

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

**Volume IV**

**Naval Operations  
from August to December 1799**

**United States  
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Washington, 1936**

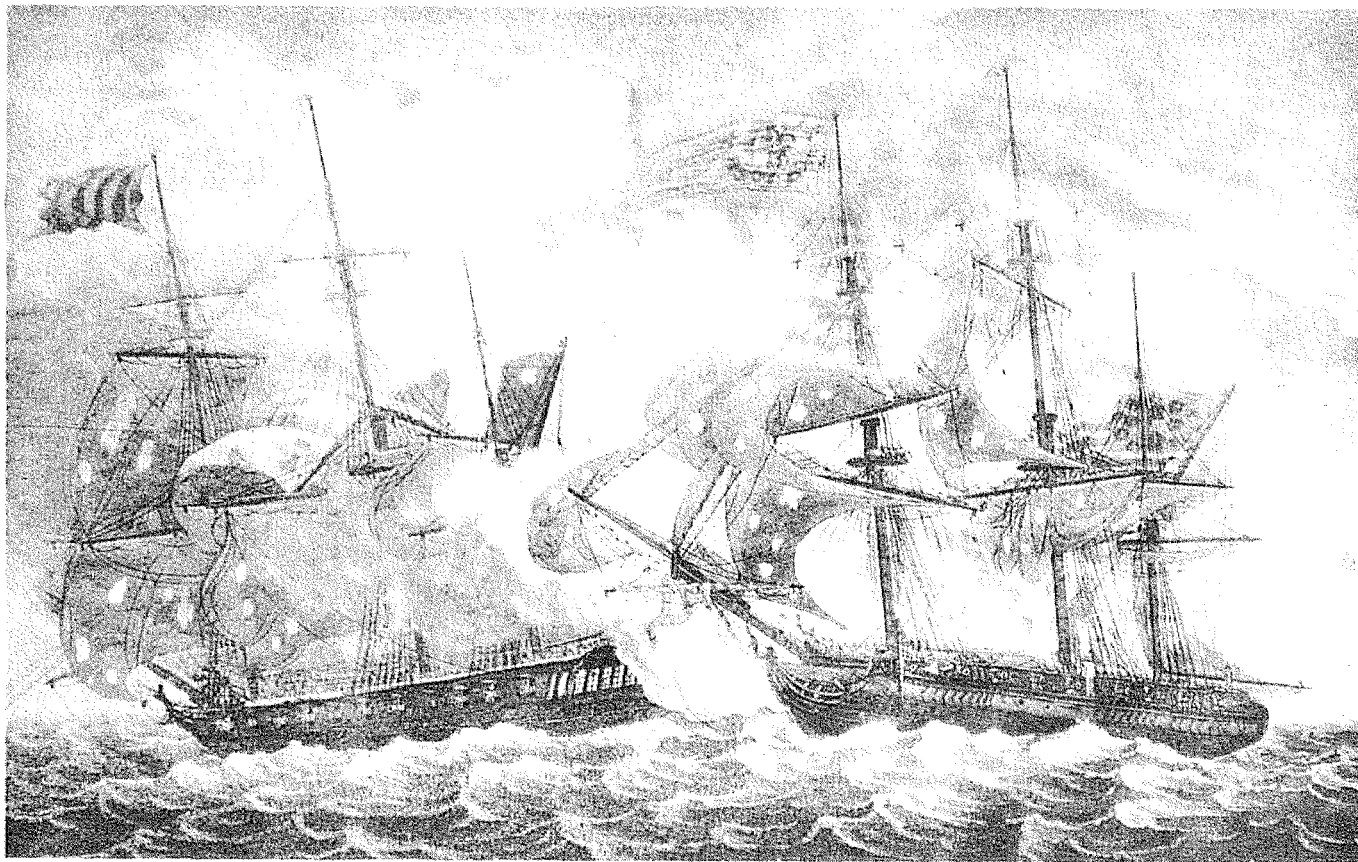
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**NAVAL OPERATIONS**  
**FROM AUGUST 1799 TO DECEMBER 1799**  
**QUASI-WAR WITH FRANCE**



AMERICAN MERCHANT SHIP PLANTER BEATING OFF A FRENCH PRIVATEER. JULY 10. 1799.

# NAVAL DOCUMENTS

RELATED TO THE

## QUASI-WAR BETWEEN THE UNITED STATES AND FRANCE



## NAVAL OPERATIONS

FROM AUGUST 1799 TO DECEMBER 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 3, 1936*



UNITED STATES  
GOVERNMENT PRINTING OFFICE  
WASHINGTON : 1936



## PREFACE

This is the fourth volume of a projected series of early documentary material dealing with American naval history. It covers naval operations from 1 August 1799, to 31 December 1799, inclusive, during the quasi-war with France (1798-1801).

Among the events included herein are the capture of the following French privateers by vessels of the United States Navy: *Ocean*, *Onze Vendemiaire*, *L'Esperance*, *Italie Conquise*, and 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 material pertaining to engagements between American armed merchantmen and French privateers.

The same chronological arrangement of documents is followed as in the three 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, abbreviations, etc., are reproduced as they are found in the originals or in the copies on file. It should be noted, however, that the spelling of proper names is sometimes inconsistent and that capitalization and punctuation as found in the copies may not always be identical with the originals.

Sincere thanks are due to the following individuals and activities, not mentioned in the preceding volumes, who have kindly cooperated in this work: Captain D. C. Bingham, U. S. N.; Mr. Arnold G. Talbot; Colonel George F. Sever; the late Major E. W. R. Ewing; Mr. Stephen B. Luce; Miss Nannie D. Barney; the Office of the U. S. Naval Attaché, Paris; Miss Josephine Brown; Mrs. Truxtun Beale; and Mr. J. Lovell Little.

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

The First Volume includes the period from February 1797 to October 1798. In addition to many other 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 during the year 1798. Such information as the names of masters and other officers, number of crew, tonnage, guns carried, registry ports, etc., is given when available, together with interesting details of encounters between armed merchant vessels and French privateers.

The Third Volume includes the period from April to July 1799, inclusive. It contains documentary material related to the early organization of our naval forces, the establishing of bases in the Caribbean area, operations of our Navy incident to the protection of American commerce, and the activities of our armed merchant vessels.

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

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

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

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

DUDLEY W. KNOX,

*Captain, U. S. Navy (Retired),*

*Officer in Charge of Office of Naval Records and Library,*

*Navy Department.*

# ILLUSTRATIONS

Facing page

American Merchant Ship *Planter* beating off a French Privateer, July 10, 1799. Frontispiece

From a rare print entitled "A view of the American Merchant Ship *Planter*, beating off a French National Privateer of 22 guns July 10<sup>th</sup> 1799 —," and further inscribed "The ships fought for two glasses and a half, when the French Privateer sheered off to repair damages, and in one glass return'd with his Bloody Flag hoisted, with intention to Board, but was repulsed with great Slaughter. The Action lasted five glasses and a half, when the Privateer was completely Beat off". Reproduced by courtesy of President Franklin D. Roosevelt from an original in his collection.

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From a decoration on a punch bowl, circa 1800, in the possession of Mr. J. Lovell Little. Reproduced from a photograph furnished by courtesy of Mrs. Truxtun Beale and with the kind permission of the owner.

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Reproduced by courtesy of the Corcoran Gallery of Art, Washington, D. C. from the original engraving by St. Memin in their possession.

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Reproduced from the original in the James Sever Papers by courtesy of the Manuscripts Division, Library of Congress and of the owner, Colonel George F. Sever.

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Charles W. Goldsborough . . . . . 484

Reproduced by courtesy of the Corcoran Gallery of Art, Washington, D. C., from the original engraving by St. Memin in their possession. During the period of this volume Mr. Charles W. Goldsborough served as Clerk to the Secretary of the Navy. He later became Chief Clerk of the Navy Department.

Map of West Indies Area . . . . . 560





## ABBREVIATIONS INDEX TO SOURCES

Acct . . . . .	Accountant.
Acct 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.
Col. or Coll . . . . .	Collection or Collector.
Conn. HS . . . . .	Connecticut Historical Society, Hartford, Conn.
Cong. LB . . . . .	Letter Book of Correspondence between Secretary of the Navy and Congress.
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 Book, Navy Department Archives.
HS . . . . .	Historical Society.
HS of Pa . . . . .	Historical Society of Pennsylvania.
Inst. to Min . . . . .	Instructions to United States Ministers, State Depart- ment.
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 . . . . .	United States Marine Corps Archives.
MSB . . . . .	Marine Savings Bank, New London, Conn.
MR . . . . .	Muster Roll.
NA . . . . .	United States 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.
NR&L . . . . .	Naval Records & Library, Navy Department.
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 United States Treasury.
SC . . . . .	Spanish Claims, or Spanish Convention of 1819.
SDA . . . . .	State Department Archives.
Sec . . . . .	Secretary.
Spol. . . . .	Spoliation.
TDA or TD . . . . .	Treasury Department Archives.
USN . . . . .	United States Navy.
USS . . . . .	United States Ship.
VA . . . . .	Veterans' Administration.
XZ . . . . .	Navy Department Archive Symbol.

NOTE.—Access to the journal of the U. S. Ship *Merrimack* has been obtained through the Historical Society of Old Newbury by the kind permission of the owner, Miss Josephine Brown.



**NAVAL OPERATIONS**  
**FROM AUGUST 1799 TO DECEMBER 1799**  
**QUASI-WAR WITH FRANCE**



# NAVAL OPERATIONS

FROM AUGUST 1799 TO DECEMBER 1799

## QUASI-WAR WITH FRANCE

---

Presents given by the Underwriters at Lloyd's Coffee House, London, England, to the Officers and Crew of the Merchant Ship *Planter*, for her action with a French Privateer on 10 July 1799

"Our Readers, no doubt, remember the gallant action between the ship *Planter*, of Richmond, and a French privateer of superior force, (the account of which we long since published [\*]). We are happy in having it in our power to state the amount of the presents given by the underwriters at Lloyd's, to that ship's company.

"To the captain — One large silver cup, containing 1 gallon; two smaller do. containing 1 quart each, with a ladle neatly engraved on the edge with all the trophies of war. On one side of the cups is a representation of the engagement, and on the other this inscription:

'Presented by the underwriters at Lloyd's to Mr. David Maclure [†] master of the American ship *Planter*, of Richmond, as a token of their approbation of his exemplary bravery and perseverance in defending the said ship, and beating off an enemy of very superior force, on the 10th July, 1799'

And in cash 100 guineas.

"To the first Mate.....	50 guineas.
Second Mate.....	30 guineas.
Boatswain.....	20 guineas.
Gunner.....	20 guineas.
Sailors.....	8 guineas.
Sailors deeply wounded.....	15 guineas.
For sailors' friends that fell in the action..	50 guineas.
Two lady passengers.....	elegant gold watches.
Two gentlemen passengers.....	elegant swords."

[\* A copy of the letter of Captain John Watts, describing the action of 10 July 1799, is included in the third volume of "Naval Documents, Quasi-War with France" on pages 486 and 487. Efforts to establish date of this presentation have been unsuccessful.]

[† According to best information available John Watts was master of ship *Planter* at time of action.]

[LC, "Federal Gazette & Baltimore Daily Adv." (Balt., Md.) 31 January 1800.]

To Rufus King, U. S. Minister to London, from Elias VanderHorst, U. S. Consul,  
Bristol, England

BRISTOL Aug<sup>st</sup> 1<sup>st</sup> 1799.

DEAR SIR. I had the pleasure of writing you last on the 6<sup>th</sup> Ult<sup>o</sup> — the present is merely to inform you that the Masters of the American Vessels Named below have agreed to Sail in Concert from this Port for those mentioned against their names on the 10<sup>th</sup> Inst. at which time I know they will all be ready for Sea. I remain with great regard.

Dear Sir.

Your faithful & Obed<sup>t</sup> Serv<sup>t</sup>

ELIAS VANDER HORST

Ship *Forwell*, Cap<sup>t</sup> Stevens, 22 Guns, men answer, for Boston.  
Snow *Charlotte*, Cap Moffat 12 Guns D D. for Baltimore, Md.  
Ship *Charlotte*, Cap<sup>t</sup> Durmingergen, not armed, for Philadelphia.  
Ship *Federal-George*, Cap<sup>t</sup> Rathburn, not armed, for New York.  
There is now no other American Vessel here but the Brig *Neptune*  
Cap<sup>t</sup> Toulon, for New York, but she will wait Convoy.

RUFUS KING Esq<sup>r</sup>

Minister &c &c

of the U S of America London. }

[SDA. Bristol, Vol. 1, 1791–1799.]

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

[PHILADELPHIA]

Navy Department 1<sup>st</sup> August 1799

Captain THOMAS TINGEY  
of Ship *Ganges* — W Indies

SIR Captain Muldowney in the *Montezuma* goes from hence for the purpose of bringing from Saint Kitts the French Prisoners at that place or as many of them as he can bring — He is instructed to take his orders from you respecting them — The time for which his Crew entered will expire shortly — He is therefore ordered to return immediately — You have inclosed a duplicate of my Letter of 13<sup>th</sup> July by Captain Baker —

You should take all proper means to send in the Prisoners you capture — They are maintained at a great Expense in the Islands — Whenever a Prize is sent in, at least part of the Crew should be sent with her to give Evidence if necessary, and the Seamen sent from our Navy should always bring with them their Accounts with the Ship, at least a Certificate of the Balance due them on the day they are sent off, the omission of this is attended with great inconvenience—

I have the Honor to be

Sir

P. S. — I shall take care to have you releived in time for you to arrive here by the end of the year, for which your men enlisted sooner you must not calculate on —

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

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

U. S. FRIGATE *Insurgent* HAMPTON ROADS

1<sup>st</sup> August 1799

BENJ<sup>n</sup> STODDERT Esq<sup>r</sup>

DEAR SIR I have just now received your several enclosures, under date 22<sup>d</sup> Ult<sup>o</sup> and as I wrote to you a few days ago respecting our progress & Situation I have only now to inform you that I have my complement of Men within a very few, which will not detain me a moment after I have received your final orders, M<sup>r</sup> King has not yet made his appearance as fourth Lieutenant, but shall not wait for him, nor has the vessel yet arrived from Philadelp<sup>a</sup>

I hope to have this honor again in a few days hence, Commodore Barry is here which I presume you are advised of.

I am with great respect

Your most Obed<sup>t</sup> &c.

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

Circular from Secretary of the Treasury to Collectors of the Ports

TREASURY DEPARTMENT

August 1<sup>st</sup> 1799.

SIR, In pursuance of authority from the President of the United States, I have to inform you, that the Cutters and other vessels employed in the Service of the Revenue are hereafter to be distinguished from other vessels by an *Ensign and Pendant consisting of Sixteen perpendicular Stripes, alternate Red and White the Union of the Ensign to be, the Arms of the United States, in dark blue, on a White Field.*

You will be pleased to provide such Flags if any, as may be necessary in your District after which it will be proper to publish for the information of the Masters of Merchant Vessels the 102<sup>d</sup> Section of March 2<sup>d</sup>, 1799 entitled "An Act to regulate the Collection of duties on Imports and Tonnage" with a description of the Flag above-mentioned.

I am &c &c

Signed,

O. WOLCOTT.

The COLLECTOR  
OF THE PORT  
OF ———.

[SDA. Misc. L., Jul-Dec. 1799.]

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

Begins with fresh breezes & pleasant weather at ½ past 2 PM saw 2 sail to the Eastward at 6 S<sup>t</sup> Croix bore S W by S 6 Leag<sup>s</sup> in T G Sails at 7½ Boarded the Brig *Nancy* of & from Baltimore bound to Curracoa James Briggs Master — at 8 Made sail on a wind to the South<sup>d</sup>

Middle part D<sup>o</sup> weather at 7 AM saw Saba bearing N E b E 9 leagues

At Mer<sup>an</sup> Saba bore E by S 7 leagues  
 Latter part Steady breezes & pleasant    Employ beating to Wind-ward

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

---

Extract from Log of the Merchant Ship *Perseverance*, Thursday, 1 August 1799

First this 24 hours fresh breeze and pleasant    at 2 P M saw a Ship Standing to the Norward    at half past 3 P M tack'd Ship to the Sward    at 4 D<sup>o</sup> tack'd ship to the Nward    at half past 7 saw a sail to the N W standing to the Sward    at 8 we found her to be a lugger bearing down for us    at 9 got all ready for Engageing    at half past 9 she hall'd her Wind from us    D<sup>o</sup> in T Gallant Sails and stay sails    at 10 set F G Sails    at 11 in T G Sails and Double reefed the f & M top sails    at Mid Night tack'd ship to the Sward    Fresh breeze and a rough Sea    at 7 A M set the M Top Mast stay sail jib &c Mizen    at 9 tack'd ship to the Nward    Latter part fresh breeze and a rough Sea. Broach'd A Cask of water N<sup>o</sup> 5

[Essex Institute.]



