	-----	224
Instructions to	-----	545
Prisoners, French, from <i>Constellation</i>	-----	287
Provisions for Truxtun's ships	-----	247
References to	79, 286, 354, 388, 404, 408, 454, 466, 504,	505
Remittances to	246, 247, 253,	300
To be consulted as to fitting out <i>Insurgent</i>	-----	373
To supply money to <i>Constellation</i> for recruiting	-----	261
<b>Perkins, Jotham</b> , seaman, <i>Constitution</i> in <i>Amalia</i>	-----	444
<b>Perroud, J.</b> , commander of French privateer <i>L'Hazarde</i>	-----	471
<b>Perry, Christopher R.</b> , Capt., U. S. S. <i>General Greene</i> :		
Correspondence with Secretary of the Navy	-----	85,
100, 149–151, 255, 260, 359,		364
Crew for ship	-----	100
Decatur, Captain, to be relieved by, in West Indies	84–86, 149,	150
Fletcher, Patrick, Capt., to operate in concert with	361,	362
Information to be obtained from Captain Decatur	-----	150
Instructions and orders to	149–151,	260
Ordered to sea by Secretary of Navy	-----	260
Recruiting for <i>General Greene</i>	-----	67
References to	11, 39, 107, 109,	
134, 156, 216, 234, 252, 258, 265, 273, 293, 360, 550, 560, 566,		569
Report of survey of <i>General Greene</i> by board of officers	457,	458
Sailing delayed by weather	-----	293
Sailing instructions will be sent to	-----	100
<i>See General Greene</i> , U. S. S.		
To proceed to sea at once	-----	255
Warrant for Mr. Coleman sent to	-----	39
<b>Perry, Heman</b> , ordinary seaman, <i>Constitution</i>	-----	444
<b>Perry, John</b> , ordinary seaman, <i>Constitution</i>	-----	444
<b>Perry, Mirick</b> , ordinary seaman, <i>Constitution</i>	-----	444
<b>Perseverance</b> , ship, extract from log of	-----	566
<b>Peters, Richard</b> , Judge, Pennsylvania District Court:		
Correspondence with Secretary of Navy	-----	481
Prize cases and prize money	22, 358, 360, 382, 383, 481,	520
<b>Peterson, Hank</b> , quartermaster, <i>Boston</i>	-----	548
<b>Peterson, Lewis</b> , master of vessel requesting convoy	-----	427
<b>Peyton Randolph</b> , brig, Capt. William Cozzens, captured by French schooner <i>Revenge</i>	-----	374, 375
<b>Pheasant</b> , H. B. M. S., assisted in capture of ship <i>General Washington</i>	45, 46,	152
<b>Phelps, Henry</b> , ordinary seaman, <i>Constitution</i>	-----	444
<b>Philadelphia, Pa.:</b>		
Fever, prevalence of	-----	459, 476
Marine guard for vessel building by merchants of	-----	311
Military guard for vessel building at	-----	453
Prisoner Daniel Campbell, release of	-----	295
Prisoners, French, exchange of	-----	278
Temporary removal of offices from	-----	476
Vessel building by merchants, fitting out of	-----	372
<b>Philadelphia, U. S. frigate:</b>		
Decatur, Stephen, Capt. appointed to command	-----	372
Fitting out	-----	372
<b>Philipson, M., Jr.</b> , French officer, to be placed on parole	-----	535
<b>Phillips, Benjamin H.</b> , U. S. consul at Curacao:		
Correspondence with Secretary of State	521–523	
Reference to	-----	198
<b>Phillips, Edward</b> , seaman, prize schooner <i>Diligente</i>	-----	62
<b>Phillips (or Philips), Francis</b> , seaman, <i>Constitution</i>	-----	444
<b>Phillips, James</b> , ordinary seaman, <i>Insurgent</i>	-----	254
<b>Phillips, Samuel</b> , Lt., U. S. N.	362,	372
<b>Phipps, David</b> , recommended for appointment as captain	-----	525
<b>Pickering, John</b> , son of Timothy Pickering	363, 364,	410
<b>Pickering, Timothy</b> , Secretary of State:		
Favors convoy to Europe	-----	161
Passports to be signed by	-----	238

	Page
<b>Pickering, Timothy, Secretary of State—Continued.</b>	
References to.....	183, 214, 316, 463
See State, Secretary of.	
To write to Governor of Havana.....	109
<b>Pickering, U. S. R. C., Capt. Edward Preble and Lt. Comdt. Benjamin Hillar:</b>	
Anchored at Sandy Hook, N. J.....	334
Arrival of, at New York.....	339
Arrival of, expected.....	252
Assisted in recapture of schooner <i>John</i> .....	473
<i>Bachelor</i> , English brigantine, brought to by.....	142
Bearing communications from <i>Ganges</i> .....	326
<i>Cammeron</i> , ship, spoken by.....	77
<i>Concord</i> , H. B. M. frigate, spoken by.....	132
Considered suitable for Navy.....	220
<i>Constitution, United States, Eagle, George Washington</i> , in company with.....	64, 65
Convoy duty.....	174, 198, 203, 204, 210, 214, 218, 224, 225, 230, 233, 243, 257, 258, 259, 264, 271, 288, 292-294, 298, 301, 309, 310, 380
<i>Cygnat</i> , H. B. M. S., spoken by.....	316
<i>Dispatch</i> , sloop, brought to by.....	119
<i>Dolphin</i> , schooner, spoken by.....	330
Extracts from log book of J. Ingraham.....	13,
17, 21, 26, 43-45, 47, 59, 64, 65, 76, 77, 83, 84, 88-90, 99, 104,	
105, 108, 114, 119, 132, 133, 142, 145, 156, 159, 174, 176, 183,	
184, 191, 198, 203, 204, 209, 214, 224, 225, 230, 233, 243, 251,	
257-259, 264, 271, 279, 284, 288, 292-294, 297, 298, 301, 309,	
312, 316, 320, 321, 325, 330, 334	
<i>Fair American</i> , prize, adjudication of.....	118
<i>Fair American</i> recaptured by.....	108, 117
<i>Francis</i> , schooner, recaptured.....	116, 120
<i>Friendship</i> , brig, towed by.....	312
<i>George Washington</i> in company with.....	64, 65, 77, 84, 174, 204, 294, 312, 325
Has arrived at New York.....	343
Hillar, Benjamin, Lt., to command.....	341, 343
In West Indies.....	50, 234, 272
<i>Lapwing</i> , H. B. M. S., in company with.....	230
<i>Louisa</i> spoken by.....	321
Marines received from <i>George Washington</i> .....	174
<i>Mary</i> , schooner, in tow.....	292
<i>Mary</i> , ship, signaled by.....	259
May want to mount a few carronades.....	353
Movements and operations of.....	83,
84, 88, 99, 104, 105, 119, 120, 233, 264, 301, 309, 310, 316	
<i>Nancy</i> , ship, taken in tow by.....	271, 298
<i>Nancy</i> , spoken by.....	293
<i>Polly</i> , brig, spoken by.....	264
Powder and guns for.....	339, 340
<i>Prince Raphael</i> boarded by.....	99
Ready to sail.....	371, 379
References to.....	95, 145, 146, 211, 248, 272, 281, 402, 423
<i>Robert</i> , schooner, spoken by.....	309
Sailed the 21st of May.....	256
Sailed to join Captain Tingey.....	500
Sailing of, not to be delayed.....	339, 353
See Preble, Edward, Capt., and Hillar, Benjamin, Lt. Comdt.	
To be dispatched without delay.....	337
To operate under <i>Ganges</i> in West Indies.....	380, 385
To put to sea with same guns.....	371
<i>Unity</i> , H. B. M. S., spoken by.....	176
Vessels in convoy, names of.....	224
Vessels spoken by, list of.....	117
<b>Pickernail, William, seaman, <i>Constitution</i></b> .....	444
<b>Pickle, George, seaman, <i>Aurora</i></b> .....	471
<b>Piedra, Benoit de La &amp; Barri, John, cargo of <i>Rufus</i> consigned to</b> .....	484, 485
<b>Piere, John, boy, <i>Insurgent</i></b> .....	255

	Page
<b>Pierre</b> , captain of <i>Marianne</i> .....	154
<b>Pigou</b> , ship, liberated.....	75
<b>Pinckney, Charles C.</b> , Maj. Gen. Charleston, S. C.:	
Correspondence with Secretary of State.....	193
Flags of Truce to St. Domingo not to be granted.....	193
Present at launching of <i>John Adams</i> .....	308
Reference to.....	300
<b>Pinckney</b> , U. S. brig, Capt. Samuel Haywood:	
Officers for.....	42
Ordered to sail for Havana.....	252
References to.....	513, 536
To accompany U. S. S. <i>General Greene</i> to Havana.....	107
To join U. S. S. <i>General Greene</i> .....	150, 156, 234
<b>Pine, Edward</b> , ordinary seaman, <i>Constitution</i> .....	445
<b>Pique, Tom.</b> See Malvin, commander of French privateer.	
<b>Piracy in West Indies</b> .....	108, 109
<b>Pitchar</b> , Captain, prize sloop <i>Vainqueur</i> brought home by... 425, 426, 430, 431	
<b>Pitts (Pettis), James</b> , Midshipman, <i>Constitution</i> ..... 413, 414, 416, 417, 419	
<b>Pity, James</b> , U. S. S. <i>Constitution</i> , extracts from journal of..... 10,	
12, 17, 20, 26, 32, 41, 43, 44, 46, 54, 59, 63, 66, 70, 76, 83, 87,	
89, 92, 93, 96, 99, 103, 104, 107, 114, 119, 132, 145, 155, 159,	
161, 164, 173.	
<b>Planter</b> , brig, men from <i>Aurora</i> returned in.....	471
<b>Planter</b> , ship, Capt. John Watts, engagement with French privateer... 486, 487	
<b>Platt</b> , Captain.....	513
<b>Plummer</b> , Captain, detained at Majorca.....	571
<b>Plummer, William S.</b> , Capt., brig. <i>Greyhound</i> :	
Letter to David Humphreys.....	228, 229
Protests detention by Spanish.....	228, 229
<b>Polacre</b> , articles for Algiers to be loaded in.....	4
<b>Poline, Peter</b> , seaman, <i>Constitution</i> .....	444
<b>Polly</b> , brig, Captain Furnell, spoken by <i>Pickering</i> .....	264
<b>Polly</b> , brig, Captain Moore.....	90, 224
<b>Polly</b> , schooner, Captain Chadwick, boarded by <i>Merrimack</i> .....	471
<b>Polly</b> , schooner, Capt. Joseph Goold, captured by French frigate, but	
escaped.....	118
<b>Polly &amp; Betsey</b> , brig, Master John Tyler, convoyed by <i>Montezuma</i> .....	489
<b>Pomery, John</b> , captain's clerk, <i>Constellation</i> .....	367
<b>Poole, Samuel</b> , midshipman, <i>Constitution</i> .....	444
<b>Poor, William</b> , ex-seaman.....	509
<b>Porpoise (Le Marsouin)</b> prize schooner.....	222, 281
<b>Port au Prince</b> , British vessels to enter under flags of truce only.....	424
<b>Porter [David]</b> , to rejoin his ship.....	22
<b>Porter, Thomas</b> , ordinary seaman, <i>Constitution</i> .....	444
<b>Port Republicain (Port-au-Prince)</b> opened to commercial intercourse. 409, 452	
<b>Portsmouth, N. H.:</b>	
Anchors for frigate at.....	526
Frigate building at—	
Fitting out of.....	526
To be launched in July.....	313
Guns for frigate <i>Congress</i> building at.....	37, 286, 376
Officers for frigate building at.....	526
<b>Portsmouth, U. S. Frigate, Capt. Daniel McNeill:</b>	
Arrival of, expected.....	252
Ballast and stores for.....	266
Convoy duty.....	41, 114, 210, 211
Cruising ground of.....	304, 496, 500, 553
French prisoners taken in <i>Hope</i> delivered to.....	470
Instructions for.....	492
Money may be transported by, from Kingston.....	199
On West India station.....	50, 234
References to.....	99, 122, 131, 142, 192, 516
<i>Scammel</i> to join.....	475, 496, 500
<i>Scammel</i> to operate under.....	492
See McNeill, Daniel, Capt., U. S. N.	