**General Muster Roll of the United States Vessel of War the *Connecticut* between the first day of August 1799 and the twelfth day of November 1800**

No	Entry		Appearance on board	Whence	Names	Station	D[*] D. D. or R.	When		Where or for what reason	When Mustered	
	Day, Month	Year						Day M <sup>e</sup>	Year		[Extract from manuscript]	
1	Sept <sup>r</sup>	20 <sup>th</sup>	1798		Moses Tryon	Captain		12 <sup>th</sup>	Nov <sup>r</sup>	1800	expiration of this Muster transf <sup>d</sup>	9 Nov <sup>r</sup> 1800
2	Apr <sup>l</sup>	23 <sup>rd</sup>	1799	July 17 <sup>th</sup>	Andrew McComb	Lieut.		30 <sup>th</sup>	April	"	left at St Thomas's Sick	25 May 1800
3		24 <sup>th</sup>	"	" 22 <sup>nd</sup>	John May	Lieut.		12 <sup>th</sup>	Nov <sup>r</sup>	"	expiration of this Muster transf <sup>d</sup>	9 Nov <sup>r</sup> 1800
4	July	29 <sup>th</sup>	"	Aug <sup>t</sup> 10 <sup>th</sup>	Loudon Bailey	Sail <sup>r</sup> Master		12 <sup>th</sup>	"	"	D <sup>e</sup> .....D <sup>e</sup> .....	9 Nov <sup>r</sup> 1800
5	Apr <sup>l</sup>	24 <sup>th</sup>	"	Sept <sup>r</sup> 28 <sup>th</sup>	James Wells	Surgeon		12 <sup>th</sup>	"	"	D <sup>e</sup> .....D <sup>e</sup> .....	9 Nov <sup>r</sup> 1800
6	July	3 <sup>rd</sup>	"	Aug <sup>t</sup> 6 <sup>th</sup>	Silas Butler	Purser		12 <sup>th</sup>	"	"	D <sup>e</sup> .....D <sup>e</sup> .....	9 Nov <sup>r</sup> 1800
8	May	20 <sup>th</sup>	"	July 21 <sup>st</sup>	Joseph Dorr	Midshipm <sup>n</sup>	D	Aug <sup>t</sup>	27 <sup>th</sup>	1799	despatch <sup>d</sup> for Boston to recruit, & did not rejoining the ship at Sail.	27 Aug <sup>t</sup> 1799
9	July	13 <sup>th</sup>	"	July 17 <sup>th</sup>	Owen Tudor	D <sup>e</sup> .....	"	12 <sup>th</sup>	Nov <sup>r</sup>	1800	expiration of this Muster transf <sup>d</sup>	9 Nov <sup>r</sup> 1800
10	"	1 <sup>st</sup>	"	" 17 <sup>th</sup>	Matthew Talcott	D <sup>e</sup> .....	"	12 <sup>th</sup>	Nov <sup>r</sup>	"	D <sup>e</sup> .....D <sup>e</sup> .....	9 Nov <sup>r</sup> 1800
11	June	28 <sup>th</sup>	"	" 20 <sup>th</sup>	George Tryon	D <sup>e</sup> .....	"	12 <sup>th</sup>	"	"	D <sup>e</sup> .....D <sup>e</sup> .....	9 " "
12	June	8 <sup>th</sup>	"	" 17 <sup>th</sup>	Reubin Atkins [or Aikins]	Carpenter		12 <sup>th</sup>	"	"	D <sup>e</sup> .....D <sup>e</sup> .....	9 " "
13	June	28 <sup>th</sup>	"	" 25 <sup>th</sup>	James Richards	Sail Maker		12 <sup>th</sup>	Nov <sup>r</sup>	"	D <sup>e</sup> .....D <sup>e</sup> .....	9 " "
14	May	22	"	" 17 <sup>th</sup>	Asa Bulkley	Masters Mate	D	12 <sup>th</sup>	Dec <sup>r</sup>	1799	discharg <sup>d</sup> being unfit for duty.	8 Dec <sup>r</sup> 1799
15	Sept <sup>r</sup>	13 <sup>th</sup>	"	Sept <sup>r</sup> 13 <sup>th</sup>	John Gould Lennet	D <sup>e</sup> .....	D	1 <sup>st</sup>	Jan <sup>y</sup>	1800	(discharg <sup>d</sup> having procured a man in his stead	20 Dec <sup>r</sup> "
16	March	10 <sup>th</sup>	"	July 26 <sup>th</sup>	Nathan Tisdale	Surge <sup>n</sup> Mate	D	18 <sup>th</sup>	Jan <sup>y</sup>	1800	put on board prize Brig <sup>t</sup> <i>Italie Con-queise</i> .	12 Jan <sup>y</sup> 1800
17	June	13 <sup>th</sup>	"	" 17 <sup>th</sup>	Russell Belden	Capt <sup>n</sup> Clerk		12 <sup>th</sup>	Nov <sup>r</sup>	"	expiration of this Muster transf <sup>d</sup>	9 Nov <sup>r</sup> "
18	July	15 <sup>th</sup>	"	" 18 <sup>th</sup>	Samuel Tuells	Steward		12	"	"	D <sup>e</sup> .....D <sup>e</sup> .....	9 " "
19	July	1 <sup>st</sup>	"	" 24	Montgomery Orr	Armourer		12 <sup>th</sup>	"	"	D <sup>e</sup> .....D <sup>e</sup> .....	9 " "
20	"	15	"	" 23	James L Reynolds	Midship <sup>n</sup>	D	18 <sup>th</sup>	June	1800	sent as prize Master in the Schooner <i>L'Unité</i> for New York.	18 June "
21	"	16	"	" 17 <sup>th</sup>	George Merrill	D <sup>e</sup> .....	D	7 <sup>th</sup>	Nov <sup>r</sup>	1799	sent to America, prize Master of Schooner <i>Hannah</i> .	7 Nov <sup>r</sup> 1799
22	Aug <sup>t</sup>	9 <sup>th</sup>	"	Aug <sup>t</sup> 26 <sup>th</sup>	John Hanes	Boatswain		12 <sup>th</sup>	Nov <sup>r</sup>	1800	expiration of this Muster transf <sup>d</sup>	9 Nov <sup>r</sup> 1800
23	May	1 <sup>st</sup>	"	June 28 <sup>th</sup>	Jedediah Norton	Quart <sup>r</sup> Mast <sup>r</sup>	D	1 <sup>st</sup>	Nov <sup>r</sup>	"	term of Service expired.	26 Oct <sup>r</sup> "
24	"	1 <sup>st</sup>	"	" 26	David Squires	Ord <sup>y</sup> Seaman	D	28 <sup>th</sup>	Oct <sup>r</sup>	"	D <sup>e</sup> .....D <sup>e</sup> .....	26 Oct <sup>r</sup> "
25	"	1 <sup>st</sup>	"	" 26 <sup>th</sup>	William Woolcott	D <sup>e</sup> .....	D	6 <sup>th</sup>	Nov <sup>r</sup>	"	D <sup>e</sup> .....D <sup>e</sup> .....	2 Nov <sup>r</sup> "
26	"	16 <sup>th</sup>	"	" 26 <sup>th</sup>	Silas Goodrich	Quart <sup>r</sup> Gunner	D	2 <sup>nd</sup>	Jan <sup>y</sup>	1800	put on board prize Brig <sup>t</sup> <i>Italie Con-queise</i> .	2 Jan <sup>y</sup> "
27	"	27 <sup>th</sup>	"	" 26	Nathan Trundy	Cockswain	D	7 <sup>th</sup>	Nov <sup>r</sup>	"	term engaged for expired.	2 Nov <sup>r</sup> "
28	J[May]	27	"	" 26	Timothy Tripp	Seaman	D	6 <sup>th</sup>	"	"	D <sup>e</sup> .....D <sup>e</sup> .....	2 " "
29	June	5 <sup>th</sup>	"	" 26	Joseph Antonio	D <sup>e</sup> .....	D	1 <sup>st</sup>	Nov <sup>r</sup>	"	D <sup>e</sup> .....D <sup>e</sup> .....	2 Nov <sup>r</sup> "
30	"	10	"	" 26	Roger Clark	Cook		9 <sup>th</sup>	"	"	had leave of absence	9 Nov <sup>r</sup> "
31	"	10 <sup>th</sup>	"	" 26 <sup>th</sup>	Robert White	Cooper	D, D.	27 <sup>th</sup>	Nov <sup>r</sup>	1799	died.	24 Nov <sup>r</sup> "
32	"	10 <sup>th</sup>	"	" 26 <sup>th</sup>	Robert Bertles	Landman	D	2 <sup>nd</sup>	Jan <sup>y</sup>	1800	put on board prize Brig <sup>t</sup> <i>Italie Con-queise</i> .	2 Jan <sup>y</sup> "
33	"	10	"	" 26	Giles Strichland	Ord <sup>y</sup> Seaman	D	2 <sup>nd</sup>	Nov <sup>r</sup>	"	Term of Service expired.	2 Nov <sup>r</sup> "

**General Muster Roll of the United States Vessel of War the *Connecticut* between the first day of August 1799 and the twelfth day of November 1800—Continued**

No	Entry			Appearance on board	Whence	Names	Station	D[*] D. D. or R.	When		Where or for what reason	When Mustered	
	Day, Month	Year	Day Mo						Year	[Extract from manuscript]			
34	June	10 <sup>th</sup>	1799	June 26 <sup>th</sup>	Middletown	Andrew Mason	Boy	D	11 <sup>th</sup>	Novr	1800	Term of service expired	9 Novr
35	"	11 <sup>th</sup>	"	June 26 <sup>th</sup>	D <sup>e</sup>	Israel Smith	Seaman	D	19 <sup>th</sup>	Octr	"	D <sup>e</sup> .....D <sup>e</sup> .....	19 Octr
36	"	11 <sup>th</sup>	"	" 26	D <sup>e</sup>	Solomon Mosseck	Landsman	R	28 <sup>th</sup>	Sept	1799	At N London deserted	25 Sept 1799
37	"	10	"	" 26	D <sup>e</sup>	Alexander Wood	Boy	D	1 <sup>st</sup>	Novr	1800	Term of service expired	26 Octr 1800
38	"	12	"	" 26	D <sup>e</sup>	Henry D Clemetson	Ord <sup>y</sup> Seaman	D	2 <sup>nd</sup>	Jan <sup>y</sup>	"	sent on board prize Brig <i>Italie Conguesc</i>	2 Jan <sup>y</sup>
39	"	12 <sup>th</sup>	"	" 26 <sup>th</sup>	D <sup>e</sup>	Daniel Kenney	Landsman	D	30 <sup>th</sup>	Octr	"	Term of service expired	28 Octr
40	"	24 <sup>th</sup>	"	" 26 <sup>th</sup>	D <sup>e</sup>	John Barnum	D <sup>e</sup>	D	21 <sup>st</sup>	June	"	put on b <sup>d</sup> prize Schooner <i>L United</i>	21 June
41	"	24	"	" 26	D <sup>e</sup>	Allyn Bidwell	Ord <sup>y</sup> Seaman	R	1 <sup>st</sup>	Octr	1799	at N London, had leave of absence for 5 days & did not return	1 Octr 1799
42	"	25	"	" 26	D <sup>e</sup>	Daniel Winchell	Quart <sup>r</sup> Master	D	7 <sup>th</sup>	Novr	1800	Term of service expired	2 Novr 1800
43	"	28 <sup>th</sup>	"	" 28 <sup>th</sup>	D <sup>e</sup>	Robert Willson	Ord <sup>y</sup> Seaman	D	24 <sup>th</sup>	Octr	"	D <sup>e</sup> .....D <sup>e</sup> .....	19 Octr
44	July	8 <sup>th</sup>	"	July 8 <sup>th</sup>	D <sup>e</sup>	Lewis Guernsey	Boy	R	14 <sup>th</sup>	March	"	at St Kitts deserted	14 Mar.
45	July	10 <sup>th</sup>	"	" 18	D <sup>e</sup>	John A. Graham	Landsman	D	11 <sup>th</sup>	Novr	"	Term engag <sup>d</sup> for expired	9 Novr
46	"	12 <sup>th</sup>	"	" 12	D <sup>e</sup>	Truman Roberts	D <sup>e</sup>	D	30 <sup>th</sup>	Octr	"	D <sup>e</sup> .....D <sup>e</sup> .....	23 Octr
47	"	16	"	" 16	D <sup>e</sup>	Daniel Collier	Ord <sup>y</sup> Seaman	D	6 <sup>th</sup>	Novr	"	D <sup>e</sup> .....D <sup>e</sup> .....	2 Novr
48	Aug <sup>t</sup>	2 <sup>nd</sup>	"	Aug <sup>t</sup> 2 <sup>nd</sup>	Haddam	William McDaniels	Landsman	D	25 <sup>th</sup>	Octr	"	D <sup>e</sup> .....D <sup>e</sup> .....	19 Octr
49	"	16 <sup>th</sup>	"	" 16	Saybrook	Eliakim Johnson	Seaman	D	7 <sup>th</sup>	Novr	1799	sent on b <sup>d</sup> prize Schooner <i>Hannah</i>	7 Novr 1799
50	May	20 <sup>th</sup>	"	June 26 <sup>th</sup>	Middletown	John Bush	Boy	D	7 <sup>th</sup>	Novr	"	sent on b <sup>d</sup> prize Schooner <i>Hannah</i>	7 Novr 1799
51	June	20	"	" 26	D <sup>e</sup>	James Smith	Ord <sup>y</sup> Seaman	D	24 <sup>th</sup>	Octr	1800	Term engag <sup>d</sup> for expired	19 Octr 1800
52	June	29 <sup>th</sup>	"	July 19	Haddam	Lewis Manierre	D <sup>e</sup>	D	22 <sup>nd</sup>	Octr	"	D <sup>e</sup> .....D <sup>e</sup> .....	19
53	July	4 <sup>th</sup>	"	Aug <sup>t</sup> 22	N London	John Grimes	Landsman	D	24 <sup>th</sup>	"	"	D <sup>e</sup> .....D <sup>e</sup> .....	19
54	"	10	"	July 19 <sup>th</sup>	Haddam	James Holt	Ord <sup>y</sup> Seaman	D	1 <sup>st</sup>	Novr	"	D <sup>e</sup> .....D <sup>e</sup> .....	26
55	"	5 <sup>th</sup>	"	" 19 <sup>th</sup>	D <sup>e</sup>	Nathaniel Thorp	D <sup>e</sup>	D	24 <sup>th</sup>	Octr	"	D <sup>e</sup> .....D <sup>e</sup> .....	19
56	"	9 <sup>th</sup>	"	" 19 <sup>th</sup>	D <sup>e</sup>	John Clemens	D <sup>e</sup>	D	7 <sup>th</sup>	Novr	"	D <sup>e</sup> .....D <sup>e</sup> .....	2 Novr
57	"	25 <sup>th</sup>	"	Aug <sup>t</sup> 1 <sup>st</sup>	D <sup>e</sup>	John Gordon	Boat <sup>s</sup> Mate	D	30 <sup>th</sup>	Octr	"	D <sup>e</sup> .....D <sup>e</sup> .....	26 Octr
58	"	27 <sup>th</sup>	"	" 1 <sup>st</sup>	D <sup>e</sup>	Gordon Weggs	Seaman	D	24 <sup>th</sup>	"	"	D <sup>e</sup> .....D <sup>e</sup> .....	19
59	"	29 <sup>th</sup>	"	" 1 <sup>st</sup>	D <sup>e</sup>	Isaac James	D <sup>e</sup>	D	30 <sup>th</sup>	"	"	D <sup>e</sup> .....D <sup>e</sup> .....	26
60	"	29 <sup>th</sup>	"	" 1 <sup>st</sup>	D <sup>e</sup>	James Pharoah	Ord <sup>y</sup> Seaman	D	30 <sup>th</sup>	"	"	D <sup>e</sup> .....D <sup>e</sup> .....	26
61	Aug <sup>t</sup>	6 <sup>th</sup>	"	" 15 <sup>th</sup>	Saybrooke	Thomas Franklin	D <sup>e</sup>	D	2 <sup>nd</sup>	Jan <sup>y</sup>	"	put on b <sup>d</sup> prize Brig <i>Italie Conguesc</i>	2 Jan <sup>y</sup>
62	"	6 <sup>th</sup>	"	" 15 <sup>th</sup>	D <sup>e</sup>	James Franklin	Boy	D	7 <sup>th</sup>	Novr	"	Term engag <sup>d</sup> for, expired	2 Novr
63	"	7 <sup>th</sup>	"	" 15 <sup>th</sup>	D <sup>e</sup>	John Clark	Seaman	D	30 <sup>th</sup>	Octr	"	D <sup>e</sup> .....D <sup>e</sup> .....	26 Octr
64	"	8 <sup>th</sup>	"	" 15 <sup>th</sup>	D <sup>e</sup>	John Paul	Ord <sup>y</sup> Seaman	R	8 <sup>th</sup>	Octr	1799	at N London deserted	8 Octr 1799
65	Aug <sup>t</sup>	9 <sup>th</sup>	1799	Aug <sup>t</sup> 20	Saybrooke	William Hamilton	Seaman	D	26 <sup>th</sup>	Sept	1800	put on b <sup>d</sup> a Luggar, prize to the U. S. Schooner <i>Enterprize</i>	26 Sept 1800
66	"	8 <sup>th</sup>	"	" 15 <sup>th</sup>	D <sup>e</sup>	Earl Sheffield Jackson	D <sup>e</sup>	D, D,	15 <sup>th</sup>	April	1800	drowned at sea	13 April
67	"	17	"	" 23 <sup>rd</sup>	N London	James Patterson	Ord <sup>y</sup> Seaman	D	25	Octr	"	term engag <sup>d</sup> for expired	19 Octr
68	"	24 <sup>th</sup>	"	" 24 <sup>th</sup>	D <sup>e</sup>	Richard Daniels	Landsman	D	30 <sup>th</sup>	"	"	D <sup>e</sup> .....D <sup>e</sup> .....	28