<b>Portsmouth, U. S. Frigate, Capt. Daniel McNeill—Continued.</b>	<b>Page</b>
Supplies for.....	307
To operate under Captain Truxtun.....	199
To proceed to Surinam.....	304
To sail by June 10th.....	266, 280
<b>Potowmac, schooner, captured by private armed brig. <i>Genius</i>.....</b>	<b>562, 563</b>
<b>Potts, James, boatswain, U. S. S. <i>Boston</i>.....</b>	<b>464</b>
<b>Preble, Joshua. See Preble, Joshua.</b>	
<b>Preble, Edward, Capt., U. S. R. C. <i>Pickering</i>:</b>	
Adjudication of prize <i>Fair American</i> .....	118
Appointed a captain.....	315
Copy of Joseph Ingraham's letter to Captain Fletcher forwarded to.....	281, 282
Correspondence with—	
Ingraham, Joseph, sailing master.....	145-149
Navy, Secretary of.....	315, 371, 379
Patten and Walker, Fredericksburgh, Va.....	116
Expected at Boston.....	248
Guns and powder for <i>Pickering</i> .....	339, 340
Is capable of commanding <i>Constitution</i> .....	492
Letter from P. Mourau, captain of French frigate.....	164, 165
May resign.....	248
Patten & Walker told of recapture of <i>Francis</i> .....	116
<i>Pickering</i> , ready to sail.....	371
Recommended for captain.....	252
References to..... 13, 64, 76, 83, 88, 90, 114, 142, 191, 210, 214, 218, 233, 234, 251, 252, 257, 259, 271, 272, 284, 292, 312, 316, 337, 339, 340, 423	
See <i>Pickering</i> , U. S. R. C.	
To be given another ship.....	344
<i>Union</i> , schooner, hired by.....	146
Went on board <i>Fair American</i> .....	108
Will make a figure in the Navy.....	248
<b>Preble, Edward, papers in Library of Congress, selections made from.....</b>	<b>13,</b>
17, 21, 26, 44, 45, 47, 59, 64, 65, 77, 84, 88, 90, 100, 104, 105, 108,	
115, 116, 118, 120, 122, 133, 142, 145, 146, 148, 149, 156, 160,	
165, 174, 176, 183, 185, 191, 198, 204, 210, 214, 225, 230, 233,	
244, 251, 258, 259, 264, 271, 279, 282, 285, 288, 292, 294, 298,	
301, 310, 312, 316, 320, 322, 326, 330, 334, 371.	
<b>Preble [Enoch], captain in merchant service.....</b>	<b>95</b>
<b>Preble, Joshua, Capt., schooner <i>Francis</i>.....</b>	<b>116, 117, 119</b>
<b>Prentice, Asa, seaman, <i>Constitution</i>.....</b>	<b>445</b>
<b>Prentiss, J., Jr., master of vessel requesting convoy.....</b>	<b>427</b>
<b>Prescott, Ephraim, part owner of cargo of <i>Hope</i>.....</b>	<b>469</b>
<b>Prescott [or Prescott], Samuel, midshipman, <i>Constitution</i>.....</b>	<b>444</b>
<b>President of the United States. See Adams, John.</b>	
<b>President, U. S. frigate building at New York:</b>	
Anchors for.....	381
May be commanded by Captain Truxtun.....	329
Reference to.....	353
<b>Presson, William, late ordinary seaman on <i>Constellation</i>.....</b>	<b>295, 296</b>
<b>Fribble (Preble), Captain, <i>Caroline</i>.....</b>	<b>262</b>
<b>Frible, Captain. See Preble, Edward.</b>	
<b>Price, Captain.....</b>	<b>170</b>
<b>Price, Mr., <i>Maryland</i> launched at shipyard of.....</b>	<b>296, 297</b>
<b>Price, George, Capt. See General Greene, U. S. R. C.</b>	
<b>Price, Richard, master of vessel requesting convoy.....</b>	<b>427</b>
<b>Prince, captain of ship <i>Marth</i>.....</b>	<b>95</b>
<b>Prince, Captain of a Philadelphia ship.....</b>	<b>154, 192</b>
<b>Prince, J., Jr., Capt.....</b>	<b>262</b>
<b>Prince, John, Capt., brigantine <i>Rosetta</i>.....</b>	<b>395</b>
<b>Prince of Wales, H. B. M. S., Admiral Harvey, cruising in West Indies.....</b>	<b>114, 122</b>
<b>Prince Raphel, sloop, Captain Fey, boarded by <i>Pickering</i>.....</b>	<b>99</b>
<b>Prince Rupert Bay, suggested as place of rendezvous in West Indies.....</b>	<b>386</b>
<b>Pringle, Rear Admiral, commanding at Cape of Good Hope.....</b>	<b>167</b>
<b>Printing historical and naval documents, acts authorizing.....</b>	<b>iv</b>

## Prisoners:

American—	Page
Arrived at Baltimore in <i>Rosetta</i> .....	395
Captured in ship <i>Concord</i> .....	477
Delivered on board the <i>Barber</i> .....	48, 49
Exchange of .....	48, 49, 61, 143, 145-149, 159, 160, 277, 281, 421
Exchange of, with Guadeloupe a mistake .....	453
<i>Harmony</i> , brig, crew of .....	15, 16
Held at Majorca, Spain .....	229, 571
Released at Bordeaux .....	76
Release of Charles Bridgham and Russel Stevens .....	10
French—	
All persons captured in armed vessels to be considered prisoners ..	370
Arrived at Philadelphia from Lancaster .....	121
Baggage of officers in quarantine .....	489, 490
<i>Betsy</i> to carry them to Guadeloupe .....	278, 279
Burlington, N. J., parole of .....	460, 468
Captured by <i>Constellation</i> , taken to St. Kitts .....	212
Carmick, Daniel, to take charge of .....	64
Clothing for .....	279, 337
<i>Constitution</i> received 9 from <i>United States</i> .....	76
Exchange of .....	145-149, 159, 160, 199, 222, 277, 281, 336, 337, 378, 421
Guard for those on board brig <i>James</i> .....	328
Higginson, Stephen, to have custody of, in Massachusetts and New Hampshire .....	278
Marine guard for those at Lancaster .....	62
Marshal at Boston to deliver to Stephen Higginson .....	276, 277
May be sent to U. S. in <i>Baltimore</i> or <i>Montezuma</i> .....	385
Money for care of .....	291
<i>Montezuma</i> to bring from St. Kitts .....	572
Must not be turned loose .....	277
Need to be sent to hospital .....	288
Newburn, N. C., care of .....	178, 179
Newport, R. I., care of .....	134
Prize crew of <i>Harmony</i> .....	263
Prize crew of schooner <i>John</i> .....	473
Rations allowed to .....	179, 489, 535
Taken from British packet <i>Carteret</i> .....	16
Taken in <i>Diligente</i> .....	61, 62
Taken in <i>Eliza</i> .....	80
Taken in <i>Fair American</i> .....	108
Taken in <i>Francis</i> .....	119
Taken in <i>Hope</i> when recaptured .....	470
Taken in <i>Magicienne</i> .....	423, 424
Taken in privateer <i>Vainqueur</i> .....	346
Three or four hundred due U. S. .....	51
To be conducted to Burlington, N. J. .....	403, 404
To be conveyed to Guadeloupe .....	241
To be delivered to Lt. Wharton .....	282
To be held at Burlington, N. J. .....	103
To be held at Lancaster, Pa. .....	103
To be sent from Burlington, N. J. .....	97, 330
To be sent from Lancaster, Pa. .....	96, 97
Transferred from <i>Constellation</i> at Norfolk .....	287
<b>Fritchard, Paul</b> , builder of <i>John Adams</i> .....	307, 308
<b>Privateers, French.</b> See France, Privateers of.	
<b>Privateers, Spanish.</b> See Spain, Privateers of.	
<b>Prize money:</b>	
Disposition of money due <i>Constellation</i> .....	524, 525
Due William Presson .....	295, 296
From capture of <i>Insurgent</i> .....	520
From sale of <i>Le Tartuffe</i> , disposition of .....	382, 383
To be paid into Treasury of United States .....	481
<b>Prizes:</b>	
Benbridge, Henry, appointed agent by Captain Truxtun .....	358, 360
<i>Bon Pierre</i> , captured by <i>Eagle</i> .....	157
Brig captured by <i>Montezuma</i> .....	231
<i>Brothers</i> , recaptured by <i>Constellation</i> .....	54, 67, 78, 119, 525

Prizes—Continued.	Page
<i>Carteret</i> , British packet, captured by <i>Constitution</i> .....	13, 20
<i>Diligente</i> , captured by <i>Constellation</i> .....	62
Disposition of prize to <i>Delaware</i> .....	97
<i>Eliza</i> , ship, recaptured by <i>Ganges</i> .....	79-81
<i>Fair American</i> , recaptured by <i>Pickering</i> and <i>George Washington</i> ..	108, 117, 118
<i>Francis</i> , recaptured by <i>Pickering</i> and <i>George Washington</i> .....	116, 117
Instructions governing.....	143
<i>John</i> , schooner, recaptured by <i>Ganges</i> , <i>Merrimack</i> , and <i>Pickering</i> .....	473
<i>Le Generoux</i> , captured by <i>Mary Ann</i> .....	162, 163
<i>Le Tartuffe</i> , captured by <i>United States</i> .....	382
<i>Lewis (Louis)</i> , captured by <i>Richmond</i> , <i>Eagle</i> and <i>Virginia</i> .....	142
<i>Magicienne</i> captured by <i>Merrimack</i> .....	423, 424
<i>Mary</i> , sloop captured by <i>Ganges</i> .....	78-82
Money from, to be paid into Treasury of United States.....	481
Sale of <i>Le Tartuffe</i> captured by <i>United States</i> .....	382, 383
Sale of <i>Louis</i> and <i>Syren</i> .....	537
To be sent to United States ports for trial.....	421
<i>Union</i> , captured by <i>Constellation</i> .....	23
<i>Vainquere</i> captured by <i>Ganges</i> and <i>Norfolk</i> .....	426, 427, 429-431
<i>Young George</i> captured by <i>Ganges</i> .....	543, 561
Proclamation renewing commercial intercourse with <i>St. Domingo</i> ..	408,
	409
Proctor, Isaac, ordinary seaman, <i>Constitution</i> .....	444
Proviance, Robert, seaman, prize schooner <i>Diligente</i> .....	62
Providence, R. I., John Carter Brown Library, acknowledgment to.....	iii
Provisions for vessels in <i>West Indies</i> .....	29, 50, 52, 385, 516, 521
<i>Prudence</i> , brig, Capt. Farquhar, captured by French privateer.....	27, 28
Prunson, Erastus, marine, deserter.....	227
Publication of these documents, acts authorizing.....	iv
Purviance, Mr.....	357
Purviance, Robert, collector, Baltimore, Md.:	
Correspondence with Secretary of State.....	395
<i>Rosetta</i> , brig., arrived at Baltimore with prisoners.....	395
Quane Vengeaur, French privateer, assisted in capture of <i>Sally</i> .....	517
Rainaud, Jos., prize master on <i>Fair American</i> .....	117
Rambler, brig, Capt. W. Odlin.....	45
Ramsay, Charles, merchant of Havana.....	144
Randall, Enock, master of <i>Sally</i> .....	519
Randolph & Armistead.....	102
Rands, Joseph, able seaman, <i>Ganges</i> , entered on <i>United States</i> .....	374
Ranger, sloop, John Francis, master, brought to by <i>Merrimack</i> .....	17
Rank, relative, of officers in U. S. Navy.....	131, 132, 157, 158, 400, 401, 490-492, 516
Rankin, Robert, Lt. U. S. M. C.....	169, 170, 250, 257
Rasldige, Francis, ordinary seaman, <i>Constitution</i> .....	445
Ration:	
French prisoners.....	179
Marines.....	42
Navy estimated at 28 cents.....	338
Rawle, Wm., correspondence from Secretary of Navy, concerning prize <i>Mary</i> .....	209
Rawlings, Matthew, seaman, <i>Insurgent</i> .....	255
Ray, Charles S., acknowledgment to.....	iii
Raymond, Napt., merchant of Havana.....	144
Rea, Charles S., owner of original painting of <i>Mount Vernon</i> .....	Frontispiece
Rea, Gideon, master of vessel requesting convoy.....	427
Read, J. K., surgeon, <i>Constitution</i> .....	419
Rebecca, brig, Capt. Jno. Wardell, liberated in <i>St. Domingo</i> .....	128
Rebecca, men from <i>Aurora</i> returned in.....	471
Recaptured vessels, U. S. claims no part of salvage.....	330, 331
Recruiting advertisement for U. S. General Greene.....	67
Reddish, Mills, master of brig <i>Nonperiel</i> .....	489
Reed, Colonel, present at launching of <i>John Adams</i> .....	308
Reed, George W., midshipman.....	544
Reed, Jacob, Hon., South Carolina:	
Correspondence with Secretary of Navy.....	336
Midshipmen recommended to serve in <i>Insurgent</i> .....	336
Reeves, Wm., boatswain, <i>Aurora</i> .....	471