69	June	24th	"	June	30th	Middleton	John Jordan	D.	D	4th	Janr	1800	at sea died.	29	Decr	1799
70	"	12th	"	"	26	"	Leflour Francois	Ord <sup>y</sup> Seama	D	8th	Novr	"	Term engag <sup>d</sup> for expired.	2	Novr	1800
71	July	1st	"	July	1st	"	Benj <sup>r</sup> Hunter	Cooks Mate	D	7th	"	"	D.	2	"	"
72	June	29th	"	June	29th	"	Jonathan Holden	Ord <sup>y</sup> Seama	D	8th	Decr	1799	died.	1	Decr	1799
73	July	2nd	"	July	2nd	"	Horace Lane	Boy	D	7th	Novr	1800	Term engag <sup>d</sup> for expired.	2	Novr	1800
74	Augt	1st	"	Ag <sup>t</sup>	5th	Saybrooke	Moses Payne	Landsm <sup>n</sup>	D	12th	Novr	"	expiration of this Muster transferd.	9	Novr	1800
75	Augt	27	"	"	27th	N London	William Toney	Ord <sup>y</sup> Seama	D	2nd	Janr	1800	put on b <sup>d</sup> prize Brig <sup>t</sup> <i>Italie Conquese</i>	2	Janr	"
76	Augt	20	"	"	30th	"	James Hart	Seaman	D	20th	Octr	"	Term engag <sup>d</sup> for expired.	19	Octr	"
77	"	1st	"	"	30th	"	Wait Goodrich	Master at Arms	D	9th	Novr	"	had leave of absence.	9	Novr	"
78	"	10	"	"	29th	"	Ambrose D Trott	Gunn <sup>r</sup> Mate	D	26	Octr	"	Term of Service expired.	26	Octr	"
79	"	27	"	Sept	2nd	"	James Anderson	Seaman	D	2nd	Novr	"	D.	2	Novr	"
80	"	27th	"	"	2nd	"	Ass Billings	D.	D	21st	June	1800	put on b <sup>d</sup> prize schooner <i>L' Unité</i>	21	June	"
81	"	30th	"	"	18	"	William Phillips	Ord <sup>y</sup> Seama	D	7th	Novr	1799	put on b <sup>d</sup> prize Schooner <i>Hannah</i>	7	Novr	1799
82	Sept	2nd	"	"	9th	"	Nathan White	Ord <sup>y</sup> Seama	D	27th	Octr	1800	Term engag <sup>d</sup> for expired.	26	Octr	1800
83	"	2nd	"	"	17th	"	James Randal	Quart <sup>r</sup> Mastr	D	29th	Octr	"	D.	26	"	"
84	"	4th	"	"	9th	"	Richard Howell	Ord <sup>y</sup> Seama	D	24	"	"	D.	19	"	"
85	"	4th	"	"	9th	"	David Clonger	Quart <sup>r</sup> Gunr	D	7th	Novr	[1800]	D.	2	Novr	"
86	"	5th	"	"	9th	"	Thomas Mitchell	Seaman	D	2nd	June	1800	put on b <sup>d</sup> prize Schooner <i>L' Piege</i>	2	June	"
87	"	5th	"	"	12th	"	Samuel Johnson	Gunner	D	12th	Novr	"	Expiration of this Muster, transferd.	9	Novr	"
88	"	5th	"	"	9th	"	John Thompson	Seaman	D	30th	Octr	"	Term of Service expired.	26	Octr	"
89	"	8th	"	"	11th	"	Ebenezer Varney	D.	D	1st	Novr	"	D.	26	"	"
90	"	6th	"	"	9th	"	William Younge	Boy	D	7th	"	"	D.	2	Novr	"
91	"	6th	"	"	9th	"	Samuel Short	Carpenters Mate	D	25th	Octr	"	D.	26	Octr	"
92	"	6th	"	"	9th	"	Robert Bruney	Quart <sup>r</sup> Gunr	D	6th	Novr	"	D.	2	Novr	"
93	"	7th	"	"	9th	"	Abel Wanney	Seaman	R	Octr	7th	1799	deserted at N London.	7	Octr	1799
94	"	7th	"	"	9th	"	Kozo [or Hozo] Franko.	D.	D	2nd	Janr	1800	put on b <sup>d</sup> prize Brig <sup>t</sup> <i>Italie Conquese</i> .	2	Janr	1800
95	"	7th	"	"	9th	"	William Brown	Ord <sup>y</sup> Seama	D	1st	Novr	"	Term engag <sup>d</sup> for expired.	26	Octr	"
96	Sept	9th	1799	Sept	12	N London	Samuel Johnson Jr	Boy	D	7th	Novr	1800	Term of service expired.	2	Novr	"
97	Sept	10	"	"	14	"	James Angell	Seaman	D	23rd	Octr	"	D.	19	Octr	"
98	"	10th	"	"	14	"	John Ellis	D.	D	1st	Novr	"	D.	26	"	"
99	"	13	"	"	20	"	Luther Dexter	Landsm <sup>n</sup>	D	15th	July	1800	sent on b <sup>d</sup> prize Ketch <i>Chouchou</i>	15	July	"
100	"	14	"	"	15	"	Josiah Johnson	Ord <sup>y</sup> Seaman	D	24th	Octr	"	Term of Service expired.	19	Octr	"
101	"	15th	"	"	17	"	Abraham Cruish	D.	D	24th	"	"	D.	19	"	"
102	"	16	"	"	17	"	Duncan McVickar	Seaman	D	25th	Octr	1800	D.	26	"	"
103	"	30	"	"	30	"	Ashbel Kilbourn	Boy	D	7th	Novr	"	D.	2	Novr	"
104	Octr	1st	"	Octr	7th	"	John Palmer	Boat <sup>y</sup> Mate	D	30th	Octr	"	D.	26	Octr	"
105	"	1st	"	"	7th	"	George Beardon	Quart <sup>r</sup> Gunr	D	22nd	"	"	D.	19	"	"
106	"	1st	"	"	7th	"	William Grimes	Seaman	D	30th	"	"	D.	26	"	"
107	"	2nd	"	"	7th	"	William Miller	Ord <sup>y</sup> Seama	D	30th	"	"	D.	26	"	"
108	"	2nd	"	"	7th	"	Stephen Furgerson	Seaman	D	30th	"	"	D.	26	"	"
109	"	3rd	"	"	7th	"	William Potts	D.	D	30th	"	"	D.	26	"	"
110	"	3rd	"	"	7th	"	John Leicester [or Leidster].	D.	D	3rd	Novr	"	D.	2	Novr	"
111	"	3rd	"	"	7th	"	John Parsells	D.	D	1st	Novr	"	D.	26	Octr	"
112	"	3rd	"	"	7th	"	Daniel Wurrell	D.	D	21st	June	1800	put on b <sup>d</sup> prize Schooner <i>L' Unité</i>	21	June	"
113	"	3rd	"	"	7th	"	Robert Irvin	D.	D	22nd	Octr	"	Term engag <sup>d</sup> for expired.	19	Octr	"
114	"	3rd	"	"	7th	"	Samuel Billings	Quart <sup>r</sup> Gunr	D	30th	"	"	D.	26	"	"
115	"	4th	"	"	7	"	Benjamin Totman	Seaman	D	30th	"	"	D.	26	"	"
116	"	4th	"	"	7th	"	Isaac Garrett	D.	D	30th	"	"	D.	26	"	"
117	"	4th	"	"	7th	"	Thomas Bird	D.	D	27th	"	"	D.	26	"	"
118	"	4th	"	"	7th	"	John Richmond	D.	D	26th	"	"	D.	26	"	"
119	"	4th	"	"	7th	"	Miles Burke	D.	D	31st	"	"	D.	26	"	"

**General Muster Roll of the United States Vessel of War the *Connecticut* between the first day of August 1799 and the twelfth day of November 1800—Continued**

No	Entry		Appearance on board	Whence	Names	Station	D[*] D. D. or R.	When		Where or for what reason	When Mustered	
	Day, Month	Year						Day Mo	Year		[Extract from manuscript]	
120	Octr	4 <sup>th</sup>	1799	Octr 7 <sup>th</sup>	N London	James Burrell	Quart Gunr	D	31 <sup>st</sup> Octr	1800	Term engaged for expired	26 Octr 1800
121	"	4 <sup>th</sup>	"	" 7 <sup>th</sup>	D <sup>e</sup>	John Adams	D <sup>e</sup>	D	22 <sup>nd</sup> "	"	D <sup>e</sup> D <sup>e</sup>	16 " "
122	"	5 <sup>th</sup>	"	" 7 <sup>th</sup>	D <sup>e</sup>	Robert Smith	D <sup>e</sup>	D	30 <sup>th</sup> "	"	D <sup>e</sup> D <sup>e</sup>	26 " "
123	"	5 <sup>th</sup>	"	" 7 <sup>th</sup>	D <sup>e</sup>	Lewis Thomas	D <sup>e</sup>	D	24 <sup>th</sup> "	"	D <sup>e</sup> D <sup>e</sup>	19 " "
124	"	5 <sup>th</sup>	"	" 7 <sup>th</sup>	D <sup>e</sup>	Peter Toles	D <sup>e</sup>	D	2 <sup>nd</sup> Jan <sup>y</sup>	1800	put on b <sup>d</sup> prize Brig <i>Italie Conquesce</i>	2 Jan <sup>y</sup> "
125	"	5 <sup>th</sup>	"	" 7 <sup>th</sup>	D <sup>e</sup>	James M <sup>c</sup> Kensey	D <sup>e</sup>	D	31 <sup>st</sup> [Oct.]	"	Term of Service expired	26 Octr "
126	"	1 <sup>st</sup>	"	" 1 <sup>st</sup>	D <sup>e</sup>	David Dickenson	Boy	D	7 <sup>th</sup> Nov <sup>r</sup>	"	D <sup>e</sup> D <sup>e</sup>	2 Nov <sup>r</sup> "
127	"	1 <sup>st</sup>	"	" 5 <sup>th</sup>	D <sup>e</sup>	John Sweet	Seaman	D	20 <sup>th</sup> Octr	"	D <sup>e</sup> D <sup>e</sup>	19 Octr "
128	Octr	1 <sup>st</sup>	"	" 5 <sup>th</sup>	D <sup>e</sup>	Peter Kelley	Landsman	D	30 <sup>th</sup> Octr	1800	Term engaged for expired	26 " "
129	Sep <sup>t</sup>	30 <sup>th</sup>	"	" 5 <sup>th</sup>	D <sup>e</sup>	Henry Beardsley	D <sup>e</sup>	D	1 <sup>st</sup> Nov <sup>r</sup>	"	expiration of this Muster transferd	9 Nov <sup>r</sup> "
130	Octr	1 <sup>st</sup>	"	" 5 <sup>th</sup>	D <sup>e</sup>	Samuel Hawkins	Ord <sup>y</sup> Seamn <sup>e</sup>	D	12 <sup>th</sup> Nov <sup>r</sup>	"	Term engaged for expired	26 Octr "
131	Sep <sup>t</sup>	30	"	" 6 <sup>th</sup>	D <sup>e</sup>	Patrick Lawlor	Seaman	D	22 <sup>nd</sup> Octr	"	D <sup>e</sup> D <sup>e</sup>	19 " "
132	"	30 <sup>th</sup>	"	" 6 <sup>th</sup>	D <sup>e</sup>	Patrick Roach	D <sup>e</sup>	D	22 <sup>nd</sup> "	"	D <sup>e</sup> D <sup>e</sup>	19 " "
133	Octr	1 <sup>st</sup>	"	" 6 <sup>th</sup>	D <sup>e</sup>	John Woodless	Landsman	DS	22 <sup>nd</sup> May	1800	(30 days expired, sent sick to the Hospital at St Kitts y <sup>e</sup> 22 <sup>nd</sup> Ap <sup>l</sup> returned from hospital and plac <sup>d</sup> on b <sup>d</sup> prize Schooner <i>L'Piege June</i> 3 <sup>d</sup> 1800.	22 Ap <sup>l</sup> "
134	"	2 <sup>nd</sup>	"	" 6 <sup>th</sup>	D <sup>e</sup>	John Conley	D <sup>e</sup>	D	30 <sup>th</sup> Octr	"	Time engaged for expired	26 Octr "
135	Sep <sup>t</sup>	30	"	" 6 <sup>th</sup>	D <sup>e</sup>	Samuel Coday	Ord <sup>y</sup> Seaman	D	24 <sup>th</sup> "	"	D <sup>e</sup> D <sup>e</sup>	19 " "
136	Octr	1 <sup>st</sup>	"	" 6 <sup>th</sup>	D <sup>e</sup>	Edw <sup>d</sup> Fitzgerald	Landsman	D	30 <sup>th</sup> "	"	D <sup>e</sup> D <sup>e</sup>	26 " "
137	"	4 <sup>th</sup>	"	" 6 <sup>th</sup>	D <sup>e</sup>	Seth Done	Seaman	D	22 <sup>nd</sup> "	"	D <sup>e</sup> D <sup>e</sup>	19 " "
138	Sep <sup>t</sup>	30 <sup>th</sup>	"	" 6 <sup>th</sup>	D <sup>e</sup>	Christopher Horn	Boy	D	2 <sup>nd</sup> Jan <sup>y</sup>	1800	put on b <sup>d</sup> prize Brig <i>Italie Conquesce</i>	2 Jan <sup>y</sup> "
139	Octr	4 <sup>th</sup>	"	" 6 <sup>th</sup>	D <sup>e</sup>	Samuel Curri	D <sup>e</sup>	D	2 <sup>nd</sup> "	1800	D <sup>e</sup> D <sup>e</sup>	2 " "
140	"	1 <sup>st</sup>	"	" 6 <sup>th</sup>	D <sup>e</sup>	Robert Dwerre	Ord <sup>y</sup> Seamn <sup>e</sup>	D	30 <sup>th</sup> Octr	"	Term engaged for expired	26 Octr "
141	Octr	4	"	" 10 <sup>th</sup>	D <sup>e</sup>	Joseph Deering	Seaman	DSQ	25 <sup>th</sup> febr <sup>y</sup>	1800	30 days expired, sent sick to the hospital at St Kitts, Jan <sup>y</sup> 26 <sup>th</sup> 1800.	26 Febr <sup>y</sup> "
142	"	1 <sup>st</sup>	"	" 10 <sup>th</sup>	D <sup>e</sup>	James Fletcher	D <sup>e</sup>	D	30 <sup>th</sup> Octr	"	Term of Service expired	26 Octr "
143	"	3 <sup>rd</sup>	"	" 10 <sup>th</sup>	D <sup>e</sup>	Charles Peterson	D <sup>e</sup>	D	30 <sup>th</sup> "	"	D <sup>e</sup> D <sup>e</sup>	26 " "
144	Sep <sup>t</sup>	30	"	" 10 <sup>th</sup>	D <sup>e</sup>	William Dunine	Ord <sup>y</sup> Seamn <sup>e</sup>	D	30 <sup>th</sup> "	"	D <sup>e</sup> D <sup>e</sup>	26 " "
145	Octr	4 <sup>th</sup>	"	" 10 <sup>th</sup>	D <sup>e</sup>	John Whitney	Quart <sup>r</sup> Mast <sup>r</sup>	D	2 <sup>nd</sup> Jan <sup>y</sup>	1800	put on b <sup>d</sup> prize Brig <i>Italie Conquesce</i>	2 Jan <sup>y</sup> "
146	"	5 <sup>th</sup>	"	" 10	D <sup>e</sup>	Henry Mason	Ord <sup>y</sup> Seamn <sup>e</sup>	D	30 Octr	"	D <sup>e</sup> D <sup>e</sup>	26 Octr "
147	"	1 <sup>st</sup>	"	" 10 <sup>th</sup>	D <sup>e</sup>	Thomas Lewis	Seaman	D	30 <sup>th</sup> "	"	D <sup>e</sup> D <sup>e</sup>	26 " "
148	"	3 <sup>rd</sup>	"	" 10 <sup>th</sup>	D <sup>e</sup>	John Smith	D <sup>e</sup>	D	Nov <sup>r</sup> 1 <sup>st</sup>	"	D <sup>e</sup> D <sup>e</sup>	26 " "
149	"	4 <sup>th</sup>	"	" 10 <sup>th</sup>	D <sup>e</sup>	James Little	D <sup>e</sup>	D	26 <sup>th</sup> Sept	1800	put on b <sup>d</sup> Luggar, prize to U. S. Schooner, <i>Enterprize</i> .	26 Sept <sup>r</sup> "
150	"	1 <sup>st</sup>	"	" 10	D <sup>e</sup>	James Hynds	Ord <sup>y</sup> Seamn <sup>e</sup>	D	30 [Oct.]	"	D <sup>e</sup> D <sup>e</sup>	26 Octr "
151	Sep <sup>t</sup>	30 <sup>th</sup>	"	" 10	D <sup>e</sup>	Christopher Crowell	D <sup>e</sup>	D	22 <sup>nd</sup> [Oct.]	"	D <sup>e</sup> D <sup>e</sup>	19 " "
	May	15	July	17 <sup>th</sup>	Middletown	Aaron Smith	Masters Mate	R,	26 <sup>th</sup> Aug <sup>t</sup>	1799	at New London	20 Aug <sup>t</sup> 1799