	Page
<b>Regulations relative to fuel and straw for marines</b> .....	29
<b>Regulator</b> , schooner, Captain Shockley, convoyed by <i>Norfolk</i> .....	346
<b>Reilly, Jno.</b> , witness.....	146
<b>Reinhard</b> , French commissary at Leghorn, seized ship <i>Juno</i> .....	571
<b>Reouffe</b> , French prisoner, parole of.....	468
<b>Republicaine</b> , French privateer, assisted in capture of <i>Sally</i> .....	517
<b>Retaliation (ex Magiciene)</b> , U. S. schooner, Lt. Archibald McElroy:	
Capture of, by <i>L'Insurgente</i> , referred to.....	213
Convoy duty.....	570
Fletcher, Nathan, midshipman, appointed lieutenant on.....	540
Guns for.....	544
McElroy, Lieutenant, appointed to command.....	540
References to.....	105, 374, 424
To assist <i>Norfolk</i> as convoy to homeward vessels.....	544
<b>Retarson, James</b> , prisoner delivered on board the <i>Barber</i> .....	49
<b>Revellieu</b> , French privateer, Captain Rox, captured schooner <i>John</i> .....	472-474
<b>Revenge</b> , French schooner, Captain Lagan, <i>Peyton Randolph</i> captured by.....	374, 375
<b>Revenue cutters:</b>	
<i>Diligence</i> too small, returned to Treasury establishment.....	220, 298, 299
<i>Eagle</i> considered suitable for Navy.....	220
<i>General Greene</i> considered too small for Navy.....	220
<i>Governor Jay</i> unfit for Navy service.....	256
May be added to Navy establishment.....	50
On West India station.....	50
<i>Pickering</i> , considered suitable for Navy.....	220
<i>Scammel</i> , considered suitable for Navy.....	220
To join U. S. S. <i>General Greene</i> in West Indies.....	150, 156, 234
<i>Virginia</i> considered unfit for Navy service.....	295
<b>Revere, Paul</b> , copper manufactured by.....	224
<b>Rewbell</b> , member of French Executive Directory.....	270
<b>Reynolds, George</b> , merchant of Havana.....	144
<b>Reynolds, Royal</b> , private, U. S. M. C., <i>Constitution</i> .....	447
<b>Rhodes, Thomas</b> , ordinary seaman, <i>Constitution</i> .....	445
<b>Rhode Island Historical Society</b> , records published by courtesy of.....	2,
	112, 181, 284, 432
<b>Rice, Jonathan</b> , private, U. S. M. C., <i>Constitution</i> .....	448
<b>Richardson (Joseph)</b> , purser, <i>Montezuma</i> , recommended for mid- shipman.....	231
<b>Richmond</b> , U. S. brig, Lt. Josias M. Speake:	
Accounts for purchase and equipment of.....	101-103
Anchored in Bassaterre Roads.....	225
Arrived at Bassaterre with 2 recaptured vessels.....	218
Assisted in capture of <i>Lewis</i> .....	142
Captured one French and recaptured two American vessels.....	339
<i>Constellation</i> accompanied by.....	77
<i>Constellation</i> to be joined by.....	412
Convoy duty.....	219
Cruising ground.....	515
<i>Ganges</i> accompanied by.....	326, 327
Instructions for preparing for sea.....	505
Letters to be delivered by.....	143
Marines on.....	526, 527
Officers for.....	510
On cruise to southward.....	552
On West India station.....	50, 234, 272, 339, 344
Operating under Capt. Truxtun.....	199
Ordered to pursue French privateer.....	511
Orders and instructions for.....	31, 73, 129, 130, 481, 482, 505, 511, 512, 515
Ready for sea.....	510
References to.....	73, 106, 143, 220, 272, 360, 378, 455, 464
Reference to schooner captured by.....	367
Sailed the 21st of May.....	256
Sailed under Lieutenant Speake before arrival of Lieutenant Talbot..	539
See Speake, Josias M., Lt.	
Speake, Lieutenant, to be relieved by Cyrus Talbot.....	520
Stores and provisions for.....	488



<b>Richmond, U. S. brig, Lt. Josias M. Speake—Continued.</b>	<b>Page</b>
Talbot, Cyrus, Lt., to take command of.....	554
To be employed on our coast.....	550
To be prepared speedily for sea.....	481, 482
To be ready for sea upon receipt of instructions.....	454
To operate under <i>Ganges</i> in West Indies.....	268, 385
To proceed to New York.....	406
To provision and be ready to sail without delay.....	459
Will be out from New York next week.....	500
<b>Riddle, Mr., supplies for <i>Herald</i>.....</b>	<b>240</b>
<b>Riddle, Mr., wants to be agent at New Castle.....</b>	<b>249</b>
<b>Riddle &amp; Bird. See Bird &amp; Riddle.</b>	
<b>Rider, Salem, boy, <i>Constitution</i>, in <i>Amalia</i>.....</b>	<b>445</b>
<b>Ridgway. See Smith &amp; Ridgway.</b>	
<b>Rigaud, General, in St. Domingo:</b>	
References to.....	127, 238
Rupture with General Toussaint in St. Domingo.....	389-393
To invade Jamaica.....	236
<b>Rigg, Cuthbert, quartermaster, <i>Constitution</i>.....</b>	<b>445</b>
<b>Riley, Asael, master of vessel requesting convoy.....</b>	<b>427</b>
<b>Rily, John, sailor, ship <i>Ardent</i>.....</b>	<b>196</b>
<b>Ripley, Silas, ordinary seaman, <i>Constitution</i>.....</b>	<b>445</b>
<b>Rjork, captain of sloop <i>Nonparrell</i>.....</b>	<b>224</b>
<b>Roach, John, midshipman, <i>Constitution</i>.....</b>	<b>417, 445</b>
<b>Robert, schooner, Captain Rogers, spoken by <i>Pickering</i>.....</b>	<b>309</b>
<b>Roberts, John, letter from James Marsh describing <i>John Adams</i>.....</b>	<b>307, 308</b>
<b>Roberts, Jno., merchant of Havana.....</b>	<b>144</b>
<b>Roberts, Robert, seaman, <i>Insurgent</i>.....</b>	<b>254</b>
<b>Roberts, William, captain's servant, <i>Constitution</i>.....</b>	<b>445</b>
<b>Robertson, brig, Captain George Wakefield:</b>	
Captured by French privateers.....	354-356
Protest of captain against capture.....	354-356
<b>Robertson, John, quartermaster, <i>Constitution</i>.....</b>	<b>417</b>
<b>Robertson, William P., master of schooner <i>Neptune</i>.....</b>	<b>546</b>
<b>Robinson, Alexander, assisted in recapture of schooner <i>Hope</i>.....</b>	<b>470</b>
<b>Robinson, Benjamin, ordinary seaman, <i>Constitution</i>.....</b>	<b>445</b>
<b>Robinson, John, seaman, <i>Aurora</i>.....</b>	<b>471</b>
<b>Robinson, John, seaman, <i>Constitution</i>.....</b>	<b>445, 541</b>
<b>Robinson, Thomas, impressed on board H. B. M. S. <i>Surprise</i>.....</b>	<b>57, 58</b>
<b>Robinson, [Thomas Jr., midshipman], <i>Constellation</i>.....</b>	<b>367</b>
<b>Robinson William, captain of ship <i>Ann</i>, deposition concerning capture.....</b>	<b>397, 398</b>
<b>Robinson, William, seaman, <i>Constitution</i>, deserter.....</b>	<b>445</b>
<b>Robson, John, boy, <i>Constitution</i>, drowned.....</b>	<b>445</b>
<b>Robson, John, quartermaster, <i>Boston</i>.....</b>	<b>548</b>
<b>Rocha, Mr. See Aguilar, Sevastian de.</b>	
<b>Rodgers, John, Lt. Comdt., <i>L'Insurgente</i> and captain, U. S. S. <i>Maryland</i>:</b>	
Appointed a captain.....	335
Commander of <i>Insurgent</i> May 25, 1799.....	254
Correspondence with Secretary of the Navy.....	335, 507, 568, 569
Instructed to proceed to Craney Island to refit.....	166
<i>Maryland</i> to be commanded by.....	313, 319, 322
Orders and instructions from—	
Navy, Secretary of.....	568, 569
Truxtun, Thomas, Capt.....	30, 31, 217
Recommended for captain.....	252
References to.....	345, 508, 546, 552, 570
See U. S. ships <i>Insurgent</i> and <i>Maryland</i> .	
To proceed to Norfolk with the <i>Insurgent</i> .....	212
Will have one of Baltimore ships.....	285
<b>Rogers.....</b>	<b>202</b>
<b>Rogers, captain of schooner <i>Robert</i>.....</b>	<b>309</b>
<b>Rogers, John, notary public.....</b>	<b>472, 474</b>
<b>Rogers, William, ordinary seaman, <i>Constitution</i>.....</b>	<b>445</b>
<b>Rogers, Zenos, master of vessel requesting convoy.....</b>	<b>427</b>
<b>Rolston, John, part owner of <i>Fair American</i>.....</b>	<b>108, 117</b>
<b>Roman, French frigate. See Le Romaine.</b>	
<b>Roosevelt, Franklin D., records printed by courtesy of.....</b>	<b>549</b>
<b>Roquesante, B., condemnation of <i>Rufus</i> signed by.....</b>	<b>486</b>

	Page
<b>Rosaman (Roseman), Robert</b> , marine on <i>Ganges</i> , death of.....	80, 223
<b>Rose, Joseph</b> , seaman, <i>Constitution</i> .....	445
<b>Rosetta</b> , brig., Capt. John Prince, arrived at Baltimore with prisoners....	395
<b>Ross, Jno., &amp; Benj. Henfrey</b> , copper bolts and spikes for ships.....	194
<b>Ross, John</b> , of schooner <i>Potowmac</i> , correspondence with Secretary of State.....	562, 563
<b>Roume</b> , French agent.....	272, 390
<b>Rox</b> , Captain, French privateer <i>Revellicu</i> .....	473
<b>Rozier</b> , Mr., late French consul at New York.....	203
<b>Ruan and Crouse</b> , owners of <i>Tuenne Venner</i> .....	117
<b>Ruben</b> , marines recruited by.....	480
<b>Rufus</b> , ship, Master John Holland:	
Captured by French frigate <i>Cockade</i> .....	483, 484, 485
Condemnation of.....	484-486
<b>Rush, [John]</b> , surgeon, U. S. S. <i>Ganges</i> .....	544
<b>Rush, William</b> , carver:	
Figurehead for <i>Chesapeake</i> .....	408
Figurehead for <i>Congress</i> .....	91, 111, 314
References to.....	63, 297
<b>Rush, William</b> , master of vessel requesting convoy.....	427
<b>Russell</b> . See Jeffrey and Russell.	
<b>Russell Charles C.</b> , Lt. Comdt., U. S. S. <i>Herald</i> :	
<i>Augusta</i> to be under command of.....	542
Clothing needed for marines on <i>Herald</i> .....	250
Correspondence with—	
Burrows, Wm. W., U. S. M. C.....	250, 283, 284
Navy, Secretary of.....	216, 217, 240, 542
Marines of U. S. S. <i>Herald</i> .....	283, 284
Orders and instructions to.....	240
References to.....	176, 414, 415, 420
See <i>Herald</i> , U. S. S.	
<b>Russia</b> , Commercial treaty with, to be negotiated.....	204
<b>Rutledge</b> , Governor, present at launching of <i>John Adams</i> .....	308
<b>Rutledge</b> , Mr., to take passage in <i>Herald</i> .....	240
<b>Ryan, Edward</b> , prisoner delivered on board the <i>Barber</i> .....	49
<b>Ryberg and Co.</b> , Copenhagen, Denmark, extract from letter of.....	226
<b>Ryley, Jeremiah</b> , ordinary seaman, <i>Insurgent</i> .....	254
<b>St. Bartholemew</b> :	
Activities of French privateers at.....	345-348
Convoy assembling in harbor of.....	233
<i>Fanny</i> , brig, carried into.....	75
<b>St. Christopher</b> , French prisoners landed at.....	61
<b>St. Domingo</b> :	
Agreement with, negotiated by Consul General Stevens.....	122-128,
Commercial relations with, renewal of.....	70-72,
105, 122-123, 174, 175, 183, 184, 193, 235-238, 272, 301-303, 313, 336,	
341, 342, 383, 384, 408-410, 421, 424, 452, 453, 460, 463, 496, 498, 541	
Co-operation of British in renewal of trade with.....	340, 341
Hostilities between Generals Toussaint and Rigaud.....	389-393
Merchant vessels of, to go unmolested by U. S. vessels.....	174, 175
No flags of truce to, at present.....	193
Ports between Monte Christo and Petit Goave opened to U. S. trade.....	127
Ports of, to open to trade on Aug. 1st.....	384
Privateering in, to be suppressed.....	123-126, 174, 175, 193
Privateers of, probably will be active.....	294
<b>St. Johns, P. R.</b> , schooner <i>Jane</i> captured and taken to.....	555, 556
<b>St. Kitts</b> :	
French prisoners at, to be brought in by <i>Montezuma</i> .....	572
French prisoners taken to.....	212
<b>St. Medard [or St. Midard], Peter</b> , surgeon, <i>Constitution</i> .....	445
<b>St. Memin</b> , artist, copy of picture of Captain Tingey by..... Facing page	218
<b>St. Midard [or St. Medard], Peter</b> , surgeon, <i>Constitution</i> .....	445
<b>St. Vincent</b> , Lord, British admiral.....	202, 203, 558
<b>Salem, Mass.</b> :	
<i>Essex</i> , U. S. S., guns, military stores, etc., for.....	368-370
<i>Essex</i> , U. S. S., kentledge for.....	190
Peabody Museum, acknowledgement to.....	iii