	July	10 <sup>th</sup>	"	July	10 <sup>th</sup>	D <sup>e</sup>	Gordon Crandal	Ord <sup>y</sup> Seaman	D,	26 <sup>th</sup>	"	unfit for duty	25	"	"
	"	17 <sup>th</sup>	"	"	17 <sup>th</sup>	D <sup>e</sup>	Moses Clark	Landman	D,	24 <sup>th</sup>	Sept	unfit for duty	22	Sept	"
	"	15 <sup>th</sup>	"	"	15 <sup>th</sup>	D <sup>e</sup>	Stephen Hilyard	D <sup>e</sup>	DSQ	5 <sup>th</sup>	"	{ 30 days Expired, sent sick on shore at Saybrooke August 6 <sup>th</sup> —	6	Aug <sup>t</sup>	"
				Aug <sup>t</sup>	1 <sup>st</sup>	Haddam	John McNeel [or McNeel]		D,	5 <sup>th</sup>	Aug <sup>t</sup>	unfit for duty	4	Aug <sup>t</sup>	1799
	June	4 <sup>th</sup>	"	July	17 <sup>th</sup>	Middletown	Elisha Sheperd	Sail <sup>r</sup> Master	D,	25 <sup>th</sup>	July	at Middletown			
	June	4 <sup>th</sup>	"	June	26 <sup>th</sup>	D <sup>e</sup>	Joshua Antonio	Ord <sup>y</sup> Seaman	R,	11 <sup>th</sup>	July	Middletown			
	June	11 <sup>th</sup>	1799	June	26 <sup>th</sup>	Middletown	Hezekiah Gun		R	July 13 <sup>th</sup>	1799	Middletown			
	"	12	"	"	26 <sup>th</sup>	D <sup>e</sup>	Joseph Stevens		R	5 <sup>th</sup>	July	D <sup>e</sup>			
	Sept	30 <sup>th</sup>	"	Sept	30	N London	James Ripner	Boy	D,	11 <sup>th</sup>	Octr	{ being an apprentice was demanded & given up to his Master	6	Octr	1799
	"	30 <sup>th</sup>	"	Octr	5 <sup>th</sup>	D <sup>e</sup>	Joshua Sears		D	10 <sup>th</sup>	"	unfit for duty	6	"	"
	"	20	"	"	5 <sup>th</sup>	D <sup>e</sup>	Charles Woodman		D	10	"	unfit for duty	6	"	"
	Octr	2 <sup>nd</sup>	"	"	6 <sup>th</sup>	D <sup>e</sup>	John English		D	11 <sup>th</sup>	"	unfit for duty	6	"	"
152	Jan <sup>y</sup>	1 <sup>st</sup>	1800	Jan <sup>y</sup>	1 <sup>st</sup>	St Kitts	William Hammond	Ord <sup>y</sup> Seaman	D	30 <sup>th</sup>	Octr	Term engaged for expired	26	"	1800
153	"	1 <sup>st</sup>	"	"	1 <sup>st</sup>	D <sup>e</sup>	Benedict Babcock	D <sup>e</sup>	D	1 <sup>st</sup>	Nov <sup>r</sup>	D <sup>e</sup>	26	"	"
154	"	1 <sup>st</sup>	"	"	1 <sup>st</sup>	D <sup>e</sup>	Jabez Miller	D <sup>e</sup>	D	24 <sup>th</sup>	Octr	D <sup>e</sup>	19	"	"
155	"	1 <sup>st</sup>	"	"	1 <sup>st</sup>	D <sup>e</sup>	Thomas Johnson	D <sup>e</sup>	D	7 <sup>th</sup>	Nov <sup>r</sup>	D <sup>e</sup>	2	Nov <sup>r</sup>	"
156	"	1 <sup>st</sup>	"	"	1 <sup>st</sup>	D <sup>e</sup>	Joseph Gardner	D <sup>e</sup>	D	22 <sup>nd</sup>	Octr	D <sup>e</sup>	19	Octr	"
157	"	1 <sup>st</sup>	"	"	1 <sup>st</sup>	D <sup>e</sup>	Jeffery D Green	Masters Mate		12 <sup>th</sup>	Nov <sup>r</sup>	expiration of this Muster transferd	9	Nov <sup>r</sup>	"
158	"	1 <sup>st</sup>	"	"	1 <sup>st</sup>	D <sup>e</sup>	Joseph Sutcliff	Ord <sup>y</sup> Seaman	D	30 <sup>th</sup>	Octr	Term engaged for expired	26	Octr	"
159	March	13 <sup>th</sup>	"	March	13 <sup>th</sup>	D <sup>e</sup>	Cesar Hurlbut	D <sup>e</sup>	D	2 <sup>nd</sup>	Nov <sup>r</sup>	D <sup>e</sup>	2	Nov <sup>r</sup>	"
160	April	2 <sup>nd</sup>	"	Apr	2 <sup>nd</sup>	D <sup>e</sup>	William Richards	D <sup>e</sup>	D	7 <sup>th</sup>	Nov <sup>r</sup>	D <sup>e</sup>	2	"	"
161			"	"	2 <sup>nd</sup>	D <sup>e</sup>	John Clark 2 <sup>nd</sup>	D <sup>e</sup>	DSQ	17 <sup>th</sup>	May	{ 30 days expired, sent sick to hospital St Kitts 17 <sup>th</sup> April 1800, belong <sup>e</sup> to the U S frigate <i>Adams</i> —	17	May	"
162	Apr	17 <sup>th</sup>	"	"	17 <sup>th</sup>	D <sup>e</sup>	Lott Richardson	D <sup>e</sup>	D	26	Sept	{ put on b <sup>d</sup> Luggar, price to U S Schoot <i>Enterprise</i>	26	Sept	"
164	Apr	23 <sup>d</sup>	"	Apr	23 <sup>d</sup>	D <sup>e</sup>	Benjamin Russell	D <sup>e</sup>	D	25 <sup>th</sup>	June	put on board prize Schooner <i>L'Piege</i>	21	June	"
165	"	30 <sup>th</sup>	"	"	30 <sup>th</sup>	St Thomas	Alexander Anderson	Seaman	D	1 <sup>st</sup>	Nov <sup>r</sup>	Term engaged for expired	26	Octr	"
166			"	June	2 <sup>nd</sup>	St Kitts	William Williams	Quart <sup>r</sup> Mastr	D	3 <sup>d</sup>	June	{ put on b <sup>d</sup> prize Brig <sup>t</sup> <i>Martha &amp; Mary</i> for St Kitts belong <sup>e</sup> to U S frigate <i>John Adams</i> —			
167			"	"	2 <sup>nd</sup>	D <sup>e</sup>	James Swan		D	6 <sup>th</sup>	June	{ put on b <sup>d</sup> prize Schooner <i>L'Unite</i> , belong <sup>e</sup> to U S frigate <i>John Adams</i>			
168			"	"	2 <sup>nd</sup>	D <sup>e</sup>	Richard Holston	Ord <sup>y</sup> Seaman	D	13 <sup>th</sup>	Sept	{ returnd to the U S Ship <i>Petapasco</i> , where he belong <sup>e</sup>	7	Sept	"
169			"	"	2 <sup>nd</sup>	D <sup>e</sup>	Benja <sup>s</sup> Robinson	D <sup>e</sup>	D	13 <sup>th</sup>	"	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup> D <sup>e</sup> D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>	7	"	"
170			"	"	2 <sup>nd</sup>	D <sup>e</sup>	David Solomon	D <sup>e</sup>	D	13 <sup>th</sup>	"	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup> D <sup>e</sup> D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>	7	"	"
171			"	"	2 <sup>nd</sup>	D <sup>e</sup>	George Jarvis	D <sup>e</sup>	D	3 <sup>d</sup>	June	{ put on b <sup>d</sup> prize Brig <sup>t</sup> <i>Martha &amp; Mary</i> belong <sup>e</sup> to the U S frigate <i>John</i> <i>Adams</i>			
172	June	2 <sup>nd</sup>	"	June	2 <sup>nd</sup>	D <sup>e</sup>	Joseph Edwards	D <sup>e</sup>	D	6 <sup>th</sup>	Nov <sup>r</sup>		2	Nov <sup>r</sup>	"
173			"	"	2 <sup>nd</sup>	D <sup>e</sup>	Robert Dewar Wainwright	Midshipm <sup>e</sup>	D	6 <sup>th</sup>	June	{ put on b <sup>d</sup> prize Schooner <i>L'Unite</i> , for St Kitts belong <sup>e</sup> to the U S frigate <i>John Adams</i>			
174			"	"	10 <sup>th</sup>	D <sup>e</sup>	George Calder	D <sup>e</sup>	D	19 <sup>th</sup>	June	at St Kitts, belong <sup>e</sup> to U S Ship <i>Petapasco</i>	15	June	"
175	June	10 <sup>th</sup>	"	"	10 <sup>th</sup>	D <sup>e</sup>	James G. Avery	Masters Mate	D	30 <sup>th</sup>	Sept	discharg <sup>d</sup> for disobedience of Orders	28	Sept	"
176	"	10 <sup>th</sup>	"	"	10 <sup>th</sup>	D <sup>e</sup>	William Wickham	Midshipman	D	5 <sup>th</sup>	Nov <sup>r</sup>	Term of Service expired	2	Nov <sup>r</sup>	"
177	"	10 <sup>th</sup>	"	"	10 <sup>th</sup>	D <sup>e</sup>	Henry Hews	Ord <sup>y</sup> Seaman	D	6 <sup>th</sup>	"	D <sup>e</sup>	2	"	"

**General Muster Roll of the United States Vessel of War the *Connecticut* between the first day of August 1799 and the twelfth day of November 1800—Continued**

No	Entry		Appearance on board	Whence	Names	Station	D[*] D. D. or R.	When		Where or for what reason	When Mus- tered
	Day, Month	Year						Day Mo	Year		[Extract from manuscript]
178	June 10 <sup>th</sup>	1800	June 10 <sup>th</sup>	St Kitts	Joseph Tarbox	Ord <sup>r</sup> Seaman	D	6 <sup>th</sup> Nov <sup>r</sup>	1800	Term of Service expired	2 Nov <sup>r</sup> 1800
179			July 17 <sup>th</sup>	Malajunio	Martin Null		D	25 <sup>th</sup> July	1800	returned to U S. frigate <i>Philadelphia</i>	20 July "
180			" 17	D <sup>e</sup>	Asa Bramble		D	25 <sup>th</sup> "	1800	D <sup>e</sup> D <sup>e</sup>	20 " "
181			" 21 <sup>st</sup>	at Sea	James Penrose	Midships	D	22 <sup>nd</sup> July	"	{ put on board prize Ketch <i>Chouchou</i> for America from U S. Fr <sup>igate</sup> <i>Phila-</i> <i>delphia</i>	
182			Sep <sup>r</sup> 13 <sup>th</sup>	St Kitts	Joseph Dorr	Midships <sup>m</sup>		12 <sup>th</sup> Nov <sup>r</sup>	"	Expiration of this Muster transferd.	9 Nov <sup>r</sup> "
183			Sep <sup>r</sup> 13 <sup>th</sup>	D <sup>e</sup>	William Phillips	Ord <sup>r</sup> Seaman	D	30 Oct <sup>r</sup>	"		26 Oct <sup>r</sup> "

United States Ship *Connecticut* November 12<sup>th</sup> 1800  
[Signed] MOSES TRYON Captain

[MARINES]

7	Augt 27 <sup>th</sup>	1799	Sep <sup>t</sup> 26 <sup>th</sup>	New London	Newton Keene	Lieut Marines	1 <sup>st</sup> Novr	1800	26 Octr 1800
1			Aug <sup>t</sup> 28 <sup>th</sup>	D <sup>e</sup>	Nathanl F. Mix	Serg <sup>t</sup> "	12 <sup>th</sup> "	"	9 Novr "
2			Octr 7 <sup>th</sup>	D <sup>e</sup>	John Galligher	D <sup>e</sup> "	DS	19 <sup>th</sup> July "	19 June "
3			Aug <sup>t</sup> 22 <sup>nd</sup>	D <sup>e</sup>	James Willson	Corporal "	12 <sup>th</sup> Novr	"	9 Novr "
4			Octr 7 <sup>th</sup>	D <sup>e</sup>	Levi Pritchert	D <sup>e</sup>	12 "	"	9 "
5			July 20 <sup>th</sup>	Chatham	Peter Doyle	Private	12 "	"	9 "
6			" 20 <sup>th</sup>	D <sup>e</sup>	Oliver Hancock	D <sup>e</sup>	12 "	"	9 "
7			" 20 <sup>th</sup>	D <sup>e</sup>	Jeremiah Gecchell	D <sup>e</sup>	12 <sup>th</sup> "	"	9 "
8			Aug <sup>t</sup> 22 <sup>nd</sup>	New London	John Gould	D <sup>e</sup>	DSQ	"	7 "
9			" 22 <sup>nd</sup>	D <sup>e</sup>	Phillip Tilleborough	D <sup>e</sup>	12 <sup>th</sup> "	"	9 "
10			" 22 <sup>nd</sup>	D <sup>e</sup>	Andrew Congden	D <sup>e</sup>	12 <sup>th</sup> "	"	9 "
11			" 22 <sup>nd</sup>	D <sup>e</sup>	John Stebbins	D <sup>e</sup>	12 <sup>th</sup> "	"	9 "
12			" 22 <sup>nd</sup>	D <sup>e</sup>	Peter Smit	D <sup>e</sup>	"	"	9 "
13			" 20 <sup>th</sup>	D <sup>e</sup>	Thomas Taylor	D <sup>e</sup>	DSQ	"	9 "
14			Sep <sup>t</sup> 12 <sup>th</sup>	D <sup>e</sup>	John M Phelps	D <sup>e</sup>	4 <sup>th</sup> "	"	27 Octr "
15			" 21 <sup>st</sup>	D <sup>e</sup>	Reubin Adams	D <sup>e</sup>	12 <sup>th</sup> "	"	4 Novr "
16			" 26 <sup>th</sup>	D <sup>e</sup>	Caleb Chappell	D <sup>e</sup>	12 <sup>th</sup> "	"	9 Novr "
17			Octr 2 <sup>nd</sup>	D <sup>e</sup>	Henry Edwards	D <sup>e</sup>	12 "	"	9 "
18			" 9 <sup>th</sup>	D <sup>e</sup>	John W Snow	D <sup>e</sup>	12 <sup>th</sup> "	"	9 "
19			" 7 <sup>th</sup>	D <sup>e</sup>	Mordcai Doran	D <sup>e</sup>	DSQ	"	27 Octr "
20			" 7 <sup>th</sup>	D <sup>e</sup>	Francis Sellers	D <sup>e</sup>	12 <sup>th</sup> "	"	9 Novr "
21			" 7 <sup>th</sup>	D <sup>e</sup>	John Hutchins	D <sup>e</sup>	12 <sup>th</sup> "	"	9 Novr "
22			" 7 <sup>th</sup>	D <sup>e</sup>	Smith Woodruff	D <sup>e</sup>	12 <sup>th</sup> "	"	9 Novr "
23			" 7 <sup>th</sup>	D <sup>e</sup>	Samuel Shaw	D <sup>e</sup>	12 <sup>th</sup> "	"	9 Novr "
24			" 7 <sup>th</sup>	D <sup>e</sup>	John Letts	D <sup>e</sup>	DSQ	"	24 Octr "
25			July 20 <sup>th</sup>	Chatham	Nehemiah Richards	D <sup>e</sup>	R	9 <sup>th</sup> Octr	1799
26			Octr 7 <sup>th</sup>	N London	Simon Clark	D <sup>e</sup>	D	13 <sup>th</sup> "	"
27			Aug <sup>t</sup> 22 <sup>nd</sup>	D <sup>e</sup>	Millton Howard	D <sup>e</sup>	12 <sup>th</sup> Novr	1800	9 Novr 1800
			July 20 <sup>th</sup>	Chatham	William Robinson	D <sup>e</sup>	R	14 <sup>th</sup> Sep <sup>t</sup>	1799
			Aug <sup>t</sup> 22 <sup>nd</sup>	New London	Budfee	D <sup>e</sup>	D	8 <sup>th</sup> "	"
			" 22 <sup>nd</sup>	D <sup>e</sup>	Benedict	Serg <sup>t</sup>	D	28 <sup>th</sup> Aug <sup>t</sup>	"
			Sep <sup>t</sup> 5 <sup>th</sup>	D <sup>e</sup>	Ira Chapman	Private	DSQ	3 <sup>rd</sup> Novr	"

expiration of this muster  
 30 days expired; sent sick to the  
 hospital at St Kitts 19<sup>th</sup> June;  
 returned from hospital & put on  
 board prize schoo: *L'Unité* for  
 America 21<sup>st</sup> June  
 expiration of this Muster  
 D<sup>e</sup> D<sup>e</sup>  
 D<sup>e</sup> D<sup>e</sup>  
 D<sup>e</sup> D<sup>e</sup>  
 D<sup>e</sup> D<sup>e</sup>  
 sent on Shore Sick 7<sup>th</sup> Novr 1800  
 expiration of this muster  
 D<sup>e</sup> D<sup>e</sup>  
 D<sup>e</sup> D<sup>e</sup>  
 sent on shore sick 11<sup>th</sup> Novr 1800  
 sent on shore sick 27<sup>th</sup> Octr "  
 went off without leave "  
 expiration of this Muster  
 D<sup>e</sup> D<sup>e</sup>  
 D<sup>e</sup> D<sup>e</sup>  
 D<sup>e</sup> D<sup>e</sup>  
 Sent on shore sick 27<sup>th</sup> Octr 1800  
 expiration of this Muster  
 D<sup>e</sup> D<sup>e</sup>  
 D<sup>e</sup> D<sup>e</sup>  
 D<sup>e</sup> D<sup>e</sup>  
 sent on shore sick 28<sup>th</sup> Octr 1800  
 At New London  
 unfit for duty  
 expiration of this muster  
 at New London  
 unfit for duty  
 out recruiting at time of Sailing  
 30 days expired; sent sick on shore  
 at New London Octr 4<sup>th</sup> 1799 —