	Page
Salem Gazette, Salem, Mass., extracts from.....	54
Salisbury, William, seaman, <i>Constitution</i> .....	445
Salisbury Furnace, guns manufactured by, defective.....	68
Sally, brig, Master Thomas Cushman, convoyed by <i>Montezuma</i> .....	489
Sally, Captain Lockyer, guns transported by.....	329
Sally, schooner, Capt. James A. Daney, boarded by <i>Merrimack</i> .....	556
Sally, schooner, Master Enoch Randall, boarded by <i>Merrimack</i> .....	519
Sally, schooner, Master L. Stephenson:	
Captured by French privateers.....	517, 518
Capture of, protested.....	517, 518
Recaptured by schooner <i>Lord St. Vincent</i> .....	517
Sally, schooner, taken in tow by <i>Constitution</i> .....	76
Samuel Smith, Captain Stiles.....	364
Sands, Charles, seaman, <i>Constitution</i> .....	445
Sanlucar, Spain, schooner <i>Martin</i> condemned at.....	271
Santiago, Cuba, commercial relations with.....	179, 180
Sargent, Daniel, part owner of cargo of <i>Hope</i> .....	469
Satanique, French privateer, seized by The Netherlands.....	18
Saunders, James, carpenter's yeoman, <i>Constellation</i> .....	286
Saunders, James, seaman, <i>Insurgent</i> .....	254
Saunders, John, quarter gunner, <i>Boston</i> .....	548
Saunderson, Robert, seaman, <i>Constitution</i> .....	445
Savage, British 16-gun sloop of war.....	411
Savage, Captain, French privateer <i>L'Importune</i> .....	470-472
Savage, Habijah, midshipman, <i>Boston</i> .....	549
Savage, William, Justice of the Peace, Kingston, Jamaica.....	58
Savage, William, U. S. agent, Jamaica:	
Correspondence with Secretary of State.....	133
Offered United States agency in Jamaica.....	133
Sawyer, Mr., one of owners of schooner <i>Sally</i> .....	517
Sawyer, J., collection, Portsmouth, N. H., records taken from.....	296
Sawyer, John, quartermaster, <i>Constitution</i> .....	417, 445
Sayer, Benjamin, U. S. S. <i>General Greene</i> .....	11, 39, 457, 458
Sayre, Stephen, letter from Secretary of Navy relative to ship construction.....	90
Scammel, U. S. R. C., Capt. John Adams and Lt. Mark Fernald:	
Arrived at Philadelphia.....	176
Ballast should be renewed.....	269
Bread for.....	187
Complement for.....	407
Considered suitable for Navy.....	220
Cruising ground.....	475, 496, 500, 553
Deserters from.....	283
Fresh provisions for.....	240
In one of home ports.....	234, 252
In vicinity of Surinam.....	553
Lying at Fort Mifflin.....	245
Marines for.....	406
Masts and spars needed.....	299
Money advanced for pay of crew.....	393
Officers for.....	407
Ordered to coast of Surinam.....	492
Ordered to join <i>Portsmouth</i> in West Indies.....	475
Ordered to Philadelphia for repairs.....	217
Recruiting instructions for.....	380, 407
References to.....	187, 402, 462, 511
Sailed to join Captain McNeill at Surinam.....	496, 500
See Adams, John, Capt., and Fernald, Mark, Lt.	
Taken into Navy Service.....	366
To be examined for fitness for naval service.....	299
To convoy provisions to West Indies.....	385
To sail soon.....	344
Winn, Timothy, purser and captain's clerk.....	431
Schmeit, H. P., master of <i>Tuonne Venner</i> .....	117
Schryock, Michael, private, U. S. M. C., <i>Constitution</i> .....	447
Schyler [or Scyler], Charles, seaman, <i>Constitution</i> .....	445

	Page
<b>Scolfield, William</b> , seaman, <i>Constitution</i> .....	445
<b>Scolfield, Wm., Jr.</b> , boy, <i>Constitution</i> .....	445
<b>Scott, James</b> , seaman, protests capture of <i>Robertson</i> .....	356
<b>Scott, John</b> , private, U. S. M. C., <i>Constitution</i> .....	447
<b>Scrutin</b> , French privateer, Captain Lagan, captured schooner <i>Orange</i> .....	112
<b>Scyler</b> [or <b>Schyler</b> ], <b>Charles</b> , seaman, <i>Constitution</i> .....	445
<b>Seabran, Peter</b> , seaman, <i>Constitution</i> .....	445
<b>Sea-letters</b> required by our treaty with Spain.....	205
<b>Seamen:</b>	
Crew of <i>William</i> returned in <i>Rosetta</i> .....	395
Impressed by H. B. M. ships.....	57, 58
On board <i>Boston</i> .....	548, 549
Received on <i>L'Insurgente</i> , list of.....	254, 255
Recruiting of.....	13, 14
<b>Sever, James</b> , Capt., U. S. N.:	
Considered for command of <i>Constitution</i> .....	67, 474, 491, 495, 503
Correspondence with Secretary of Navy.....	111, 112, 526
Figurehead for <i>Congress</i> .....	111
Member of court to try Lt. John B. Cordis.....	413
Orders and instructions to.....	526
References to.....	91, 132, 185
Relative rank of.....	491
Talbot, Captain, may be succeeded by.....	491
<b>Sever, John</b> , seaman, <i>Constitution</i> .....	446
<b>Sewell, Samuel</b> , Marblehead, Mass.:	
Convoy to Europe not favored.....	161, 162
Correspondence with Secretary of Navy.....	93, 94, 161, 162
Explains need of protection for ships to Europe.....	93, 94
<b>Seymore, Mr.</b> , shot furnished by.....	40
<b>Shacklock, Mr.</b> , repairs to <i>L'Insurgente</i> .....	388
<b>Shalt, John</b> , seaman, <i>Aurora</i> , killed in action.....	471
<b>Shannon, William</b> , ordinary seaman, <i>Constitution</i> .....	445
<b>Shappo, Paulo</b> , ordinary seaman, <i>Insurgent</i> .....	254
<b>Shark</b> , British sloop of war, Captain Warren.....	343
<b>Sharky, Robert</b> , seaman, <i>Constitution</i> .....	445
<b>Shattuck, Benjamin</b> , midshipman, <i>Constitution</i> .....	445
<b>Shaw, William</b> , ordinary seaman, <i>Constitution</i> .....	445
<b>Sheaffe, Jacob</b> , navy agent, Portsmouth, N. H.:	
<i>Congress</i> —	
Bower cables for.....	91
Figurehead of, to be sent to.....	314
Guns for.....	112, 370, 376
To be supplied with kentledge, etc.....	314
Correspondence with Secretary of Navy.....	40, 91, 314
References to.....	408, 526
<b>Sheeta, Malachia</b> , marine, <i>Insurgent</i> .....	255
<b>Shepherd, William</b> , seaman, <i>Insurgent</i> .....	254
<b>Sheridan, James</b> , ordinary seaman, <i>Insurgent</i> .....	254
<b>Sheridine, Lt. U. S. M. C.</b> .....	202
<b>Sheriff of Burlington County, N. J.</b> , correspondence with Secretary of Navy.....	97, 103
<b>Shillaber, Ebenezer</b> , correspondence with Elias Hasket Derby.....	94, 95, 262
<b>Ships.</b> <i>See</i> vessels.	
<b>Shirley</b> [Ambrose], Lt., U. S. S. <i>Constellation</i> .....	106
<b>Shockley, Jonathan</b> , captain of schooner <i>Regulator</i> .....	346
<b>Shore, John</b> , midshipman, <i>Constitution</i> .....	445
<b>Shot and equipment</b> for <i>Congress</i> .....	40
<b>Shot</b> for <i>United States</i> .....	411
<b>Shubrick, Colonel</b> , timber for shipbuilding.....	387
<b>Sicard, Joseph</b> , condemnation of <i>Rufus</i> signed by.....	486
<b>Siddons, Edward</b> , cook's mate <i>Constitution</i> .....	445
<b>Sieyes, Abbe</b> , member of French Executive Directory.....	270
<b>Signals:</b>	
Bainbridge, Wm., capt., supplied with.....	42
For ships under convoy of <i>Baltimore</i> .....	33-35
<b>Silhouette, Jean</b> , Frenchman from <i>Diligente</i> .....	287

	Page
<b>Silvers, Robert</b> , seaman, <i>Constitution</i> .....	445
<b>Simmonds, Joseph</b> , ordinary seaman, <i>Constitution</i> , in goal.....	446
<b>Simons, Samuel</b> , ordinary seaman, <i>Insurgent</i> .....	254
<b>Simpson, James</b> , U. S. consul, Tangier, Morocco: Correspondence with—	
Fox, Edward.....	325
Secretary of State.....	564
<b>Simpson, Josiah</b> , master of vessel requesting convoy.....	427
<b>Skipwith, Fulwar</b> , U. S. consul general, France.....	543
<b>Slaves</b> , law against trade in, to be enforced.....	323
<b>Sloan, George</b> , seaman, <i>Constitution</i> .....	445
<b>Slocum, (Ebenezer)</b> , gunner, U. S. S. <i>General Greene</i> .....	85
<b>Slops may in future be furnished by pursers</b> .....	381
<b>Sluman, John</b> , ordinary seaman, <i>Constitution</i> .....	445
<b>Small, William</b> , marine, <i>Insurgent</i> .....	255
<b>Smith, captain of Betsy</b> .....	316
<b>Smith, captain of Newburyport</b> .....	348
<b>Smith, General</b> .....	105, 185, 226
<b>Smith, Lieutenant, at Lisbon</b> .....	410
<b>Smith, Alex, Capt.</b> , ship <i>Ardent</i> .....	195, 270
<b>Smith, Benj.</b> , quartermaster, <i>Boston</i> , in <i>Flying Fish</i> .....	548
<b>Smith, Buchana Lewis</b> , part owner of <i>Ardent</i> .....	195
<b>Smith, Charles</b> , private, U. S. M. C., <i>Constitution</i> .....	447
<b>Smith, Daniel</b> , private, U. S. M. C., <i>Constitution</i> .....	447
<b>Smith, Edward</b> , seaman, <i>Constitution</i> .....	445
<b>Smith, Hamilton</b> , sailor, ship <i>Ardent</i> .....	196
<b>Smith, James</b> , part owner of <i>Ardent</i> .....	195
<b>Smith, John</b> , cooper, <i>Constellation</i> .....	286
<b>Smith, John</b> , marine.....	202
<b>Smith, John</b> , ordinary seaman, <i>Insurgent</i> .....	254
<b>Smith, John 1st.</b> , ordinary seaman, <i>Constitution</i> .....	445
<b>Smith, John 2nd</b> , ordinary seaman, <i>Constitution</i> .....	445
<b>Smith, John 3rd</b> , quarter gunner, <i>Constitution</i> .....	445
<b>Smith, Melancton</b> , New York, N. Y.: Correspondence with Major Commandant W. W. Burrows.....	128
Quarters for marines.....	128
<b>Smith, Michael</b> , private, U. S. M. C., <i>Constitution</i> .....	447
<b>Smith, Robert</b> , ordinary seaman, <i>Retaliation</i> , to enter on <i>United States</i> ..	374
<b>Smith, Sam</b> , Baltimore, Md., correspondence with Secretary of Navy..	75
<b>Smith, Samuel</b> , part owner of <i>Ardent</i> .....	195
<b>Smith, Samuel</b> , seaman, <i>Constitution</i> .....	445
<b>Smith, Thomas</b> , seaman, <i>Constitution</i> .....	445
<b>Smith, Thomas 2nd</b> , seaman, <i>Constitution</i> .....	445
<b>Smith, William</b> , boatswain's mate, <i>Boston</i> .....	548
<b>Smith, William</b> , seaman, <i>Constitution</i> .....	445
<b>Smith, William</b> , U. S. Minister to Lisbon: Correspondence with Secretary of State.....	9, 363, 364
Sent to Constantinople.....	410
<b>Smith &amp; Ridgway</b> : Correspondence with Peter Odlin.....	181, 182
Owners of brig captured by French privateer.....	181, 182
<b>Smead, Thomas</b> , ordinary seaman.....	160
<b>Snell</b> , captain of ship <i>Harmony</i> .....	263
<b>Snow, Lamoss</b> , ordinary seaman, <i>Insurgent</i> .....	254
<b>Snyder, C. P.</b> , Rear Admiral, U. S. N., acknowledgment to.....	iii
<b>Somers, Richard</b> , midshipman, U. S. N.: Commission as lieutenant forwarded.....	371
Recommended for promotion.....	253
<b>Sophia</b> , U. S. brig., Capt. Henry Geddes: Accompanied fleet to Algiers.....	9
Arrival of, at Algiers.....	204
Arrival of, at Lisbon.....	410, 411
Has left Tunis.....	288
Reference to.....	289
To proceed to Tunis.....	225