United States Ship *Connecticut* November 12<sup>th</sup> 1800

[Signed] MOSES TRYON *Captain*

**General Muster Roll of the United States Vessel of War the *Connecticut* between the first day of August 1799 and the twelfth day of November 1800—Continued**

[SUPERNUMERARIES]

No	Entry		Appearance on board	Whence	Names	Station	D[*] D. D. or R.	When		Where or for what reason	When Mustered
	Day, Month	Year						Day M <sup>o</sup>	Year		[Extract from manuscript]
1			July 28 <sup>th</sup>	Haddam	G. H. Knapps	Caulker	D	Augt 26 <sup>th</sup>	1799	New London	25 Augt 1799
2			" 28	D <sup>o</sup>	John Babee	D <sup>o</sup>	D	" 26	"	D <sup>o</sup>	25 " "
3			Augt 30 <sup>th</sup>	N London		D <sup>o</sup>	D	Sept 3 <sup>rd</sup>	"	D <sup>o</sup>	1 Sept " "
4			" 30 <sup>th</sup>	D <sup>o</sup>		D <sup>o</sup>	D	" 3 <sup>rd</sup>	"	D <sup>o</sup>	1 " "
5			" 31 <sup>st</sup>	D <sup>o</sup>		D <sup>o</sup>	D	" 3 <sup>rd</sup>	"	D <sup>o</sup>	1 " "
6			Sept 3 <sup>rd</sup>	D <sup>o</sup>	Mark Edgar	Joiner	D	" 26	"	D <sup>o</sup>	22 " "
7			Deer 31 <sup>st</sup>	at Sea	Names unknown	{ American Prison- ers taken from on b <sup>o</sup> prize Brig <i>Italie Conquise</i> }	D	Jan <sup>y</sup> 2 <sup>nd</sup>	1800	S <sup>t</sup> Kitts	
8			" 31 <sup>st</sup>	D <sup>o</sup>	D <sup>o</sup> D <sup>o</sup>	D <sup>o</sup>	D	" 2 <sup>nd</sup>	"	D <sup>o</sup>	
9			" 31 <sup>st</sup>	D <sup>o</sup>	D <sup>o</sup> D <sup>o</sup>	D <sup>o</sup>	D	" 2 <sup>nd</sup>	"	D <sup>o</sup>	
10			" 31 <sup>st</sup>	D <sup>o</sup>	D <sup>o</sup> D <sup>o</sup>	D <sup>o</sup>	D	" 2 <sup>nd</sup>	"	D <sup>o</sup>	
11			" 31 <sup>st</sup>	D <sup>o</sup>	D <sup>o</sup> D <sup>o</sup>	D <sup>o</sup>	D	" 2 <sup>nd</sup>	"	D <sup>o</sup>	
12			" 31 <sup>st</sup>	D <sup>o</sup>	D <sup>o</sup> D <sup>o</sup>	D <sup>o</sup>	D	" 2 <sup>nd</sup>	"	D <sup>o</sup>	
13			" 31 <sup>st</sup>	D <sup>o</sup>	D <sup>o</sup> D <sup>o</sup>	D <sup>o</sup>	D	" 2 <sup>nd</sup>	"	D <sup>o</sup>	
14			" 31 <sup>st</sup>	D <sup>o</sup>	D <sup>o</sup> D <sup>o</sup>	D <sup>o</sup>	D	" 2 <sup>nd</sup>	"	D <sup>o</sup>	
15			" 31 <sup>st</sup>	D <sup>o</sup>	D <sup>o</sup> D <sup>o</sup>	D <sup>o</sup>	D	" 2 <sup>nd</sup>	"	D <sup>o</sup>	
16			" 31 <sup>st</sup>	D <sup>o</sup>	D <sup>o</sup> D <sup>o</sup>	D <sup>o</sup>	D	" 2 <sup>nd</sup>	"	D <sup>o</sup>	
17			" 31 <sup>st</sup>	D <sup>o</sup>	D <sup>o</sup> D <sup>o</sup>	D <sup>o</sup>	D	" 2 <sup>nd</sup>	"	D <sup>o</sup>	
18			" 31 <sup>st</sup>	D <sup>o</sup>	D <sup>o</sup> D <sup>o</sup>	D <sup>o</sup>	D	" 2 <sup>nd</sup>	"	D <sup>o</sup>	
19			" 31 <sup>st</sup>	D <sup>o</sup>	D <sup>o</sup> D <sup>o</sup>	D <sup>o</sup>	D	" 2 <sup>nd</sup>	"	D <sup>o</sup>	
20			" 31 <sup>st</sup>	D <sup>o</sup>	D <sup>o</sup> D <sup>o</sup>	D <sup>o</sup>	D	" 2 <sup>nd</sup>	"	D <sup>o</sup>	
21			" 31 <sup>st</sup>	D <sup>o</sup>	D <sup>o</sup> D <sup>o</sup>	D <sup>o</sup>	D	" 2 <sup>nd</sup>	"	D <sup>o</sup>	
22			" 31 <sup>st</sup>	D <sup>o</sup>	D <sup>o</sup> D <sup>o</sup>	D <sup>o</sup>	D	" 2 <sup>nd</sup>	"	D <sup>o</sup>	
23			" 31 <sup>st</sup>	D <sup>o</sup>	D <sup>o</sup> D <sup>o</sup>	D <sup>o</sup>	D	" 2 <sup>nd</sup>	"	D <sup>o</sup>	
24			" 31 <sup>st</sup>	D <sup>o</sup>	D <sup>o</sup> D <sup>o</sup>	D <sup>o</sup>	D	" 2 <sup>nd</sup>	"	D <sup>o</sup>	
25			" 31 <sup>st</sup>	D <sup>o</sup>	D <sup>o</sup> D <sup>o</sup>	D <sup>o</sup>	D	" 2 <sup>nd</sup>	"	D <sup>o</sup>	
26			" 31 <sup>st</sup>	D <sup>o</sup>	D <sup>o</sup> D <sup>o</sup>	D <sup>o</sup>	D	" 2 <sup>nd</sup>	"	D <sup>o</sup>	
27			" 31 <sup>st</sup>	D <sup>o</sup>	D <sup>o</sup> D <sup>o</sup>	D <sup>o</sup>	D	" 2 <sup>nd</sup>	"	D <sup>o</sup>	
28			Sept 22 <sup>nd</sup> 1800	D <sup>o</sup>	Elisha Knapps	{ taken from a Wreck & Sick }	D	Novr 10 <sup>th</sup>	"	New London	9 Novr 1800
29			Octr 30	N London	Jacob Weaver	Boat <sup>e</sup> Mate		Novr 12 <sup>th</sup>	"	{ A deserter from the Sloop of war <i>Trumbull</i>	9 " "
30			Novr 3 <sup>rd</sup>	D <sup>o</sup>	Anthony Nichols	rigger		Novr 12 <sup>th</sup>	"	expiration of this Muster, Transfer'd	9 " "
31			" 3 <sup>rd</sup>	D <sup>o</sup>	Matthew M <sup>o</sup> Daniels	D <sup>o</sup>		" 12 <sup>th</sup>	"	D <sup>o</sup> D <sup>o</sup> D <sup>o</sup>	9 " "
32			" 3 <sup>rd</sup>	D <sup>o</sup>	John Jones	D <sup>o</sup>		" 12 <sup>th</sup>	"	D <sup>o</sup> D <sup>o</sup> D <sup>o</sup>	9 " "

12 NAVAL OPERATIONS; AUGUST 1799-DECEMBER 1799



33	3rd	James Patterson	12th	D	D	D	9	"	"
34	3rd	Stephen Robbins	12th	D	D	D	9	"	"
35	3rd	John Shaw	12th	D	D	D	9	"	"
36	3rd	Francis Daniels	12th	D	D	D	9	"	"
37	3rd	Abby Daniels	12th	D	D	D	9	"	"
38	3rd	David Poole	12th	D	D	D	9	"	"

# United States Ship *Connecticut* November 12<sup>th</sup> 1800

[Signed] MOSES TRYON *Captain*

## [PRISONERS]

1	Decr 7 <sup>th</sup> 1799	Brig <i>Penelope</i>	Jean Louise	D	9 <sup>th</sup> Decr 1799	Deliv'd to David M. Clarkson N <sup>y</sup> Agt St Kitts —	8 Decr 1799
2	7 <sup>th</sup>	D	Pierre Voyine	D	9 <sup>th</sup>	D	8
3	7 <sup>th</sup>	D	Robert Seveits	D	9 <sup>th</sup>	D	8
4	7 <sup>th</sup>	D	Nichol Brission	D	9 <sup>th</sup>	D	8
5	7 <sup>th</sup>	D	John Felme [?]	D	9 <sup>th</sup>	D	8
6	7 <sup>th</sup>	D	Charles Pappa	D	9 <sup>th</sup>	D	8
7	7 <sup>th</sup>	D	Jean Baptiste	D	9 <sup>th</sup>	D	8
8	29 <sup>th</sup>	{Brig <i>Italia</i> <i>Conquese</i> }	Laurent Langlois	Captain	D 31 <sup>st</sup>	D	29
9	29 <sup>th</sup>	D		Lieut.	D 31 <sup>st</sup>	D	29
10	29 <sup>th</sup>	D		D	D 31 <sup>st</sup>	D	29
11	29 <sup>th</sup>	D		Surgeon	D 31 <sup>st</sup>	D	29
12	29 <sup>th</sup>	D		Clerk	D 31 <sup>st</sup>	D	29
13	29 <sup>th</sup>	D		Prize Master	D 31 <sup>st</sup>	D	29
14	29 <sup>th</sup>	D		D	D 31 <sup>st</sup>	D	29
15	29 <sup>th</sup>	D	Robert Caussen	D 31 <sup>st</sup>	D	D	29
16	29 <sup>th</sup>	D	Laroach'd	D 31 <sup>st</sup>	D	D	29
17	29 <sup>th</sup>	D	Thomas Ponyar	D 31 <sup>st</sup>	D	D	29
18	29 <sup>th</sup>	D	Antonoin Phillip	D 31 <sup>st</sup>	D	D	29
19	29 <sup>th</sup>	D	Louise Monreaurr	D 31 <sup>st</sup>	D	D	29
20	29 <sup>th</sup>	D	Peter Porlevan	D 31 <sup>st</sup>	D	D	29
21	29 <sup>th</sup>	D	Allerey	D 31 <sup>st</sup>	D	D	29
22	29 <sup>th</sup>	D	Louise Guesmarre- neau	D 31 <sup>st</sup>	D	D	29
23	29 <sup>th</sup>	D	Dinnar Degauese	D 31 <sup>st</sup>	D	D	29
24	29 <sup>th</sup>	D	Francis Alasseur	D 31 <sup>st</sup>	D	D	29
25	29 <sup>th</sup>	D	O. Stamtive	D 31 <sup>st</sup>	D	D	29
26	29 <sup>th</sup>	D	Peter Bresseau	D 31 <sup>st</sup>	D	D	29
27	29 <sup>th</sup>	D	Peter Freverivere	D 31 <sup>st</sup>	D	D	29
28	29 <sup>th</sup>	D	Nicholas Packive	D 31 <sup>st</sup>	D	D	29
29	29 <sup>th</sup>	D	Laveandia Bull	D 31 <sup>st</sup>	D	D	29
30	29 <sup>th</sup>	D	Andre Severree	D 31 <sup>st</sup>	D	D	29
31	29 <sup>th</sup>	D	Allen Samgasbierre	D 31 <sup>st</sup>	D	D	29
32	29 <sup>th</sup>	D	Attoine Sayapee	D 31 <sup>st</sup>	D	D	29
33	29 <sup>th</sup>	D	Pierre Decone	D 31 <sup>st</sup>	D	D	29

**General Muster Roll of the United States Vessel of War the *Connecticut* between the first day of August 1799 and the twelfth day of November 1800—Continued**

No	Entry		Appearance on board	Whence	Names	Station	D[*] D. D. or R.	When		Where or for what reason	When Mustered
	Day, Month	Year						Day Mo	Year		[Extract from manuscript]
34			Decr 29th	Bright <i>Italia</i> <i>Conquese</i>	Pamess Luss		D	31st	Decr 1799	Deliv'd to David M. Clarkson N <sup>y</sup> Ag't St Kitts —	29 Decr 1799
35			" 29th	D <sup>e</sup>	Itiam Lassise		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
36			" 29th	D <sup>e</sup>	Peter Frederick		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
37			" 29th	D <sup>e</sup>	Jean ls Babbisteta- vees.		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
38			" 29th	D <sup>e</sup>	Antoine Morea		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
39			" 29th	D <sup>e</sup>	Joseph Gravie		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
40			" 29th	D <sup>e</sup>	Dominico Deladar		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
41			" 29th	D <sup>e</sup>	Joseph Gobria		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
42			" 29th	D <sup>e</sup>	Peter Christian		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
43			" 29th	D <sup>e</sup>	Matthew Connouier		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
44			" 29th	D <sup>e</sup>	Peter Oliver		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
45			" 29th	D <sup>e</sup>	Robert Tisteratie [?]		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
46			" 29th	D <sup>e</sup>	John Ryal		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
47			" 29th	D <sup>e</sup>	Pierre Marie		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
48			" 29th	D <sup>e</sup>	Fissuere		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
49			" 29th	D <sup>e</sup>	John Louise Cor- quah.		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
50			" 29th	D <sup>e</sup>	Laurena Marshe		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
51			" 29th	D <sup>e</sup>	Nichol Fume		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
52			" 29th	D <sup>e</sup>	Petar Gydoor		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
53			" 29th	D <sup>e</sup>	Hive Fatey [?]		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
54			" 29th	D <sup>e</sup>	John Ramo		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
55			" 29th	D <sup>e</sup>	Peter Froir		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
56			" 29th	D <sup>e</sup>	Louise Birture		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
57			" 29th	D <sup>e</sup>	Pierre Baptiste		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
58			" 29th	D <sup>e</sup>	Sattire		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
59			" 29th	D <sup>e</sup>	Roger Bulkly		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
60			" 29th	D <sup>e</sup>	Louise Jean		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
61			" 29th	D <sup>e</sup>	Jean Degraras		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
62			" 29th	D <sup>e</sup>	William Play		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
63			" 29th	D <sup>e</sup>	Antonio Sevelt		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
64			" 29th	D <sup>e</sup>	Joseph Laroachd		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
65			" 29th	D <sup>e</sup>	Captain Vyone		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
66			" 29th	D <sup>e</sup>	Romerre		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
67			" 29th	D <sup>e</sup>	Charles Lavane		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
68			" 29th	D <sup>e</sup>	Jane Babbiste fran- cois.		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "
69			" 29th	D <sup>e</sup>	Francis Pappa		D	31st	"	D <sup>e</sup> D <sup>e</sup>	29 " "