	Page
<b>Sophia</b> , schooner, Capt. Stephen Minor, liberated in St. Domingo.....	128
<b>Sorenson, Peter</b> , Capt., schooner <i>Jane</i> , protests capture by French privateer <i>Aliance</i> .....	555, 556
<b>Sotheron</b> , captain of H. B. M. S. <i>Latona</i> .....	342, 343
<b>Sound, Thomas</b> , impressed on board H. B. M. S. <i>Surprize</i> .....	58
<b>South Carolina:</b>	
Cannon transported to, from Halifax.....	60
Timber for ship building to be obtained in.....	7-9
<b>South Carolina, U. S. R. C., Capt. James Payne:</b>	
Convoy duty.....	110, 111
Hall, Lieutenant U. S. M. C., in command of marines on.....	513
Ordered to sail for Havana.....	252
To accompany <i>General Greene</i> to Havana.....	107
To join <i>General Greene</i> at Havana.....	150, 156, 234
Wynkoop, Lieutenant, U. S. M. C., to command marines on.....	367
<b>Southern States</b> , in danger of colored invasion from St. Domingo... 236, 302	
<b>Soutter, Maitland</b> , Mrs., miniature of Samuel Elbert given to Navy Historical Foundation by.....	Facing page 430
<b>Soverain, Peter</b> , ordinary seaman, <i>Constitution</i> .....	446
<b>Spaight, Richard D.</b> , correspondence with Secretary of Navy.....	300
<b>Spain:</b>	
Privateers of—	
Alleged to have captured <i>Mary Ann</i> .....	436
<i>Margaret</i> , schooner, plundered by.....	503, 504
Ships of war—	
Fleet damaged by storm.....	270
Fleet has entered Mediterranean.....	520, 564
<b>Spars for vessels</b> , difficult to secure in West Indies.....	211
<b>Speake, Josias M.</b> , Lt., U. S. brig <i>Richmond</i> :	
Correspondence with Secretary of Navy.....	481, 482, 505, 511, 512, 515
Orders and instructions—	
From Captain Truxtun.....	31, 73, 129, 130, 412
From Secretary of Navy.....	481, 482
References to.....	73, 143, 234, 268, 272, 339, 344, 406, 488, 520, 526
<i>Richmond</i> to be prepared for sea speedily.....	481, 482
Sailing orders and instructions.....	511, 512, 514
See <i>Richmond</i> , U. S. S.	
To continue command of <i>Richmond</i> .....	510
Will act as lieutenant with Captain Barron when relieved from <i>Richmond</i> .....	539
<b>Spelling, punctuation, etc.</b> , identical with original sources.....	iii
<b>Spelman, Elihu</b> , quarter gunner, <i>Constitution</i> .....	446
<b>Spencer, James</b> , 1st officer, <i>Aurora</i> .....	471
<b>Spencer, Thomas</b> , ordinary seaman, <i>Constitution</i> .....	446
<b>Spenev</b> , Captain of schooner <i>Diligent</i> .....	224
<b>Spooner</b> , Captain, detained at Majorca.....	571
<b>Spooner, Nathaniel</b> , Capt., schooner <i>Governor Carver</i> :	
Correspondence with D. Humphreys.....	228, 229
Protests detention by Spanish.....	228, 229
<b>Sprague, John</b> , master's mate, <i>Constitution</i> , died.....	445
<b>Spriggs</b> , captain of <i>Aurora</i> .....	342, 343
<b>Sprightly</b> , H. B. M. Cutter.....	393, 460
<b>Spy</b> , ship, Captain West, encounter with <i>Marianne</i> .....	154, 155
<b>Staney (or Story)</b> , Alexander.....	171
<b>Star</b> , Captain George, spoken by brig <i>Rambler</i> .....	45
<b>State, Secretary of</b> , Timothy Pickering:	
Complaint of Captain Giles, schooner <i>Betsey</i> against captain of H. B. M. S. <i>Daphne</i> .....	
Correspondence with—	
Adams, John, President, U. S. A.....	139
140, 204, 225, 272, 301-303, 341, 342, 383, 384, 424, 453	
Barnet, Isaac Cox, U. S. consul.....	363
Blake, James, Esq.....	395
Blakely, Josiah, consul, Santiago.....	179, 180
Bouvier, Doctor, New York, N. Y.....	226

## State, Secretary of, Timothy Pickering—Continued.

	Page
Correspondence with—Continued.	
Eaton, William, U. S. consul	288, 289
Giles, Ebenezer, Capt. schooner <i>Betsy</i>	140, 141
Governors, renewal of trade with St. Domingo	421
Haily (or Hally), Geo., acting U. S. consul, Isle of France	476-478
Hollingsworth, Zebulon, Baltimore, Md	202, 203
Hulings, Wm. E., U. S. vice consul, New Orleans, La	204, 205
Humphreys, David, U. S. Minister to Madrid	270, 271
King, Rufus, U. S. Minister, London	166-168
LeBlanc, Regis, envoy	109, 282, 283
Liston, Robert, British Minister to United States	60,
	151, 152, 168, 279, 342, 343, 498, 499
Maitland, Thomas, Brig. Gen., British	235-238
Murray, William Vans, U. S. Minister to The Netherlands	18, 19
Navy, Secretary of	105, 198, 278, 476
O'Brien, Richard, U. S. consul to Algiers	3, 4
Phillips, Benjamin Hammell, U. S. consul at Curacao	521-523
Pinckney, Charles C., Esq	193
Purviance, Robert, collector, Baltimore, Md	395
Ross, John, of schooner <i>Potowmac</i>	562, 563
Savage, William, U. S. agent at Jamaica	133
Simpson, James, U. S. consul at Tangier	564
Smith, William, U. S. Minister	9, 363, 364
Stevens, Edward, U. S. consul general, St. Domingo	70-72,
	122-128, 389-393
Truxtun, Thomas, Capt.	135, 136
Tufts, Turell, U. S. consul, Paramaribo	26-28, 153, 154, 192, 357, 358
Vander Horst, Elias, U. S. consul, Bristol	316, 317
Vlack & Co	342
Wall, Job, U. S. consul, St. Bartholomew	433, 434
Willis, William, U. S. vice consul, Barcelona, Spain	571, 572
Yzuardi, Joseph M., U. S. agent, Havana, Cuba	5-7
Protest against capture of American ships by British ships of War	151, 152
State Department Archives, data obtained from	9, 28,
	52, 58, 60, 72, 105, 109, 128, 133, 137, 138, 139, 152, 154, 168,
	172, 175, 180, 182, 184, 192, 193, 197, 198, 203, 204, 205, 225, 226,
	229, 235, 236, 237, 238, 271, 272, 279, 283, 289, 303, 317, 324, 325,
	342, 343, 356, 358, 363, 384, 393, 395, 396, 398, 409, 410, 421, 424,
	434, 437, 450, 453, 478, 484, 486, 518, 523, 556, 563, 564, 565, 572
Stephens [or Stebbens], Benj., private, U. S. M. C., <i>Constitution</i>	448
Stephens, Edward, U. S. Consul General. <i>See</i> Stevens.	
Stephenson, captain of <i>Uropa</i>	410
Stephenson, Luther, master of schooner <i>Sally</i> , protest against capture	517, 518
Sterrett, Samuel, Mr.	287
Sterrett, Andrew, Lt., <i>Constellation</i> :	
Correspondence with Capt. Thomas Truxtun	287
Leave granted to visit Baltimore	287
Orders and instructions from Captain Truxtun	429
References to	22, 405, 455
Stevens, Edward, U. S. consul general, St. Domingo:	
Correspondence with—	
Commanders, U. S. Vessels	174, 175
Maitland, Thomas, British Brigadier General	183, 184, 235, 238
State, Secretary of	70-72, 122-128, 389-393
Passenger in ship <i>Kingston</i>	81
References to	452, 453, 554
Renewal of trade with St. Domingo	272,
	273, 301, 303, 313, 342, 384, 402, 424, 460, 498
Stevens, Russel, Capt., release from parole	10
Stevenson, William, notary public	649, 470
Steward, John, seaman, <i>Insurgent</i>	254
Stewart, Archibald, owner of brig <i>George</i>	357
Stewart, Charles, Lt., U. S. S. <i>United States</i> , reports condition of ship	317
Stewart & Son's Wharf	296

<b>Stickney, David, Lt., U. S. M. C., reports relative to marines of <i>Merrimack</i></b> .....	180, 181
<b>Stiles, captain of <i>Samuel Smith</i></b> .....	364
<b>Stockdale [or Stocdale], Thomas, seaman, <i>Constitution</i></b> .....	446
<b>Stocker, Ebenezer, et al., committee for building <i>Merrimack</i></b> .....	53
<b>Stockwell, Daniel, private, U. S. M. C., <i>Constitution</i></b> .....	447
<b>Stoddert, F. B., Lt., U. S. N. (retired), acknowledgment to</b> .....	iii
<b>Stoddert, Benjamin, Secretary of Navy:</b>	
References to.....	79, 131, 412, 430, 455, 475
See Navy, Secretary of.	
<b>Storer, Woodbury, owner of sloop <i>Dispatch</i></b> .....	117
<b>Stores, ship, must be accounted for</b> .....	215
<b>Storeship (<i>Hero</i>) for Algiers sprung leak, arrived at Jamaica</b> .....	9
<b>Storey (or Staney), Alexander</b> .....	171
<b>Storm, John Levis, prisoner delivered on board the <i>Barber</i></b> .....	49
<b>Story, Mr., mate on brig <i>Susanna</i></b> .....	65
<b>Stoughton, Mr., Spanish consul at Boston</b> .....	229
<b>Strong, fifer, U. S. M. C.</b> .....	331
<b>Strong, Aroniah, private, U. S. M. C., <i>Constitution</i></b> .....	448
<b>Strout, Jno., Lt., may be employed in recruiting service</b> .....	14
<b>Stucky, John, marine, death of</b> .....	169
<b>Sullivan, General, Revolutionary War</b> .....	530, 531
<b>Sullivan, James, seaman, <i>Insurgent</i></b> .....	254
<b>Sullivan, Pearce, ordinary seaman, <i>Insurgent</i></b> .....	254
<b>Sullivan, Richard, ordinary seaman, <i>Constitution</i></b> .....	445
<b>Sultees [or Sultees], Thomas, quartermaster, <i>Constitution</i></b> .....	445
<b>Sumey, Benjmn., ordinary seaman, <i>Insurgent</i></b> .....	254
<b>Summers, midshipman. See Somers, Richard, midshipman.</b>	
<b>Surcouff, Captain, French privateer <i>La Clarisse</i></b> .....	478
<b>Surinam:</b>	
<i>Hope</i> , schooner, captured and taken to.....	470
<i>Portsmouth</i> to operate in vicinity of.....	304
<b>Surprise, H. B. M. S., Captain Hamilton:</b>	
American seamen impressed by.....	57, 58
<i>Britannia</i> recaptured by.....	54
<i>Hopewell</i> recaptured from French privateer by.....	57, 58
<b>Susanna, brig, Capt. Alexander Combs, captured by British brig <i>Earl of Moira</i></b> .....	65
<b>Susters, Jacob</b> .....	103
<b>Suter, John, Capt., armed ship <i>Aurora</i></b> .....	471
<b>Sultees [or Sultees], Thomas, quartermaster, <i>Constitution</i></b> .....	445
<b>Swain, captain of <i>Nancy</i></b> .....	294
<b>Swain, captain of ship <i>Mary</i></b> .....	259, 264
<b>Swain, Charles, late sailing master, <i>Constitution</i></b> .....	418
<b>Swallow, schooner, Captain Mather, sold to Henry Basden at Curacao</b> .....	522
<b>Swan, General, copper in hands of</b> .....	113
<b>Swan, Aaron, ordinary seaman, <i>Constitution</i></b> .....	445
<b>Swan, H. B. M. sloop-of-war, Captain Carew:</b>	
<i>Fair Columbian</i> , brig, captured by.....	35-37
<i>Hinde</i> accompanied by, when she captured <i>Fair Columbian</i> .....	35-37
<b>Swans, Messrs., to furnish bolts</b> .....	381
<b>Sweetland [or Sweetland], John, private, U. S. M. C., <i>Constitution</i></b> .....	448
<b>Sweden, vessels of, captured by French privateers</b> .....	564
<b>Sweetland [or Sweetland], John, private, U. S. M. C., <i>Constitution</i></b> .....	448
<b>Swimms, John H., carpenter, U. S. S. <i>Delaware</i></b> .....	497
<b>Swids captured on <i>L'Insurgente</i> given to officers of <i>Constellation</i></b> .....	318
<b>Symms [or Syms], James, ordinary seaman, <i>Constitution</i></b> .....	445
<b>Syren, H. B. M. S., Captain Gosselin, claims share of salvage for recapture of <i>Maria</i></b> .....	165, 166
<b>Syren, prize to <i>Constellation</i>, sale of</b> .....	537
<b>Tailor, Samuel, prisoner delivered on board the <i>Barber</i></b> .....	49
<b>Talbot, Cyrus, Lt. Comdt., U. S. N.:</b>	
Appointed, and ordered to Boston.....	318
Arrived at New York too late to take command of <i>Richmond</i> .....	539
Correspondence with Secretary of Navy.....	317, 318, 359, 469, 539



	Page
<b>Talbot, Cyrus, Lt. Comdt. U. S. N.—Continued.</b>	
Member of court to try Lt. John B. Cordis	413
Ordered to <i>Constitution</i>	359
Ordered to New York	469
Recommended for master in U. S. Navy	253
References to	369, 510, 520, 542
To consult with Captain Truxtun as to best method to get on <i>Richmond</i>	539
To go on <i>Constellation</i> or remain on shore until return of <i>Richmond</i>	539
To take command of <i>Richmond</i>	554
<b>Talbot, Silas, Capt. U. S. S. <i>Constitution</i>:</b>	
Called on President Adams	312
Command of <i>Constitution</i> declined by	490, 491
Commission as captain returned	466
Commission for	400, 401
Commission of, altered to date from 1794	532, 567
Considered for command of <i>United States</i> or <i>Constitution</i>	120, 121
<i>Constitution</i> to be commanded by	67,
120, 121, 185, 186, 247, 260, 264–266, 270, 293, 459, 462	
Correspondence with—	
Adams, John, President, U. S.	474, 475, 479
Navy, Secretary of	120,
121, 157, 158, 186, 265, 266, 273, 274, 310, 350, 401, 462, 553–555	
European cruise contemplated for <i>Constitution</i>	399, 400, 401, 462, 538, 529
Extracts from log	309, 533, 537, 541, 546, 570
Has agreed to continue command of <i>Constitution</i>	541, 542
Has instructions to join Captain Barry	462
May be second officer in active service	132
May be succeeded by Captain Sever	495
Muster roll of <i>Constitution</i>	448
Officers for <i>Constitution</i>	280, 291
Orders and instructions to	264–266, 270, 459, 462, 553–555
Pay and subsistence suspended by Pres. Washington	528
President determined he shall go in <i>Constitution</i>	519
President of court to try Lt. John B. Cordis	413, 420
Put to sea in command of <i>Constitution</i>	565
References to	131, 133, 253, 273, 274, 289, 294,
295, 314, 318, 333, 344, 350, 369, 423, 425, 428, 446, 448, 516, 536	
Relative rank of	157, 158, 340,
400, 401, 463, 474, 475, 479, 490–492, 495, 528–532, 542, 567, 568	
<i>See Constitution</i> , U. S. frigate.	
Services during Revolutionary War	529–532
Services in civil life	529
Sever, Captain, considered for command of <i>Constitution</i>	503
To have command of forces in West Indies	201, 265
Took command of <i>Constitution</i>	309
To proceed to Cayenne	542, 550, 552, 560
To succeed Captain Nicholson in command of <i>Constitution</i>	226
Will not be asked to serve under Captain Truxtun	273
<b>Talbot, Thomas, seaman, <i>Constitution</i>, in <i>Amalia</i>:</b>	446
<b>Tallman, Peleg, Lt., U. S. N.,</b>	350, 369, 425, 466
<b>Tarbell [or Tarball], Joseph, midshipman, <i>Constitution</i></b>	416, 446, 474
<b>Tarifa, Spain, French privateers active near</b>	564
<b>Tartuffe, reference to capture</b>	535
<b>Tash, Thomas, ordinary seaman, <i>Constitution</i></b>	446
<b>Tate, Robert, master of vessel requesting convoy</b>	427, 428
<b>Tay, Abijah, armorer, <i>Constitution</i></b>	446
<b>Taylor, captain of ship <i>Nancy</i></b>	163
<b>Teasdale, John, money of, taken by Spanish brig</b>	503
<b>Telesmaque, French privateer, captured ship <i>Eliza</i></b>	80
<b>Tenant, Thomas, wharf of</b>	296
<b>Teray, William, prisoner delivered on board the <i>Barber</i></b>	49
<b>Terril, Edward, <i>United States</i></b>	317
<b>Terry, Anthony, vice consul, Cadiz</b>	172, 356, 483, 484
<b>Terry, Nathaniel L., master of vessel requesting convoy</b>	427
<b>Text of printed documents identical with original sources</b>	iii
<b>Thomas, ship of Baltimore</b>	135, 140, 141

	Page
Thomas, John, ensign under Silas Talbot in 1776.....	530
Thomas, [Richard, midshipman], <i>Montezuma</i> .....	188
Thomas, Thomas, seaman, ship <i>Ann</i> , deposition concerning capture.....	397, 398
Thompson, Mr.....	536
Thompson, Archibald, quartermaster <i>Constitution</i> .....	446
Thompson, James, Second Lt., U. S. M. C., appointed to act as pay- master.....	68
Thompson, John, boatswain's mate, <i>Constitution</i> .....	417, 446
Thompson, John, Capt., ship <i>Concord</i> .....	476
Thompson, John, seaman, <i>Insurgent</i> .....	254
Thompson, John 2nd, quartermaster, <i>Constitution</i> .....	446
Thompson, Robert, quartermaster, <i>Constitution</i> .....	446
Thompson (Thomson), William Biddle, master of <i>Betsy</i> : Passport requested for.....	279
Prisoners, exchange of.....	278, 281
Thomson. See Dennison, McLachlan and Thomson.	
Thomson (Robert), Governor of H. B. M. Islands, passport.....	22, 23
Thorndike, Jeremiah, master of vessel requesting convoy.....	427
Thornton, Rufus, seaman, <i>Constitution</i> .....	446
Tibbals, Sam'l master of vessel requesting convoy.....	427
Tiles, Jasper, ordinary seaman, <i>Constitution</i> .....	446
Tillinghurst & Gordon, owners of <i>Commerce</i> .....	117
Tilly, J. (or I.) P., French prisoner.....	468, 489
Timber for building six 74-gun ships.....	37
Timber for ship building to be obtained in South Carolina.....	7-9
Tingey, Thomas, Capt., U. S. S. <i>Ganges</i> : Correspondence with—	
Fletcher, Nathan, midshipman.....	540
McElroy, Archibald, Lt.....	540
Masters of vessel requesting convoy.....	427, 428
Navy, Secretary of.....	79-82, 218-220, 256, 267, 268, 277, 326-328, 345-348, 384-386, 425-428, 495, 496, 516, 543-545
Wall, Job, U. S. consul, St. Bartholomew.....	561
Willings & Francis.....	430
<i>Delaware</i> to be under command of.....	495
Has captured a privateer and an American schooner.....	495
Knight, William, appointed lieutenant on <i>Eagle</i> .....	220, 221
Not to go out in <i>Ganges</i> again.....	384
Orders and instructions for.....	267, 268, 277, 384-386, 495, 496, 516
Orders and instructions to—	
Dubose, J. L., midshipman.....	429, 430
Evans, Samuel, midshipman.....	78, 79
Love, John, master's mate.....	79
Pitchar, Captain, navigator of prize schooner <i>Vainqueur</i> .....	430, 431
Woodruff, Abner, midshipman.....	461, 462
Picture of.....	Facing page
Prisoners, exchange of.....	277
Provision ship for, to be convoyed by <i>Delaware</i> .....	514
Provisions for, in brig <i>Fame</i> .....	521
Ranks next to Captain McNeill in West Indies.....	200
References to.....	66, 142, 176, 178, 185, 199, 200, 206, 223, 225, 234, 245, 246, 248, 269, 272, 339, 344, 380, 389, 494, 497, 498, 500, 519, 550
Reports from.....	79-82, 218-220, 326-328, 345-348, 425-428, 543-545
See <i>Ganges</i> , U. S. S.	
Senior officer in West Indies.....	219
To have part of West India force under him.....	50
U. S. ships have put to sea.....	256
Vessels under command of, in West Indies.....	268
Will probably be senior officer in West Indies.....	244
Tingey, Thomas, Mrs.....	256
Titcomb, Michael, Lt., member of court to try Lt. John B. Cordis.....	413
Tittle, John, master of vessel requesting convoy.....	427
Toibort, Captain. See Talbot, Silas, Capt., U. S. N.	
Torrey (Torry), Joseph, Lt., <i>Constitution</i> .....	350, 414, 419, 554
Torrien, Augustin, French prize master on ship <i>Eliza</i> .....	80

	Page
Tortola, schooner <i>Polowmac</i> captured and taken to.....	562
<b>Toussaint, General:</b>	
Arrangements for commercial relations with St. Domingo.....	70-72
Controls area between Monte Christi and Petit Goave, St. Domingo....	127
Hostilities with Rigaud in St. Domingo.....	389-393
Opposed invasion of Jamaica.....	236
References to.....	75, 105, 193, 235, 236, 238, 272, 301-303, 402, 538, 553
Renewal of trade with St. Domingo.....	452, 453, 463
<b>Towers, Michael</b> , private, U. S. M. C., <i>Constitution</i> .....	447
<b>Towers, Nehemiah</b> , private, U. S. M. C., <i>Constitution</i> .....	448
<b>Towle, Ebenr.</b> , marine, death of.....	180
<b>Townsend, Mr.</b> , anchors.....	232, 381
<b>Tracy, Mr.</b> , Senator.....	491
<b>Trade</b> , American, prospects good in Mediterranean.....	364
<b>Trask, Benjamin</b> , armourer's mate, <i>Constitution</i> .....	446
<b>Traveller, Captain Billups</b> .....	523
<b>Treasury, Secretary of</b> , Oliver Wolcott:	
Correspondence with—	
Collectors of Customs.....	409, 410
Lincoln, Benjamin, collector.....	323
Navy, Secretary of.....	37, 220, 256, 295, 298, 393, 464, 465, 483
Olney, Jeremiah, collector.....	284
References to.....	24, 234, 366, 476, 481, 491
<b>Treasury Department</b> , Custom House records, data obtained from.....	323
<b>Treasury Department</b> , General Accounting Office, data obtained from....	383
<b>Treaty with King of the Two Sicilies</b> .....	364
<b>Treenails for ship construction</b> .....	11, 12
<b>Trenton, N. J.</b> , suitable for removal of civil officers to.....	476
<b>Trexen, Captain</b> . See Truxtun, Thomas, Captain, U. S. N.	
<b>Triumph</b> , schooner, Captain Mather, sold to Henry Basden at Curacao....	522
<b>Trois Amis</b> , schooner.....	522
<b>Trumbull, Continental frigate</b> .....	425
<b>Trumbull, U. S. S.</b> , name given to ship being built at Norwich, Conn.....	502
<b>Truxtun, Thomas, Capt.</b> , U. S. frigate <i>Constellation</i> :	
Address to his ship's company.....	366, 367
Arrived at Hampton Roads.....	272
Carriages for carronades.....	524
Complaint of Captain Giles, schooner <i>Betsy</i> , against Captain H. B. M. S. <i>Daphne</i> .....	135-141
Conduct has given universal satisfaction.....	246
Correspondence with—	
Benbridge, Henry, prize agent.....	360
Berridge Allicott & Co., agents for British ship <i>Brothers</i> .....	67
Biddle, Charles.....	524, 525
Clarkson, David M., agent, St. Kitts.....	29, 30, 142, 143
Commanding Officer of <i>Insurgent</i> .....	405, 406
Desfourneaux, General.....	60, 61
Fox, Josiah, naval constructor.....	388
Harvey, Henry, Vice Admiral, H. B. M. Royal Navy.....	137
Haur, William.....	396
Henry, Isaac, surgeon, U. S. N.....	532
Matson, Richard, Capt., H. B. M. S. <i>Daphne</i> .....	138, 139
Navy, Secretary of.....	22-24,
49-52, 56, 74, 77, 78, 142, 199, 200, 206, 210-215, 245-247, 253-	
255, 260, 261, 285, 286, 298, 313, 322, 340, 358, 378, 388, 453-455,	
463, 480, 510, 514, 520, 539, 541, 542, 567, 568.	
Pennock, Wm., navy agent, Norfolk, Va.....	287, 386, 405, 406
State, Secretary of.....	135, 136
Sterrett, Andrew, Lt.....	287
Watson, James, navy agent.....	455, 456
Crews of <i>Constellation</i> and <i>Insurgent</i> , pay of.....	246
Disposition of naval forces.....	245, 246
Documents relative to prizes sent to Secretary of Navy.....	367
Expedition completed, will return to U. S. for refitting.....	213

Truxtun, Thomas, Capt., U. S. frigate <i>Constellation</i> —Continued.		Page
Extracts from journal of		3,
	10, 12, 16, 20, 25, 31, 32, 38, 41, 43, 44, 46, 54, 58, 63, 66, 69, 92, 95, 98, 114, 119, 122, 155, 158, 160, 163, 173, 175, 182, 184, 191, 197, 203, 209, 214, 224, 450.	
Guns for vessel of		376
Instructions for recruiting for <i>Constellation</i>		260, 261
May be senior officer in active service		132
May command <i>President</i>		329
Men taken down with prison fever		520
New command for		247
Notice to crew of expiration of enlistments		217, 218
Officers and men for frigates		298
Orders and instructions to—		
Archer, John, Lt., U. S. N.	21, 22, 286,	352
Barron, Samuel, Capt., U. S. N.	21, 130,	131
Bright, Francis, Capt., U. S. N.		131
Brooks, Lieutenant, U. S. N.		286
Campbell, Hugh G., Capt., U. S. R. C. <i>Eagle</i>	73, 129,	130
Carson, Mr.		352
Fisher, John T., Sailing Master, U. S. N.		106
Garretson, Isaac, purser	404,	456
Gay, John, U. S. Agent		106
Herbert, Joshua, midshipman, U. S. N.		406
<i>Norfolk</i> , U. S. brig		130
Rodgers, John, Lt., U. S. N.	30, 31,	166, 217
Speake, Josias M., Lt., <i>Richmond</i>	31, 73, 129, 130,	412
Sterrett, Andrew, Lt., U. S. N.		429
Wells, Robert, Lt., <i>L'Insurgente</i>		406
Pay of crews of vessels under		247
Provisions for ships of		247
Recruiting for <i>Constellation</i>	260, 261, 286,	352
References to		5,
	23, 40, 52, 56, 84, 140, 185, 201, 218, 219, 220, 232, 234, 243, 244, 248, 249, 252, 265, 267, 268, 273, 300, 312, 327, 333, 344, 359, 384, 385, 394, 400, 401, 405, 411, 450, 512, 514–516, 527, 537, 550–552, 560, 565.	
Relative rank of		120, 157, 158, 340, 400, 401, 463, 474, 475, 479, 490–492, 528–532, 542, 567, 568.
Resignation of, referred to		227
See <i>Constellation</i> , U. S. frigate.		
Ships to be under command of, list of		50
Stores shipped to		57
Talbot, Lieut., to be advised of best method to get on <i>Richmond</i>		539
Thanks to officers and men of <i>Constellation</i> for capture of <i>Insurgent</i>	318, 319, 366,	367
To be employed on our coast		550
To take his ship to New York for recruiting		322
Vessels under Barry to be transferred to		47
Vessels under command of		199
Will not be sent on service to meet with Captain Talbot		273
<b>Truxtun, Thomas, Mrs.</b>		455
<b>Tryon, Moses, Capt., U. S. S. <i>Connecticut</i>:</b>		
<i>Connecticut</i> to be commanded by		312
Correspondence with Secretary of Navy		267
Instructions for recruiting for <i>Connecticut</i>		267
Men and equipment for his ship		115
Officers recommended by		91
References to	87, 332,	422
Regulations of the Navy for		535
See <i>Connecticut</i> , U. S. S.		
<b>Tucker, fifer, U. S. M. C.</b>		472
<b>Tucker, George</b>		171
<b>Tucker, Samuel, recommended for appointment as captain</b>		525
<b>Tuckerman, Henry T.</b>	475,	479
<b>Tuonne Venner, Master H. P. Schmeit, spoken by Pickering</b>		117