70		" 29th	D <sup>e</sup>	Pierre Murah		D 31st	"	D <sup>e</sup>	D <sup>e</sup>	29	"	"		
71	March 20 <sup>th</sup>	1800	Schoo: <i>Priscilla</i>	Jean Gidorr		D 3rd	April 1800	D <sup>e</sup>	D <sup>e</sup>	30	March	1800		
72	" 20	"	D <sup>e</sup>	Pierre, Poyan		D 3rd	"	D <sup>e</sup>	D <sup>e</sup>	30	"	"		
73	" 20	"	D <sup>e</sup>	Joseph Oliver		D 3rd	"	D <sup>e</sup>	D <sup>e</sup>	30	"	"		
74	Apr 2 <sup>nd</sup>	"	" <i>Commerce</i>			D 3rd	"	return <sup>d</sup> on b <sup>d</sup> Schooner <i>Commerce</i> .						
75	" 2 <sup>nd</sup>	"	D <sup>e</sup>			D 3rd	"	D <sup>e</sup>	D <sup>e</sup>					
76	" 2 <sup>nd</sup>	"	D <sup>e</sup>			D 3rd	"	D <sup>e</sup>	D <sup>e</sup>					
77	" 2 <sup>nd</sup>	"	D <sup>e</sup>			D 3rd	"	D <sup>e</sup>	D <sup>e</sup>					
78	" 2 <sup>nd</sup>	"	D <sup>e</sup>			D 3rd	"	D <sup>e</sup>	D <sup>e</sup>					
79	" 2 <sup>nd</sup>	"	D <sup>e</sup>			D 3rd	"	D <sup>e</sup>	D <sup>e</sup>					
80	" 27	"	{Ship <i>Thomas Chalkley</i> }	Jean Baptiste Ianga		D 3rd	May	{went on shore at St Johns Portorico, with an officer, for the purpose of assisting to negotiate an exchange of Prisoners; did not return agreeable to his parole of honor				27 April 1800		
81	" 27	"	D <sup>e</sup>	J <sup>e</sup> Breuel		D 20 <sup>th</sup>	"	deliv <sup>d</sup> to D M Clarkson Nav <sup>y</sup> Ag <sup>t</sup> St. Kitts.				18 May 1800		
82	" 27	"	D <sup>e</sup>	Jaqes David		D 20 <sup>th</sup>	"	D <sup>e</sup>	D <sup>e</sup>	18	"	"		
83	" 27	"	D <sup>e</sup>	Louis Bureau		D 20 <sup>th</sup>	"	D <sup>e</sup>	D <sup>e</sup>	18	"	"		
84	" 27 <sup>th</sup>	"	D <sup>e</sup>	St Roussery		D 20 <sup>th</sup>	"	D <sup>e</sup>	D <sup>e</sup>	18	"	"		
85	" 27 <sup>th</sup>	"	D <sup>e</sup>	Jacquese Perrott		D 20 <sup>th</sup>	"	D <sup>e</sup>	D <sup>e</sup>	18	"	"		
86	" 27	"	D <sup>e</sup>	Alexander Ciceron		D 20 <sup>th</sup>	"	D <sup>e</sup>	D <sup>e</sup>	18	"	"		
87	" 27	"	D <sup>e</sup>	Simon Madalby		D 20 <sup>th</sup>	"	D <sup>e</sup>	D <sup>e</sup>	18	"	"		
88	" 30	"	{U. S. Brig <sup>t</sup> <i>Richmond</i> }	St Louise		D 7 <sup>th</sup>	"	return <sup>d</sup> to the U. S. Brig <sup>t</sup> <i>Richmond</i> .				4	"	"
89	" 30	"	D <sup>e</sup>	Millard		D 7 <sup>th</sup>	"	D <sup>e</sup>	D <sup>e</sup>	4	"	"		
90	" 30	"	D <sup>e</sup>	Jean Babbiste		D 20 <sup>th</sup>	"	Deliv <sup>d</sup> D. M. Clarkson Esq <sup>r</sup> N <sup>y</sup> Ag <sup>t</sup> St Kitts.				18	"	"
91	" 30	"	D <sup>e</sup>	Jean Moradon		D 20 <sup>th</sup>	"	D <sup>e</sup>	D <sup>e</sup>	18	"	"		
92	" 30	"	D <sup>e</sup>	Jean Paul		D 20 <sup>th</sup>	"	D <sup>e</sup>	D <sup>e</sup>	18	"	"		
93	" 30	"	D <sup>e</sup>	Antonio Sutre		D 20 <sup>th</sup>	"	D <sup>e</sup>	D <sup>e</sup>	18	"	"		
94	" 30 <sup>th</sup>	"	D <sup>e</sup>	Antonio Roach		D 20 <sup>th</sup>	"	D <sup>e</sup>	D <sup>e</sup>	18	"	"		
95	June 1 <sup>st</sup>	"	{Schooner <i>L'Piege</i> }	Joseph Renness	Cap <sup>t</sup>	D 2 <sup>nd</sup>	June	D <sup>e</sup>	D <sup>e</sup>	1	June	"		
96	" 1 <sup>st</sup>	"	D <sup>e</sup>	Joseph Godden		D 2 <sup>nd</sup>	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"		
97	" 1 <sup>st</sup>	"	D <sup>e</sup>	Jean Coure		D 2 <sup>nd</sup>	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"		
98	" 1 <sup>st</sup>	"	D <sup>e</sup>	Tisserant		D 2 <sup>nd</sup>	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"		
99	" 1 <sup>st</sup>	"	D <sup>e</sup>	Francois		D 2 <sup>nd</sup>	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"		
100	" 1 <sup>st</sup>	"	D <sup>e</sup>	Louise Gabert		D 2 <sup>nd</sup>	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"		
101	" 1 <sup>st</sup>	"	D <sup>e</sup>	Pierre Violle		D 2 <sup>nd</sup>	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"		
102	" 1 <sup>st</sup>	"	D <sup>e</sup>	Joseph Bourseul		D 2 <sup>nd</sup>	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"		
103	" 1 <sup>st</sup>	"	D <sup>e</sup>	Louise Lame		D 2 <sup>nd</sup>	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"		
104	" 1 <sup>st</sup>	"	D <sup>e</sup>	Jean Battiste Lebreton.		D 2 <sup>nd</sup>	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"		
105	" 1 <sup>st</sup>	"	D <sup>e</sup>	Bastride		D 2 <sup>nd</sup>	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"		
106	" 1 <sup>st</sup>	"	D <sup>e</sup>	Jean Soseule		D 2 <sup>nd</sup>	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"		
107	" 1 <sup>st</sup>	"	D <sup>e</sup>	Jean Pierre Joseph		D 2 <sup>nd</sup>	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"		
108	" 1 <sup>st</sup>	"	D <sup>e</sup>	Toussant debelle		D 2 <sup>nd</sup>	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"		
109	" 1 <sup>st</sup>	"	D <sup>e</sup>	Opreir Meibliens		D 2 <sup>nd</sup>	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"		
110	" 1 <sup>st</sup>	"	D <sup>e</sup>	Jean Lacroffe		D 2 <sup>nd</sup>	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"		
111	" 1 <sup>st</sup>	"	D <sup>e</sup>	Louise Lamjerre		D 2 <sup>nd</sup>	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"		
112	" 1 <sup>st</sup>	"	D <sup>e</sup>	Louise Marlesse		D 2 <sup>nd</sup>	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"		
113	" 1 <sup>st</sup>	"	D <sup>e</sup>	Donne Joseph		D 2 <sup>nd</sup>	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"		

**General Muster Roll of the United States Vessel of War the Connecticut between the first day of August 1799 and the twelfth day of November 1800**

N <sup>o</sup>	Entry		Appearance on board	Whence	Names	Station	D[*] D. D. or R.	When		Where or for what reason	When Mustered
	Day	Month	Year					Day	Month	Year	[Extract from manuscript]
114			June 1 <sup>st</sup> 1800	{Schooner L' Piege	Matthewine Thadea		D	2 <sup>nd</sup>	June	1800	{Deliv <sup>d</sup> D. M. Clarkson Esq <sup>r</sup> N <sup>o</sup> Ag <sup>t</sup> St Kitts.
115			" 1 <sup>st</sup> "	D <sup>o</sup>	Joseph Canturt		D	2 <sup>nd</sup>	"	"	1 " "
116			" 1 <sup>st</sup> "	D <sup>o</sup>	Manoil Delois		D	2 <sup>nd</sup>	"	"	1 " "
117			" 1 <sup>st</sup> "	D <sup>o</sup>	Manoil Laters		D	2 <sup>nd</sup>	"	"	1 " "
118			" 1 <sup>st</sup> "	D <sup>o</sup>	Manoil Dicoire		D	2 <sup>nd</sup>	"	"	1 " "
119			" 1 <sup>st</sup> "	D <sup>o</sup>	Jaen Baptiste Beou- terms.		D	2 <sup>nd</sup>	"	"	1 " "
120			" 1 <sup>st</sup> "	D <sup>o</sup>	Jalle Decoine		D	2 <sup>nd</sup>	"	"	1 " "
121			" 1 <sup>st</sup> "	D <sup>o</sup>	Louise Mariese		D	2 <sup>nd</sup>	"	"	1 " "
122			" 1 <sup>st</sup> "	D <sup>o</sup>	Louise Jaubien		D	2 <sup>nd</sup>	"	"	1 " "
123			" 1 <sup>st</sup> "	D <sup>o</sup>	Jean Jacques Range		D	2 <sup>nd</sup>	"	"	1 " "
124			" 1 <sup>st</sup> "	D <sup>o</sup>	Louise Brendon		D	2 <sup>nd</sup>	"	"	1 " "
125			" 1 <sup>st</sup> "	D <sup>o</sup>	Arris Philippe		D	2 <sup>nd</sup>	"	"	1 " "
126			" 1 <sup>st</sup> "	D <sup>o</sup>	Jean Toine		D	2 <sup>nd</sup>	"	"	1 " "
127			" 1 <sup>st</sup> "	D <sup>o</sup>	Pierre Javeliere		D	2 <sup>nd</sup>	"	"	1 " "
128			" 1 <sup>st</sup> "	D <sup>o</sup>	Daniel Louise		D	2 <sup>nd</sup>	"	"	1 " "
129			" 1 <sup>st</sup> "	D <sup>o</sup>	Louise Almonie		D	2 <sup>nd</sup>	"	"	1 " "
130			" 1 <sup>st</sup> "	D <sup>o</sup>	Jean Jacques		D	2 <sup>nd</sup>	"	"	1 " "
131			" 1 <sup>st</sup> "	D <sup>o</sup>	Jille		D	2 <sup>nd</sup>	"	"	1 " "
132			" 1 <sup>st</sup> "	D <sup>o</sup>	Martin		D	2 <sup>nd</sup>	"	"	1 " "
133			" 1 <sup>st</sup> "	D <sup>o</sup>	John Baptiste Royana.		D	2 <sup>nd</sup>	"	"	1 " "
134			" 1 <sup>st</sup> "	D <sup>o</sup>	Louise Bassurre		D	2 <sup>nd</sup>	"	"	1 " "
135			" 1 <sup>st</sup> "	D <sup>o</sup>	Jean Ferdinandes		D	2 <sup>nd</sup>	"	"	1 " "
136			" 1 <sup>st</sup> "	D <sup>o</sup>	Antoine Ferdinand- des.		D	2 <sup>nd</sup>	"	"	1 " "
137			" 1 <sup>st</sup> "	D <sup>o</sup>	Jean Francois		D	2 <sup>nd</sup>	"	"	1 " "
138			" 3 <sup>rd</sup> "	{Brig <sup>t</sup> Martha & Mary	John Batise Pouane	Prize Master	D	9 <sup>th</sup>	"	"	8 " "
139			" 3 <sup>rd</sup> "	D <sup>o</sup>	Peter L' Basseterre		D	9 <sup>th</sup>	"	"	8 " "
140			" 3 <sup>rd</sup> "	D <sup>o</sup>	Andre St Aurdet		D	9 <sup>th</sup>	"	"	8 " "
141			" 3 <sup>rd</sup> "	D <sup>o</sup>	J <sup>e</sup> Derarieux		D	9 <sup>th</sup>	"	"	8 " "
142			" 3 <sup>rd</sup> "	D <sup>o</sup>	Maheys		D	9 <sup>th</sup>	"	"	8 " "
143			" 3 <sup>rd</sup> "	D <sup>o</sup>	Alexandre		D	9 <sup>th</sup>	"	"	8 " "
144			" 3 <sup>rd</sup> "	D <sup>o</sup>	Pierre		D	9 <sup>th</sup>	"	"	8 " "
145			" 5 <sup>th</sup> "	Schoo: L' Unitt.	Pierre Chaffour		D	9 <sup>th</sup>	"	"	8 " "
146			" 5 <sup>th</sup> "	D <sup>o</sup>	Prospect Dubaille		D	9 <sup>th</sup>	"	"	8 " "
147			" 5 <sup>th</sup> "	D <sup>o</sup>	Joseph Blanchard		D	9 <sup>th</sup>	"	"	8 " "

16 NAVAL OPERATIONS, AUGUST 1799-DECEMBER 1799

148	5th	D <sup>e</sup>	St Louise	D	9th	D <sup>e</sup>	8
149	5th	D <sup>e</sup>	St. Pierre	D	9th	D <sup>e</sup>	8
150	5th	D <sup>e</sup>	Matthew Babbiste	D	9th	D <sup>e</sup>	8
151	5th	D <sup>e</sup>	Jean Babbiste	D	9th	D <sup>e</sup>	8
152	5th	D <sup>e</sup>	Maro Antoine	D	9th	D <sup>e</sup>	8
153	5th	D <sup>e</sup>	J <sup>e</sup> B <sup>e</sup> Baboune	D	9th	D <sup>e</sup>	8
154	5th	D <sup>e</sup>	Jurdin	D	9th	D <sup>e</sup>	8
155	5th	D <sup>e</sup>	Poll Larrett	D	9th	D <sup>e</sup>	8
156	5th	D <sup>e</sup>	Tonion Lavedure	D	9th	D <sup>e</sup>	8
157	5th	D <sup>e</sup>	Charles Carrolel	D	9th	D <sup>e</sup>	8
158	5th	D <sup>e</sup>	Jean Sero	D	9th	D <sup>e</sup>	8
159	5th	D <sup>e</sup>	Louis Ferrel	D	9th	D <sup>e</sup>	8
160	5th	D <sup>e</sup>	J <sup>e</sup> St Jacques	D	9th	D <sup>e</sup>	8
161	5th	D <sup>e</sup>	J <sup>e</sup> Pierre	D	9th	D <sup>e</sup>	8
162	5th	D <sup>e</sup>	Simon Charles	D	9th	D <sup>e</sup>	8
163	5th	D <sup>e</sup>	Jean Babbiste Fel- rure	D	9th	D <sup>e</sup>	8
164	5th	D <sup>e</sup>	Matthew	D	9th	D <sup>e</sup>	8
165	5th	D <sup>e</sup>	Jean B <sup>e</sup> St Thomas	D	9th	D <sup>e</sup>	8
166	5th	D <sup>e</sup>	Nichold	D	9th	D <sup>e</sup>	8
167	5th	D <sup>e</sup>	Francois	D	9th	D <sup>e</sup>	8
168	5th	D <sup>e</sup>	Piden Garden	D	9th	D <sup>e</sup>	8
169	5th	D <sup>e</sup>	Mauret Portugal	D	9th	D <sup>e</sup>	8
170	5th	D <sup>e</sup>	Generd	D	9th	D <sup>e</sup>	8
171	5th	D <sup>e</sup>	Fr Labary	D	9th	D <sup>e</sup>	8
172	5th	D <sup>e</sup>	Modest Murat	D	9th	D <sup>e</sup>	8
173	5th	D <sup>e</sup>	Honore Bastion	D	9th	D <sup>e</sup>	8
174	5th	D <sup>e</sup>	Gabreal Cruel	D	9th	D <sup>e</sup>	8
175	5th	D <sup>e</sup>	Jean Cassard	D	9th	D <sup>e</sup>	8
176	5th	D <sup>e</sup>	Jean M. Louise	D	9th	D <sup>e</sup>	8
177	5th	D <sup>e</sup>	Peter Le Mantou	D	9th	D <sup>e</sup>	8
178	5th	D <sup>e</sup>	Felix Dubair	D	9th	D <sup>e</sup>	8
179	5th	D <sup>e</sup>	Abraami Burtone	D	9th	D <sup>e</sup>	8
180	5th	D <sup>e</sup>	Malveau	D	9th	D <sup>e</sup>	8
181	5th	D <sup>e</sup>	Gregoir Mouan	D	9th	D <sup>e</sup>	8
182	5th	D <sup>e</sup>	Joseph Guviatt	D	9th	D <sup>e</sup>	8
183	5th	D <sup>e</sup>	Francis Dillen	D	9th	D <sup>e</sup>	8
184	5th	D <sup>e</sup>	Munretts Pruvil	D	9th	D <sup>e</sup>	8
185	5th	D <sup>e</sup>	Muhel Cruet	D	9th	D <sup>e</sup>	8
186	5th	D <sup>e</sup>	Jean Bonfort	D	9th	D <sup>e</sup>	8
187	5th	D <sup>e</sup>	Alexander Zabeth	D	9th	D <sup>e</sup>	8
188	5th	D <sup>e</sup>	Bene Durson	D	9th	D <sup>e</sup>	8
189	5th	D <sup>e</sup>	Pier Louise	D	9th	D <sup>e</sup>	8
190	5th	D <sup>e</sup>	Adoniere	D	9th	D <sup>e</sup>	8
191	5th	D <sup>e</sup>	Charles Francois	D	9th	D <sup>e</sup>	8
192	5th	D <sup>e</sup>	Fr St Michel	D	9th	D <sup>e</sup>	8
193	5th	D <sup>e</sup>	Daniel	D	9th	D <sup>e</sup>	8
194	5th	D <sup>e</sup>	Labourder	D	9th	D <sup>e</sup>	8
195	17th	Schooner Bel- sy	Jacques Chardon	Prize Master	18th	D <sup>e</sup>	8
196	17th	D <sup>e</sup>	Michael Handvert	D	18th	D <sup>e</sup>	8
197	17th	D <sup>e</sup>	Antoine Cape	D	18th	D <sup>e</sup>	8