	Page
<b>Tufts, Turell</b> , U. S. consul, Paramaribo:	
Cayenne, conditions at.....	153, 154
Correspondence with—	
Navy, Secretary of.....	307
State, Secretary of.....	26-28, 153, 154, 192, 357, 358
Extracts from letter of, to Secretary of State.....	192
Supplies for <i>Portsmouth</i> .....	304, 307
Trade with Cayenne discussed.....	192
<b>Tunis:</b>	
Demand for jewels, cruiser, etc., to be met speedily.....	288, 289
Treaty with, sent on <i>Sophia</i> .....	288
<b>Tupper, John</b> , seaman, <i>Insurgent</i> .....	254
<b>Tupper, Peleg</b> , master of vessel requesting convoy.....	427
<b>Tuscany, Italy</b> , regained by Grand Duke.....	571
<b>Tuttle, Andrew</b> , master of schooner <i>Betsey</i> .....	500
<b>Twist, Benjamin</b> , quarter gunner <i>Constitution</i> .....	446
<b>Two Friends</b> , sloop, Captain Bennett:	
Extract from log book.....	163
Stopped by ship <i>Nancy</i> .....	163
<b>Tyler, John</b> , master of brig <i>Polly &amp; Betsey</i> .....	489
<b>Tyrrell, Edwd.</b> , quarter gunner, <i>Ganges</i> , entered on <i>United States</i> .....	374
<b>Tyson</b> , captain of <i>Olive</i> .....	296
<b>Tyson, John</b> , Mansion House at St. Christopher.....	16
<b>Union</b> , cartel:	
Dispatched for exchange of prisoners.....	145-149
Exchange of prisoners at Guadeloupe.....	159, 160
Hired by Lieutenant Preble.....	146
Ingraham, J., Lt., orders to, for exchange of prisoners.....	145, 159, 160
Master of <i>Pickering</i> to repair on board.....	156
<b>Union</b> , prize schooner, Lt. John Archer:	
Archer, John, Lt., orders to.....	21, 22
Arrived at Philadelphia.....	156
Bearing dispatches for Secretary of Navy.....	21, 22
Disposition of documents and cargo.....	22, 23
Documents, etc., found on board, list of.....	23
McDonough, James, midshipman, passenger on board.....	24
Merchandise carried by.....	23
Prize of <i>Constellation</i> .....	23, 78, 360, 525
Sale of cargo of, memorandum.....	29, 30
<b>Union sloop</b> , Capt. Lewis Bosworth, captured by French schooner <i>Alliance</i> .....	181
<b>United States</b> , U. S. frigate, Capt. John Barry:	
Anchored in Prince Rupert Bay.....	54
Anchors for.....	190, 305, 306
Arrived at Philadelphia.....	176
Arrived at St. Pierre.....	43
Artillery company to be taken to Charleston by.....	261, 428
Barron, James, Capt., to be second in command.....	429
Barry, Captain, continues in command of.....	247
Beef and pork for.....	187
Beef not of best quality.....	305
Bowsprit for.....	401, 428
Campbell, Daniel, seaman, to enter on.....	295
Clothing for marines on.....	241
Complement of.....	215
<i>Constitution</i> in company with.....	70, 76, 82, 83, 87, 89
Convoy duty.....	66, 76, 82, 83, 87
Cruising ground.....	428, 429, 538, 552
European cruise—	
Contemplated for.....	399, 400, 401, 428
Given up.....	552
Guns for.....	324, 354, 405
In one of home ports.....	234, 252
<i>Le Tartuffe</i> , French vessel, captured by.....	382
Officers for.....	371
Orders and instructions for.....	428, 429, 552
Preparation for four months' cruise with <i>Constitution</i> .....	428
Preparation for service to be hastened.....	177, 349

<b>United States, U. S. frigate, Capt. John Barry—Continued.</b>		<b>Page</b>
Prisoners landed from.....		404
Recruiting of new crew to be hastened.....		177
References to.....	46, 63, 64, 77, 85, 252, 402,	535
Report of state of.....		317
Sails for.....		221
Sale of damaged provisions.....		300
<i>See Barry, John, Capt., U. S. N.</i>		
Shot for.....	324,	411
Stores must be accounted for.....		215
Talbot, Silas, Capt., may command.....		120
To receive on board part of crew of <i>Ganges</i> .....		374
To return to Delaware River.....		47
Will be kept on the coast.....		186
Will be manned before arrival of other ships.....		51
<b>Unity, H. B. M. S.:</b>		
Convoy duty.....		64
Spoken by <i>Constellation</i> .....		92
Spoken by <i>Pickering</i> .....		176
<b>Uran [or Uraan], Thomas, ordinary seaman, <i>Constitution</i>.....</b>		<b>446</b>
<b>Uropa, Capt. Stephenson, escorting British convoy.....</b>		<b>410</b>
<b>Urquhart, Mr., supercargo of a vessel.....</b>		<b>61</b>
<b>Ushard, William, ordinary seaman, <i>Constitution</i>, deserter.....</b>		<b>446</b>
<b>Utterburn, Richard Henry, prisoner delivered on board the <i>Barber</i>.....</b>		<b>49</b>
<b>Uznarde. <i>See</i> Yznardi.</b>		
<b>Vainqueur, French privateer:</b>		
Captured by <i>Ganges</i> and <i>Norfolk</i> .....		345-348
Dubose, J. L., midshipman, appointed prize master.....	426, 429,	430
Parted company with <i>Ganges</i> .....		543
Pitchar, Captain, and part of crew of <i>Ganges</i> put on board.....		426
Reference to.....		iii
Willings & Francis given charge of.....	429-	431
<b>Vandeput, British Admiral.....</b>		<b>42</b>
<b>Vander Horst, Elias, U. S. consul, Bristol:</b>		
Correspondence with—		
King, Rufus, U. S. Minister.....		450
State, Secretary of.....	316,	317
<b>Van Ranselair, Lt., U. S. S. <i>George Washington</i>.....</b>		<b>379</b>
<b>Vanschaick, Sybrant, midshipman, <i>Constitution</i>.....</b>		<b>274, 446</b>
<b>Vaughan, Prince, seaman, <i>Constitution</i>.....</b>		<b>446</b>
<b>Vengeance, H. B. M. S.....</b>	58, 114,	122
<b>Very, James, captain of brig <i>Industry</i>.....</b>		<b>358</b>
<b>Vessels:</b>		
Algerian. <i>See</i> Algeria.		
British. <i>See</i> Great Britain.		
French. <i>See</i> France.		
Spanish. <i>See</i> Spain.		
United States—		
Merchant—		
Captured and held by British ships of war.....	151,	152
Commissions for private armed.....		284
Encounters with privateers. <i>See</i> engagements.		
In convoy of <i>Pickering</i> .....		224
Recaptured. <i>See</i> Prizes.		
Recaptured, U. S. claims no part of salvage.....	330,	331
Should carry boarding nettings and more men.....		523
Revenue Cutters, <i>See</i> Revenue Cutters.		
Ships of war—		
Anchored in Bassatterre Roads, list of.....		225
Baltimore merchants building.....		160
Baltimore to build 2 schooners.....		113
Captures made by. <i>See</i> prizes.		
Congress building at Portsmouth, N. H.....		376
Construction of ships of 18 guns.....	14, 15, 19, 38,	107, 113
Construction of ships of 74 guns.....	107, 242,	243
Employed too much in convoying.....		112
Employment of.....	234, 235, 252, 294, 295,	339, 343, 344, 353, 399, 400, 495, 496, 500, 550-552, 559, 560

## Vessels—Continued.

## United States—Continued.

## Ships of war—Continued.

Encounters with French privateers. <i>See</i> engagements.	Page
Frigate building by merchants of Philadelphia	372, 422
Frigate ( <i>President</i> ) building at New York	329
Frigates considered for European cruise	399, 400, 401, 428, 520
Galley building at Beaufort, S. C.	376, 377, 378
Instructions to those in West Indies	244
Operating in West Indies	49-51, 234, 268, 272, 273, 344
Ordered to cruise in search of privateer reported off Egg Harbor	511, 512, 514, 515
Purchased ships carry their guns too low	507, 508
Six brigs authorized by Congress	90
Suggested for raid on coast of Spain and France	161
Summary of employment	234
Timber for 74-gun ships	37, 493
Too many in home ports	285
Would protect our trade in Mediterranean	571
<b>Vetsel</b> [or <b>Vetsell</b> ], <b>Andrew</b> , seaman, <i>Constitution</i> , deserter	446
<b>Vial</b> , <b>Winchester</b> , seaman, <i>Aurora</i>	471
<b>Vilkins</b> , <b>Thomas</b> , prisoner delivered on board the <i>Barber</i>	49
<b>Virginia</b> , U. S. R. C., Capt. Francis Bright:	
Assisted in capture of <i>Lewis</i>	143
Complaint against captain of	396
Complement sufficient for	295
<i>Constellation</i> accompanied by	77
Convoy duty	122, 210, 211
Dispatches for Secretary of Navy	243
In one of home ports	252
In West Indies	234
Lying at Fort Mifflin	245
Orders and instructions for	131
References to	73, 218, 245
<i>See</i> Bright, Francis, Capt.	
Unfit for Navy service	295
<b>Vlack &amp; Co.</b> , <i>Aurora</i> , fired into by H. B. M. S. <i>Latona</i>	342, 343
<b>Volunteer</b> , French frigate	63, 78, 249
<b>Waddel</b> , captain of <i>Apollo</i>	270
<b>Wadsworth</b> , <b>Charles</b> , purser, <i>United States</i> :	
Correspondence with Secretary of Navy	374
Money will be furnished to	215
To receive on board part of crew of <i>Ganges</i>	374
<b>Wake</b> , <b>James</b> , impressed on board H. B. M. S. <i>Surprize</i>	57, 58
<b>Wakefield</b> , <b>George</b> , captain of brig <i>Robertson</i> , protest of	354-356
<b>Walden</b> , <b>Robert</b> , quarter-gunner, <i>Constellation</i>	286
<b>Walker</b> , <b>John</b> , seaman, <i>Aurora</i>	471
<b>Walker</b> , <b>Robert</b> . <i>See</i> Patten & Walker.	
<b>Walker</b> , <b>Samuel</b> , fifer, U. S. M. C., <i>Constitution</i>	447
<b>Walker</b> , <b>Simon</b> , carronades to be purchased from	324, 353
<b>Walker and Patten</b> . <i>See</i> Patten & Walker.	
<b>Wall</b> , <b>Job</b> , U. S. consul, St. Bartholomew:	
Activities of French privateers	433, 434
Correspondence with—	
State, Secretary of	433, 434
Tingey, Thomas, Capt., U. S. N.	561
References to	181, 347
<b>Wander</b> , <b>John Andrews</b> , able seaman, <i>Ganges</i> , entered on <i>United States</i>	374
<b>War</b> , <b>Secretary of</b> , James McHenry:	
Correspondence with Secretary of Navy	261, 411, 453, 465
Guard for prisoners	278
Order from, for powder	290
References to	481, 491, 563
Shot requested from, for <i>United States</i>	411
<b>Ward</b> , <b>Dr.</b>	551
<b>Ward</b> , ship, Commander Thomas Marlow	147
<b>Ward</b> , <b>C.</b> , seaman, <i>Aurora</i> , wounded	471

	Page
<b>Ward, Ferrin</b> , ordinary seaman, <i>Constitution</i> .....	447
<b>Wardell, Jno.</b> , Capt., brig <i>Rebecca</i> .....	128
<b>Warfield</b> , [Anderson], surgeon.....	338
<b>Warnem, Hebenis</b> , prisoner delivered on board the <i>Barber</i> .....	49
<b>Warner</b> , Captain, sloop <i>Mary</i> .....	80
<b>Warner, Nehemiah</b> , ordinary seaman, <i>Constitution</i> .....	447
<b>Warnick, William</b> , seaman, <i>Constitution</i> .....	446
<b>Warren</b> , captain of British sloop of war, <i>Shark</i> .....	343
<b>Warren, Nathaniel</b> , ordinary seaman, <i>Constitution</i> .....	447
<b>Warren, U. S. S.</b> , Master Commandant Timothy Newman:	
Newman, Timothy, ordered to command.....	468, 469
To be name of vessel building at Newburyport.....	178
<b>Warrick, James</b> , seaman, <i>Insurgent</i> .....	254
<b>Washington (George)</b> , General:	
Present at launching of <i>John Adams</i> .....	308
References to.....	530, 565, 567
Suspended pay and subsistence of Captain Talbot.....	528
<b>Washington, D. C.:</b>	
Out of question for moving offices to.....	476
74-gun ship to be built at.....	242, 243
<b>Waters, Joseph</b> , navy agent, Salem, Mass.:	
Correspondence with Secretary of Navy.....	121, 306, 307, 368
<i>Essex</i> , U. S. S.:	
Anchors and equipment for.....	121
Guns for.....	306, 307, 368-370
Kentledge for.....	190
<b>Watson, James</b> , seaman, <i>Constitution</i> , deserter.....	447
<b>Watson, James and Ebenezer</b> , Navy agents, New York:	
<i>Adams</i> , U. S. S., construction of, to be speeded.....	313
Anchors to be ordered from Mr. Townsend.....	232, 381
Beef and pork to be furnished by.....	187
Beef secured by, not of best quality.....	305
Camboose from, for <i>Connecticut</i> .....	115
Carronades bought by.....	520
Carronades for <i>United States</i> .....	405
Correspondence with—	
Navy, Secretary of.....	11,
12, 68, 187, 232, 305, 313, 324, 328, 329, 337, 339, 340, 353, 381,	
394, 405, 488, 494, 502, 508, 524.	
Truxton, Thomas, Capt.....	455, 456
Gun carriages for <i>Constellation</i> .....	329
Guns, etc., for <i>Essex</i> .....	306, 368
Guns and shot for <i>United States</i> .....	324
Guns for U. S. S. <i>Adams</i> .....	68
Guns in possession of, wanted for <i>Constellation</i> .....	329
Guns, muskets, etc., from <i>Governor Jay</i> .....	256
Guns of <i>Constellation</i> , exchange of.....	394
Guard for frigate building by.....	184
Money for recruiting by Lieutenant Watson.....	506
Money to be sent to.....	394
Provisions and money for <i>Richmond</i> .....	481, 482, 488
References to.....	79, 456, 457, 505, 507, 511
Treenails to be sent to Norfolk.....	63
<b>Watson, James P.</b> , Lt., U. S. N.:	
Men for <i>Insurgent</i> .....	494, 502, 551
Orders and instructions to.....	456, 457, 506
Recruiting instructions from Captain Murray.....	456, 457
Recruits to be taken to Norfolk.....	506
References to.....	371, 411, 496
<b>Watts, John</b> , captain of ship <i>Planter</i> .....	486
<b>Weaver, James</b> , Lt., U. S. M. C.....	84, 85, 457, 458, 480
<b>Webber, Benjamin</b> , ordinary seaman, <i>Constitution</i> .....	446
<b>Webster, John</b> , master and owner of <i>Nymph</i> .....	117
<b>Wederstrandt, [P. C.]</b> midshipman, prize schooner, <i>Diligente</i> .....	62
<b>Weedon, Jonathan</b> , private, U. S. M. C., <i>Constitution</i> .....	448



	Page
Welch, John, boy, <i>Constitution</i> .....	446
Welch, John, prisoner delivered on board the <i>Barber</i> .....	49
Welch [or Welsh], Thomas, seaman, <i>Constitution</i> .....	446
Weldon, marine, deserted from <i>Ganges</i> .....	223
Weldon, John, ordinary seaman, <i>Constitution</i> , in <i>Amalia</i> .....	447
Wells, James, surgeon, commission for.....	91
Wells, Robert, Lt., U. S. S. <i>L'Insurgente</i> ..... 354, 373, 388, 406, 411,	496
Welsh [or Welch], Thomas, seaman, <i>Constitution</i> .....	446
Welsh, William, ordinary seaman, <i>Insurgent</i> .....	255
Wescot [or Westcott], Jeremiah, quartermaster, <i>Constitution</i> , in <i>Amalia</i> .....	447
West, Captain.....	95
West, Captain of ship <i>Spy</i> .....	154
West, Edward, seaman, <i>Constitution</i> .....	26
West, John S., marshal, North Carolina:	
Correspondence with William Winder.....	178, 179
Prisoners, French, care of.....	178, 179
Westcott [or Wescot], Jeremiah, quartermaster, <i>Constitution</i> , in <i>Amalia</i> .....	447
West Indies:	
Instructions for employment of, U. S. vessels in.....	49-51
Instructions to commanders of public armed vessels.....	244
Less vessels to remain in during winter.....	112
Piracy in, to be suppressed.....	108, 109
Vessels, U. S., operating in.....	49-51, 234, 268, 495, 496, 500
West Indies Area, map of.....	Facing page
Weston, Barzilla, master of schooner <i>Delaware</i> .....	425
Weyman, Jacob.....	295
Weymouth, armed schooner.....	548, 549
Wharton, Thomas, Lt., U. S. M. C.:	
Orders and instructions to.....	394
Prisoners, French, to be delivered to.....	282
Wheaton, Samuel, master of schooner <i>Orange</i> , capture by French privateer protested.....	112
Wheeler, Joseph, ordinary seaman, <i>Constitution</i> .....	447
Wheeler, Stephen, boy, <i>Constitution</i> .....	447
Wheelright, Abraham, et al., committee for building <i>Merrimack</i> .....	53
Whetstone, William, assisted in recapture of schooner <i>Hope</i> .....	470
White, captain of British sloop of war <i>Albicare</i> .....	168
White, Mr.....	558
White, Isaac, owner of brig <i>Industry</i> .....	358
White, Jos., Capt., brig <i>Delaware</i> .....	128
White, Luther, quarter gunner, <i>Boston</i> .....	548
White, William, master of <i>Dolphin</i> .....	323
Whitehouse, Stephen, master of vessel requesting convoy.....	427
Whiteley [or Whitely], Andrew, seaman, <i>Constitution</i> .....	446
Whitmore, Jacob, quarter gunner, <i>Constitution</i> .....	446
Whitney, Henry and Stephen, part owners of <i>Fair American</i> .....	108, 117
Whitney, John, sailmaker, <i>Boston</i> .....	548
Whitney, Rheuben [or Reuben], private, U. S. M. C., <i>Constitution</i> .....	448
Whitney, Stephen, supercargo on <i>Fair American</i> .....	108, 118
Wigglesworth, friend of General Maitland.....	168, 460
Wildor, Joseph, master's mate, acting, <i>Boston</i> , in <i>Weymouth</i> .....	549
Wilkey, Thomas, Lt., <i>Delaware</i> :	
Orders to.....	351
Recruiting for <i>Delaware</i> .....	351, 403
Willcocks, Charles, U. S. citizen, employed on French privateer <i>L'Intrepide</i> .....	202, 203
Willett.....	404
William, schooner, foundered.....	395
William L. Clements Library, University of Michigan, acknowledgment to.....	iii
Williams, captain of French privateer, chased by <i>Constellation</i> .....	10
Williams, U. S. M. C., Lt. in command of marines on <i>Richmond</i> .....	526, 527
Williams, George, Boatswain, U. S. S. <i>Delaware</i> .....	497
Williams, Isaac, seaman, <i>Insurgent</i> .....	254
Williams, John, seaman, <i>Insurgent</i> .....	254

	Page
<b>Williams, Joseph</b> , order on, for powder.....	290
<b>Williams, Richard</b> , seaman, <i>Constitution</i> .....	446, 447
<b>Williams, Thomas</b> , Capt., U. S. brig <i>Norfolk</i> :	
Correspondence with Secretary of Navy.....	25, 267
May take <i>Augusta</i> to Boston for fitting out.....	405
Reference to.....	130
Resignation of, accepted.....	267
<i>See Norfolk</i> , U. S. S.	
<b>Williams, Thomas</b> , seaman, <i>Constitution</i> .....	446
<b>Williams, Wm.</b> , mate, ship <i>Ann</i> , deposition concerning capture.....	397, 398
<b>Williams, William</b> , 3d officer, <i>Aurora</i> , wounded.....	471
<b>Willings &amp; Frances</b> ; agents, Phila.:	
Correspondence with Capt. Thomas Tingey.....	430
<i>Vainqueur</i> , prize sloop, put in charge of.....	79, 429, 430
<b>Willis, William</b> , U. S. vice consul, Barcelona, Spain:	
Correspondence with Secretary of State.....	571, 572
Reference to.....	229
<b>Williston, Joseph</b> , midshipman, <i>Boston</i> .....	549
<b>Wilmington, Del.</b> , not safe from disease if Philadelphia is not.....	476
<b>Wilson, David</b> , seaman, <i>Insurgent</i> .....	254
<b>Wilson, John</b> , boatswain, prize money due.....	524, 525
<b>Wilson, John</b> , ordinary seaman, <i>Insurgent</i> .....	254
<b>Wilson, John</b> , seaman, <i>Constitution</i> .....	447
<b>Wilson, Probus</b> , master of schooner <i>Amiable</i> .....	38
<b>Winchester, H.</b> , master of vessel requesting convoy.....	427
<b>Winder, William</b> , Accountant of the Navy:	
Accounts for purchase and equipment of brig <i>Richmond</i> .....	101-103
Certificates for subscribers to loan for building <i>Merrimack</i> .....	53
Correspondence with—	
Granbury, John, Norfolk, Va.....	101-103
Higginson, Stephen, navy agent, Boston.....	208
Navy, Secretary of.....	29
West, John S., marshal, North Carolina.....	178, 179
References to... 14, 259, 260, 291, 305, 319, 403, 408, 423, 449, 467, 494, 569	
<b>Windes</b> , marine.....	527
<b>Winn, Timothy</b> , purser, <i>Scammel</i> , orders and instructions to.....	431
<b>Winter, William</b> , ordinary seaman, <i>Insurgent</i> .....	254
<b>Wiskers, William</b> , marine, <i>Insurgent</i> .....	255
<b>Wither [or Wyther]</b> , Francis John, boy, <i>Constitution</i> .....	446
<b>Wolcott, Oliver</b> . <i>See</i> Treasury, Secretary of.	
<b>Wood, Elijah</b> , seaman, <i>Constitution</i> .....	447
<b>Wood, John</b> , ordinary seaman, <i>Insurgent</i> .....	254
<b>Wood, Thomas</b> , steward, <i>Constellation</i> .....	286
<b>Wood, William</b> , lieutenant of brig <i>Genius</i> .....	562
<b>Woodruff, Abner</b> , midshipman, appointed to take charge of prize <i>Young</i>	
<i>George</i> .....	461, 462
<b>Woods, Mr.</b> .....	348
<b>Woods, James</b> , Bordeaux.....	75
<b>Wright, John</b> , seaman, <i>Constitution</i> .....	447
<b>Write, John</b> , ordinary seaman, <i>Constitution</i> .....	447
<b>Wyatt, Jonathan</b> , ordinary seaman, <i>Constitution</i> .....	446
<b>Wyer, John</b> , sailmaker's mate, <i>Boston</i> .....	548
<b>Wyer, Jonathan</b> , ordinary seaman, <i>Constitution</i> , deserter.....	446
<b>Wynkoop, Dyre S.</b> , Lt., U. S. M. C.:	
Correspondence with Wm. W. Burrows.....	513
Orders and instructions to.....	367, 368
Reference to.....	292
Report of arrival of marines at Charleston, S. C.....	513
To take command of marines on <i>South Carolina</i> .....	367
<b>Wyther [or Wither]</b> , Francis John, boy, <i>Constitution</i> .....	446
<b>Yellott, Jeremiah</b> , navy agent, Baltimore, Md.:	
Agency finished when ships are completed.....	338
Correspondence with—	
Murray, Alexander, Capt., U. S. N.....	221
Navy, Secretary of.....	97,
100, 101, 113, 160, 319, 320, 335, 338, 381, 507, 508, 545, 546	

	Page
<b>Yellott, Jeremiah</b> , navy agent, Baltimore, Md.—Continued.	
Equipment of vessels building at Baltimore.....	100, 101
Marine clothing, remittance for.....	160
<i>Maryland</i> to be equipped.....	319, 320
Prize to <i>Delaware</i> , disposition of.....	97
References to.....	112, 222, 335, 569
Slops may in future be furnished by pursers.....	381
Two schooners to be built by.....	113
<b>Young</b> , captain of Boston, Mass.....	558
<b>Young, Henry</b> , Capt., assisted in recapture of schooner <i>Hope</i> .....	470
<b>Younger</b> . See Lamb & Younger.	
<b>Younger, William</b> , private, U. S. M. C., <i>Constitution</i> .....	448
<b>Young George</b> , brig:	
Captured by <i>Ganges</i> .....	543, 561
Disposition of cargo of.....	461, 462
<b>Yznardi, Joseph</b> , U. S. agent, Havana:	
Correspondence with—	
Navy, Secretary of.....	360
State, Secretary of.....	5-7
References to.....	111, 144
<b>Yznardy, Joseph</b> , pro consul, Cadiz:	
Capture of <i>Rufus</i> protested before.....	483, 484, 486
Capture of <i>Sally</i> protested before.....	515, 518
Condemnation of <i>Rufus</i> .....	486
References to.....	172, 197, 354, 356, 396-398