**General Muster Roll of the United States Vessel of War the *Connecticut* between the first day of August 1799 and the twelfth day of November 1800—Continued**

No	Entry		Appearance on board	Whence	Names	Station	D[*] D. D. or R.	When		Where or for what reason	When Mustered
	Day, Month	Year						Day Mo	Year		[Extract from manuscript]
198			June 17 <sup>th</sup> 1800	{Schooner <i>Betsy</i> .....	Julian Calais.....		D	18 <sup>th</sup> June	1800	{Deliv <sup>d</sup> D. M. Clarkson Esq <sup>r</sup> N <sup>y</sup> Ag <sup>t</sup> St Kitts.	
199			" 17 <sup>th</sup> "	D <sup>e</sup> .....	Louis St Thomas.....		D	18 <sup>th</sup> "	"	D <sup>e</sup> ..... D <sup>e</sup> .....	
200			" 17 <sup>th</sup> "	D <sup>e</sup> .....	Jean Baptist.....		D	18 <sup>th</sup> "	"	D <sup>e</sup> ..... D <sup>e</sup> .....	
201			" 17 <sup>th</sup> "	D <sup>e</sup> .....	Andre Augurs.....		D	18 <sup>th</sup> "	"	D <sup>e</sup> ..... D <sup>e</sup> .....	
202			July 15 <sup>th</sup> "	{Ketch <i>Chouchou</i> .....	Pierre Brignat.....	Lieut.....	D	22 <sup>nd</sup> July	"	{put on board the U. S. ship <i>Ballimore</i> at Martinico for St Kitts	20 July 1800
203			" 15 "	D <sup>e</sup> .....	Aubr Pantousteer [?].....		D	22 <sup>nd</sup> "	"	D <sup>e</sup> ..... D <sup>e</sup> .....	20 " "
204			" 15 <sup>th</sup> "	D <sup>e</sup> .....	Pierre Brousse.....		D	22 <sup>nd</sup> "	"	D <sup>e</sup> ..... D <sup>e</sup> .....	20 " "
205			" 15 <sup>th</sup> "	D <sup>e</sup> .....	Augustin Reynaud.....		D	22 <sup>nd</sup> "	"	D <sup>e</sup> ..... D <sup>e</sup> .....	20 " "
206			" 17 <sup>th</sup> "	{from a Schooner prize to the <i>Constellation</i> at Martin <sup>e</sup> .....	[space] Augustin.....		D	22 "	"	D <sup>e</sup> ..... D <sup>e</sup> .....	20 " "
207			" 17 <sup>th</sup> "	D <sup>e</sup> .....	Jacques Romme.....		D	22 "	"	D <sup>e</sup> ..... D <sup>e</sup> .....	20 " "
208			" 21 <sup>st</sup> "	Ketch <i>Chouchou</i> .....	Pierre Vellafranch.....	Captain.....	D	22 "	"	D <sup>e</sup> ..... D <sup>e</sup> .....	
209			" 21 <sup>st</sup> "	D <sup>e</sup> .....	Jean Sampson.....		D	22 "	"	D <sup>e</sup> ..... D <sup>e</sup> .....	
210			" 21 <sup>st</sup> "	D <sup>e</sup> .....	Joseph Aubert.....		D	22 "	"	D <sup>e</sup> ..... D <sup>e</sup> .....	
211			" 21 <sup>st</sup> "	D <sup>e</sup> .....	Jean Louise Mate-son.....		D	22 "	"	D <sup>e</sup> ..... D <sup>e</sup> .....	
212			" 21 <sup>st</sup> "	D <sup>e</sup> .....	Joseph Jourden.....		D	22 "	"	D <sup>e</sup> ..... D <sup>e</sup> .....	
213			" 21 <sup>st</sup> "	D <sup>e</sup> .....	Antoine Marbe.....		D	22 "	"	D <sup>e</sup> ..... D <sup>e</sup> .....	
214			" 21 <sup>st</sup> "	D <sup>e</sup> .....	Paul Fold.....		D	22 "	"	D <sup>e</sup> ..... D <sup>e</sup> .....	
215			" 21 <sup>st</sup> "	D <sup>e</sup> .....	Pierre Melissy.....		D	22 "	"	D <sup>e</sup> ..... D <sup>e</sup> .....	
216			" 21 <sup>st</sup> "	D <sup>e</sup> .....	Nicollas Botte.....		D	22 "	"	D <sup>e</sup> ..... D <sup>e</sup> .....	

[\*D—Discharged or Detached, DD—Discharged Dead, R—Deserted, S—Sick, Q—Quarters.]

United States Ship *Connecticut* November 12<sup>th</sup> 1800 —

[Signed] MOSES TRYON *Captain*  
SILAS BUTLER *Purser*

[NDA. MR of Conn. 1799–1801.]

To Secretary of War from Secretary of the Navy

[PHILADELPHIA]

Navy Department 2<sup>d</sup> August 1799

The SECRETARY AT WAR

DE SIR I am unwell and cannot attend the meeting without pain — I will however give you my opinion on the subject of a fourth Arsenal, for I presume it is a fourth and that neither of the others are to be declined. —

If the three Arsenals already fixed on were completed and filled with Arms I should then suppose it might be proper to establish a fourth a fifth and a sixth, but under present Circumstances I really think it will be most wise to go on with great spirit with the three already determined on and which in my opinion are properly placed, one being to East, one to the South and one in the middle of the U[nited] S[tates], and to let a fourth alone until the three already determined on are filled with Arms

I think your submission contained a Quire [Query] whether work begun at Harpers Ferry should be finished or whether additional works should be made there —

Judging as an officer of the United States with a view to the Interest of the whole, and on this principle only will I judge while I remain in office, it is most clearly my opinion that the Arsenals at Harpers Ferry should there be any difference in point of magnitude, the three should be the most important —

The Mother Arsenal is without comparison the most convenient to the Western Country. It is more convenient than either of the other places to all parts of the United States — It is nearly in the centre —

Your submission also, if I recollect, right, contained a Quere whether additional work should be made at Springfield — There is no question with me that all the work necessary to the object should be made there, without hesitation or delay —

To sum in few words — my opinion is that the three arsenals designated by the General Officers viewing with a Military Eye the U[nited] States Should be pushed with all possible vigor & that when money can be spared after filling these it will be time enough to think of other arsenals —

Excuse my abruptness — I write in pain I have the Honor to be  
Sir —

[NDA. Sec. War, LB, 1798-1824.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Department 2<sup>d</sup> August 1799

JOHN ADAMS ESQ<sup>r</sup>

President of the United States

SIR I have this day received from Captain Truxton his resignation of his Commission in the Navy — If Decatur who is here employed in Superintending the Building of the Merchants Frigate [Philadelphia] which they wished him to Command prefers her to the *Constellation*

then I shall immediately send a Pilot Boat for Captain Barron at Norfolk who is quite equal to the Command of the *Constellation* —

I have the honor to be with the highest Respect & Esteem

Sir

Y<sup>r</sup> obed Serv<sup>t</sup>

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

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

[PHILADELPHIA]

Navy Department 2<sup>d</sup> August 1799

Captain THOMAS TRUXTON  
*Constellation* Frigate N York

SIR I am honored with your Letter of Yesterday enclosing your Commission, and cannot express the regret I feel that you should think it due to your Character to resign it — I will take immediate measures to send a Commander to take Charge of the *Constellation*, but until he arrives I hope you will continue your Attention towards her, as if you meant to retain the Command — She must be offered to Decatur who I expect will prefer the Ship building here — In which case I shall dispatch a Pilot Boat for Barron

I have the Honor to be —

Sir

Y<sup>r</sup> obe<sup>d</sup> 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 2<sup>d</sup> August 1799

Captain SAMUEL BARRON  
*Norfolk*

SIR The resignation of Captain Truxton makes it necessary that you should repair to New York immediately to take the Command of the *Constellation* now ready for Sea — I send this by a Pilot Boat which you may detain two or three days if in that time you can so arrange your affairs as to return in her to New York which I wish may be the case, as the Ship only waits for a Comm<sup>r</sup>

I am sorry that you are thus taken from your Family so unexpectedly and for the causes An old dispute between Captain Truxton and Talbot which has been settled in favor of the latter occasions the resignation of Capt Truxton who will be a loss to the Service — We shall not however want good men to serve their Country

I have the honor to be

Sir

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

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



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

[PHILADELPHIA]

Navy Department 2<sup>d</sup> August 1799

Captain ALEX<sup>r</sup> MURRAY

*Insurgente* — Norfolk —

D<sup>r</sup> SIR I dispatched your instructions several days ago — I hope your Surgeon & Surgeons Mate have arrived — if the latter has not you must appoint one, if he has — you may take another if you please.

I have a letter from Captain M<sup>e</sup>Niell of the *Portsmouth* dated 10<sup>th</sup> July saying he has a French Ship, blocked up in Surinam, & that there are several Ships & Schooners belonging to Cayenne —

I know not where you can do better than off Cayenne a little while, still I do not mean to dictate —

I have the Honor to be,

Sir

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

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

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

[PHILADELPHIA]

Navy Department 2<sup>d</sup> August 1799

Captain JOHN MULLOWNY

of the *Montezuma* —

SIR The terms of service of the crew of the *Montezuma* expiring so shortly I can devise no employment for her men more advantageous than to send her to Saint Kitts to bring from thence as many French Prisoners as she conveniently can — You will therefore be pleased to proceed immediately to Saint Kitts where you will take your orders from Captain Tingey the Commanding Officer respecting their Prisoners, — As soon as you receive them on board you will leave that place & steer your course directly for Baltimore where your Crew must be discharged — I have every Confidence that you will execute these orders with your usual promptitude & propriety —

You have inclosed dispatches for Captain Tingey which you will please to deliver —

I have the Honor to be

Sir

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

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

[PHILADELPHIA]

Navy Department 2<sup>d</sup> August 1799

WILLIAM CRAFTS Esq<sup>r</sup>

*Charleston S. C.* —

SIR I have this day directed W. Pennock Esq<sup>r</sup> of Norfolk to ship to you imm<sup>d</sup> Twenty thousand pounds of Ship Bread for the *John Adams*

The *John Adams* rates as a twenty four Gun Ship. The Pay & Emoluments of the Captain are 75 Dollars p<sup>r</sup> month & 6 rations per day — The rate of the ship makes no difference in the Pay & Emoluments of any of the other officers —

With respect to the Contracts for the Timber for the 74<sup>s</sup> — I rely on your obtaining the most unquestionable security — When you have completed the Contracts for two frames, you will draw on me for the amount of the Advance stipulated in your proposals —

I have the honor to be

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

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

[PHILADELPHIA]

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

JOSHUA HUMPHREYS Esquire

SIR One of the Ships of 74 Guns is to be built at the City of Washington if a proper place can be found on the Public Ground within the City — The place called the Marine Hospital containing about 90 Acres, I have always considered as very eligible for this purpose & it is to be preferred because the property is public and because there is ground enough — I wish you to proceed down to Washington, examine the Ground & water, fix upon the proper place for building, & give the proper directions as to the erection of a Wharf —

I wish you also to examine the Water of the E Branch with a view to a place for laying up our Ships in time of peace.

Knowing how well you are acquainted with the whole subject I shall not on that account be more particular —

M<sup>r</sup> William Marbury of George Town is the Navy Agent, to him you will please to apply on your Arrival and he will take the necessary steps to facilitate & assist your Enquiries —

I have the Honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

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

To Garrett Hulsekamp, Pilot, from Secretary of the Navy

[PHILADELPHIA]

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

M<sup>r</sup> GARRETT HULSEKAMP

Pilot —

SIR You will please to proceed to Norfolk and deliver the Letter for Cap Murray on board of the Frigate *Insurgente*, and the letter to Captain Barron to himself at Norfolk —

Captain Barron I expect will return with you to New York, whither you must carry him if he desires it — It is of great importance that you make the utmost dispatch. —

I am Sir

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

To Major Commandant William W. Burrows, U. S. Marine Corps, from Second Lieutenant Henry A. Williams, U. S. Marine Corps

[U. S. Brig] *Richmond* AT SEA CAPE HENRY DISTANT  
4 Leagues. S<sup>d</sup> by W. 2<sup>d</sup> August 1799 —

SIR An Expectation of meeting a Pilot Boat between this & Cape Hatteras Induces me to inform you of our Present Situation —

We left N York the 18<sup>th</sup> Ult<sup>o</sup> and have been Cruizing ever since we have seen & Spoke a Number of Vessells & are now in Chase of one, our Lee Guns under Water. — but have taken no prize as yett — the Vessell Sails well and the Officers are agreeable but we all suffer for Want of Accomodation, the Marines are Obligated to be exposed to all weathers as no Room can be found below for them. I have had to punish two of them for Sleeping on their Post, as the Cap<sup>n</sup> after one Complaint made by me Against the Petty Officers forbid their Medling with them, but to Apply to me & then, if not redressed to Report to him; of Course all goes in its proper Channel.

If you see convenient I could Wish a Larger Vessell, (but leave that to yourself) as younger Officers will have the Command I may be Entitled to —

We shall be in Norfolk in about 4 Weeks as the Commodore is to Join us off Charlestown, when after a short Cruize we are to Return to Hampton Rhoad & Water. —

In my last from N York I informd you of my disagreeable Situation with Respect to Cash, as my Wife *that was* has Considerably Involved me & I had to pay it before I could leave the City, to which place I never wish to return, as I am now clear of *her*, & my Daughter is taken care of, that I can Send for her to whatever Port I may sail from, we are nearly up with the Chase which appears to be a Topsail Schooner She shews American Colours. — Pray address any letters for me or Money to the Officer Recruiting at Norfolk and I will Receipt him for the same as I have none but ship stores to live on, therefore cannot Mess with the Lieutenants, till I receive a Supply from you or some other Quarter. We expect to go Norfolk to the West Indias, and will lay but a few days there as the Cap<sup>n</sup> Informs me. — therefore hope I will meet a remittance from you there —

My compliments to the Gentlemen in Camp or Barracks & Believe me Sir with Esteem Yours to Command

HENRY A. WILLIAMS  
*Lieu<sup>t</sup> Marines.*

Major W. W. BURROWS

[MCA. LR, 1799.]

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Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 2 August 1799

Moderate breezes and Clear Weather at half past 12 Sent up a main Topsail Yard. at 4 Saw a strange sail bear<sup>g</sup> N N E. Up Top Gallant yards made sail and Gave chace at half past 5 Shortnd sail and boarded the chace an American Ship from Gibraltar bound to Philadelphia At 7 Filled and Set the Courses Made sail to the Southward At 8 Moderate breezes and Cloudy weather

At 12 Midnight D<sup>o</sup> weather

Middle part Moderate breezes and Clear weather

At Daylight Made all plane sail at half p<sup>t</sup> 5 Saw a strange sail bearing South Supposed to be standing to the Southward Gave chase. At 8 Wore to the Northward Shortnd Sail and Spoke with the chase an American Brig from Gibraltar bound to Philadelphia Fild and Made sail to the Northward

Carpenters and Sail makers Employd as occasion Requird.

At 12 Light breezes and cloudy  
[Latitude Observed 35.40 North]

[NHSC, NYHS.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy commanding, Friday, 2 August 1799

Begins with moderate breezes & pleasant weather employ'd turning to windward

at ½ past 4 PM saw a sail to the North<sup>d</sup> shew our Signals & was answer'd by her

at 7 the Virgin Gorda bore W ½ N 6 leagues set T G Sails at 9 squally, in T G Sails

Middle part Squally & some rain

at 5 AM Saba bore East 4 leagues

at ½ past 5 saw 2 sail under our lee

Bore away & gave chase, at 7 came up with & boarded a Danish Schooner from Aux Cayes bound to St Thomas'

At Mer<sup>dn</sup> St Martins bore East 8 leagues —

Ends Squally & flying Clouds

[Latitude Observed 18.03 N.]

[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*, 2 August 1799

[At Fort Mifflin.] Discharge the Cash from the ship, which was brought from Jamaica —

[NA.]

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To President John Adams from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 3<sup>d</sup> August 1799*

JOHN ADAMS Esq<sup>r</sup>

*President of the United States*

SIR You will have heard before the receipt of this of the return of the *General Greene* Captain Perry to Rhode Island —

This unfortunate circumstance arises from the necessity the Captain was under of going into Port at the Havana to repair damages he had sustained in a Gale of Wind & in Port his Crew caught the Yellow Fever by which he has lost upwards of 20 Men and had on his arrival 37 Sick

Measures have been taken to render all the assistance possible to the Crew — The Sick are landed, & the healthy also will be — The Ship will be unloaded, fumigated & the Ballast changed. —

I have the Honor to be with the highest respect

Sir

[NDA. Nom. Appts. LB, 1798–1820.]

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

[PHILADELPHIA]

Navy Department 3<sup>d</sup> August 1799

Capt<sup>n</sup> CHRISTOPHER R. PERRY  
Frigate *General Greene*  
New Port

SIR I am honored with your letter of the [ ] — I lament extremely the unfortunate situation of your Crew — In your situation you could have done nothing so proper as to return to Port — I have no doubt you will have every proper step taken for the preservation and Cure of your Crew I think with you that the whole Ballast should be discharged and Iron taken in, after fumigating & cleaning the Ship thoroughly — I will send Ballast from hence immediately lest you should not be able to get it at Rhode Island, tho there was a parcel left from the *George Washington* which I beleive is still on hand — As soon as your Crew recover & you can get your Ship in order her service will be again wanted. Perhaps at the Havana — But for the present it will be sufficient to attend to the health of the Crew & cleaning the Ship —

I have the Honor to be  
Sir

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

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

[PHILADELPHIA]

Navy Department 3<sup>d</sup> August 1799

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

GENTLEMEN I am this day favored with your Letter of the 29<sup>th</sup> and also with one from Captain Perry —

It is unavailing to spend time in useless regrets — Every possible step should be taken for the preservation & cure of the Crew of the *General Greene* — The Ship should be completely discharged of everything on board, and should be thoroughly fumigated — New Ballast should be taken in and when it is judged safe, the Stores &c taken out should be returned to the Ship and not before — It is better to wait a fortnight too long than to reload one day too soon — I have no doubt you will cheerfully aid in directing and assisting in every proper measure — I shall order on a remittance of 6000 D<sup>rs</sup> for the expenses that may be incurred — Iron Ballast I will immediately send from hence, I think there was some left out of the *George Washington* & in the hands of M<sup>r</sup> John Brown which has not that I know of been received — it would be proper to get it —

I have the Honor to be Gentlemen

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, Saturday, 3 August 1799

Begins with fresh breezes & pleasant employ'd turning to windward at  $\frac{1}{2}$  past 4 PM saw a sail to the S & E<sup>3</sup> set all sail & fir'd 3 guns at 7 hove to & boarded the Sch<sup>r</sup> *Josiah Parker* from Norfolk bound to S<sup>t</sup> Thomas' James Crosby master out 21 days. at 8 made sail, Saba bearing N E by E 6 leagues —

Middle part Squally with rain at 5 AM saw a sail to the North<sup>4</sup> Tack'd Ship & gave chase at 6 Nevis bore E by N 9 leagues at  $\frac{1}{2}$  past 6 came up with & boarded the Sloop *Rising Sun* from Norwich bound to S<sup>t</sup> Croix

At mer<sup>du</sup> S<sup>t</sup> Kitts bore E  $\frac{1}{2}$  N 5 Leagues

Ends pleas<sup>t</sup> with steady breezes

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

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding, United States Ship *Montezuma*, 3 August 1799

[At Fort Mifflin.] Received an intimation from the Secretary of the Navy to prepare for another Cruise, Began filling water &?—

[NA.]

[4 August 1799]

Extract from journal of Master Commandant William Bainbridge, U. S. Navy, Saturday, 4 August 1799

"Part of the fleet bound to the southward, and some of the fast sailing bound to the northward, left us last evening. — At meridian counted 84 sail, at 1 P. M. discovered a strange sail, bearing north, we immediately gave chase, and prepared for action; at half past 1 saw she was a large ship standing for the fleet; at 2 P. M. made the British private signal of the day, and it was not answered. I then fired a gun to leeward, and shewed my colours; she hoisted English colours, but fired no gun, tacked and gave chase to us under full sail; at half past 2 made the American private signal of the day, also repeated the English signals — neither of them was answered. By this time we could distinguish her hull very plain, and saw that she was a large frigate, with a poop, sailed very fast, and gained on us considerably — At 3 P. M. the breezes being very light, she hove out her boat with sails and sent her in chase of the fleet, whilst she still continued chasing us — from this, as well as other circumstances, left no doubt in my mind, or my officers, but what she was a French ship of at least 44 guns; — thought it highly necessary to disperse the fleet: — At half past three made the signal for them to tack, with an intention of separating myself from the fleet, with a view if she continued her chase of the *Norfolk*, it might prove the means of saving the fleet, and if she chased the fleet, the *Norfolk* would get clear; and her being captured, would have assisted in capturing numbers of the fleet, — and as I could not render them protection against a frigate, I conceived it prudent to act in this manner. Part of the fleet obeying the signal, the remainder continued their course to the northward. At 4 P. M. made the signal for the fleet to dis-

perse, set all our canvas, yet still she gained upon us. At 6 P. M. being so near us as to distinguish her ports, repeated both the American and English private signals, to which she paid no respect, but continued her chase. At 7 P. M. she had got such a distance from her boat, that she gave up the chase after us, took in her light sails and hauled her wind. Her boat being a considerable distance from her, and a squally night following, I am induced to believe that the greater part of the fleet escaped. At 5 A. M. saw several sail astern, hove too, and made a signal to close. At 8 A. M. had got 48 sail together. The *Retaliation* was amongst those that tacked to the southward, but being well to windward, very little doubt of her being taken."

(It appears from the account of the commander of the *Retaliation*, that those vessels which tacked to the southward with him got clear, so that there is reason to hope few were taken if any.)

[Lat. 25.40 N. Long. 67.15 W.]

[LC, Phila., "Claypoole's American Daily Advertiser", 14 August 1799.]

[4 August 1799]

Petition presented to Citizen Malartic, Governor General of all French establishments east of the Cape of Good Hope, by American citizens, at Isle of France

"CITIZEN,

"We, the undersigned citizens of the United States of America, take the liberty to request of you that in consequence of the late public and private news bro't by the late vessels from France respecting the United States of America and the French republic, by which it is evident beyond a doubt that neither war nor hostilities exists between the two nations — but that friendship, harmony and good will prevails; and that the American flag was displayed and respected in all the ports of France without molestation, when said vessel departed.

"You will please to grant us permission to procure a vessel to transport us and our effects from this port to America, under our own flag.

"Having the fullest persuasions that you, with us, must sensibly feel the late happy news, and well knowing your respect for justice, we have not a doubt that our petition will be most cheerfully granted us. We have the honor to be, citizen, with the highest respect and esteem,

Your most obedient and humble servants,

Captain S. INGRAHAM,  
Captain THOMPSON,  
Mr. J. HAMILTON, S. C.  
Captain STONE,

TOGETHER WITH THE OFFICERS AND PEOPLE OF THE DIFFERENT SHIPS.

A true copy of the original, S. I. Port N. West, July 30th, 1799.

*Answer of the governor.*

"GENTLEMAN,

"I received your petition, and am happy in congratulating with you on this late intelligence we have received from France. I have no doubt but every thing will soon be amicably settled between the French republic and America.

"I am happy in granting your petition as respects purchasing a vessel, and departing with your effects under your own flag, but cannot grant you passports until I have some more official accounts from France, which I am daily expecting. I am, gentlemen,

With esteem, your most obedient servant,

(Signed, &c.)

"MALERTIC."

Port N. West, Isle of France, Aug. 4, '99.

[LC, "Federal Gazette & Baltimore Daily Adv." Balt., Md., 28 Jan. 1800.]

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

Begins with steady breezes & pleasant weather employ'd beating to windward — at 1 PM tack'd to the South<sup>d</sup> at 7 D<sup>d</sup> Brimstone Hill bore NE b E dist 3 leagues

Middle part fresh breezes & clear weather employ'd lying off & on S<sup>d</sup> Kitts under short sail. at ½ past 6 AM came too in Old Roads in 12 fath<sup>s</sup> water, moor'd Ship with the Kedge anchor sent our water Cask onshore

took on board 34 Cask water & Stow'd it.

Ends moderate & Pleasant —

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

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding, United States Ship *Montezuma*, 4 August 1799

At ½ past 2 PM got under way, the Crew, apparently determined not to proceed on the Cruise — At 7 P.M. Daniel Hawthorn was heard to make use of insulting and mutinous language, I called him aft, and proceeding to chastize him, he resisted and attempted to sieze me which he in fact did, at the Same time calling for assistance, to put his infamous designs into execution — He was however quickly secured in Irons —

At 9 P M came to abreast of Marcus Hook — At ½ Past 5 A. M. hove up, found the Cable to be cut, by some designing Villians, so that the ship would have probably gone adrift had it blown fresh — also a main yard Tackle fall, to prevent hoisting in the boats —

At 9 AM. came to at New Castle, & sent the aforesaid Hawthorn to be confined in gaol to receive the rewards merited by his Conduct —

[NA.]



To Secretary of the Navy from President John Adams

QUINCY, 5 August, 1799.

Your two letters of the 29th, and one of the 30th July, are before me. I know not who are meant by G. and C. in Captain Perry's letter; but I think there ought to be some inquiry into the justice of his insinuations. I fear that the officers and crew of the *General Greene* were too long on shore at the Havana, and there caught the infection which has obliged him to leave his station and bury so many. The news, however, of the politeness and friendship of the governor and admiral is not the less pleasing. I return you Captain Perry's letter. Although I am very solicitous to strike some strokes in Europe for the reasons detailed in your letter proposing the expedition, yet I feel the whole force of the importance of deciding all things in the West Indies, if possible, and therefore shall consent to the alteration you propose, if you continue to think it necessary.

There is one alteration in our policy, which appears to me indispensable. Instead of sending the prisoners we take, back into Guadaloupe, there to embark again in the first privateer, we must send them all to the United States, or allow them to work and fight on board our ships. At least, if any are returned, their written parole ought to be taken, that they will not serve until exchanged. One suggestion more. I like your plan of employing all our great frigates on separate stations. I have more ideas in my head on this subject than I am willing to commit to writing. One idea more. I think we must have Bermuda sloops, Virginia pilot boats, or Marblehead schooners, or whaleboats, in one word, some very light small fast-sailing vessels, furnished with oars as well as sails, to attend our frigates, and pursue the French pirates in among their own rocks and shoals to their utter destruction. Talbot's unwarrantable suspicion of your want of confidence in him shall never be any disadvantage to you. Indeed, I believe I ought not to have let you see that anxious expression of a brave man. I know his opinion of you to be very high as a man of talents and business.

[Captain Perry's letter has not been found.]

[NR&L. Adams, Vol. IX, pp. 8-9.]

To Job Wall, U. S. Consul, Saint Bartholomews, from Captain Thomas Tingey,  
U. S. Navy

[U. S. S.] *Ganges* AT SEA 5<sup>th</sup> Aug<sup>st</sup> 1799

My D<sup>r</sup> SIR I have the pleasure to inform you, that about 7 this morning and 12 miles to the windward of your Island, we have the good fortune to capture a French Letter of Marque Schooner, [*Le Rabateuse*] laden with Sugar & cotton from Guadaloupe — I regret that our orders are such, as do not permit my sending her in to your address for Sale — If the business continues, this matter must be represented, and You will do well to discourse the Governor on the subject, to whom my compli<sup>ts</sup>

The *Merrimack* will be over this evening, & I hope to be here again myself by that time of the morrow — I send on shore the Capt<sup>n</sup> & Super-cargo on parole — which You will please settle with the French Consul

I am in haste to get over to S<sup>t</sup> Kitts with the prize, to be at liberty for more

I am with regard D<sup>r</sup> Sir  
&c. &c

T:T: [THOMAS TINGEY]

JOB WALL Esq<sup>r</sup>

U: S: Consul S<sup>t</sup> Bartholemews

[NDA. Tingey LB, 1798–1800.]

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

U S FRIGATE *Insurgente* HAMPTON ROADS

August 5<sup>th</sup> 1799

BENJ STODDERT Esq<sup>r</sup>

SIR I have now the honour of acknowledging the receipt of your instructions to me, as well as the general circular ones, all of which I shall endeavour most strictly to attend to.

I feel myself highly honoured by the extensive and unconfined Latitude that you have given me, and in leaving me at large to act as my judgement might dictate, and be assured I will not disgrace your confidence.

As Capt Talbot is to occupy the Station I first intended to visit, I have seriously weighed in my mind how I might best serve my Country in another direction, and at the same time show to our remote friends that we were in earnest in our exertions to repel transgressions on our Commerce. Under these considerations, and confiding in the mettle of my guns, as well as my Officers and crew, I have determined to shew ourselves where I really think we may be serviceable and my first destination I expect will be off Algeiras and then to stretch into the Bay of Gibralter for intelligence respecting our trade in the Streights, (provided I am favour'd with the prospect of a good run to the Eastward after I first get out;) after which if the winds are favourable I shall stretch over for Madeira, & Teneriffe and cruize there for a few days. But to do this I shall not be able to occupy Capt. Talbot's Station at the stipulated time, and hope it will not make any material alteration in your plans, even supposing Cayenne to be unguarded for a short time, but I will spare no exertions to be there as soon as possible, probably by the last of Oct<sup>r</sup> and should I be in want of Water I can run down to Berbice a little to Leeward of Surinam and procure it there conveniently as it is an English Settlement, from thence I can soon regain my Station, & by the 30<sup>th</sup> of Nov<sup>r</sup>, I expect to call at S<sup>t</sup> Pierres Martinique for any further Instructions you may have for me.

It is my opinion (tho' I am no advocate for this Station, that it will be the most proper place for me to return to, on account of the season, as I expect to be on the coast by the 20<sup>th</sup> of Febr<sup>r</sup>, and it will then be absolutely necessary to have the *Insurgente* coppered, as her Bottom is in bad condition, and her masts & Bowsprit must be entirely new, these are the only fears I have about the length of our cruize, whether they will hold out or not, and here they are ready for us (at least the spars) or those materials might be transported to any other place you might think necessary, but the great question is, what is to done with

the Men during this operation, unless you should have some ship redy to transfer them over to.

All these considerations I have no doubt you will duly weigh in your mind, and furnish me with the result by the time of my arrival at Martinique, & when you do me the honour to write, I shall consider it a great obligation conferred on me if you will give M<sup>rs</sup> Murray notice and enclose her letters in yours

I shall send you our final details by the next post when I think we shall be ready to depart — Capt Ro[d]gers has taken all the fine charts and Blunderbusses with him that belong to this Ship, which I cannot replace here

I am  
with great respect  
your most obed<sup>t</sup>  
Humb Serv<sup>t</sup> —

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

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To Edward Garrigues, President of Board of Health, Pennsylvania, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 5 August 1799*

EDWARD GARRIGUES

*President of the Board of Health*

SIR I am honored with your Letter of this day — I am very far from wishing to be instrumental in a violation of the Health Laws of Pennsylvania — The orders Cap<sup>t</sup> Mulowny received from me directed him to proceed not to New Castle — nor to any other port in the United States, but to the West Indies — A Measure which I certainly considered no violation of the Letter or spirit of the Health Laws & which I was sure could not tend to injure the health of the City — If I have done wrong in this instance it has been without intending it and I will avoid it in future, having every disposition rather to Cooperate with the Board of Health for the preservation of the City from imported disease than to counteract their measures —

I have the Honor to be with great respect Gentlemen  
Y<sup>r</sup> obed. Serv<sup>t</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 5 August 1799*

WILLIAM PENNOCK Esq<sup>t</sup>

*Norfolk —*

SIR I cannot figure to myself the reason for the long detention of the *Augusta* at Norfolk — She was purchased the 30 June and You wrote me the 29 May that she would be compleated as a Merchantman by the time my answer to that letter arrived — More than two months have elapsed since the date of that Letter — I urged that the Vessel should be sent to Boston with all possible dis-

patch and being compleated as a Merchantman there was nothing to detain — Why is she still at Norfolk & when is she to go to Boston —

I have the Honor to be  
Sir Your obed. S<sup>t</sup>

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

To John Murray, Wm. Bayard, George Barnwell and John P. Mumford from  
Secretary of the Navy

[PHILADELPHIA]

*Navy Department 5<sup>th</sup> August 1799*

JOHN MURRAY	} Esq <sup>rs</sup>
W <sup>m</sup> BAYARD	
GEORGE BARNWELL &	
JOHN P. MUMFORD	
<i>New York</i>	

GENTLEMEN I am honored with your Letter recommending Captain Robinson to the Command of the Frigate building at New York, and it will afford me much pleasure if your wishes on this subject could be gratified — But if Captain Robinson was now to be appointed a Captain in the Navy, he would rank after every Captain already in Service, and great inconvenience as well as great uneasiness among the other Captains would result from the circumstance of so young a Captain having the Command of so large a Frigate — The Commander of such a Ship ought to have the Command of several others acting together — this would be impossible if one of the young Captains in the Navy had the Command of her —

In all similar cases the President has been very desirous as a small acknowledgement of the Patriotism of the Citizens who build Public Ships at a certain loss of their own money equal to 15 or 20 p<sup>t</sup> Cent on the sum expended to gratify them in the choice of Officers for such ships and it is still his desire to do So — but the Officers already in the Navy having acquired certain rights and getting more & more tenacious of them, it has become more difficult than heretofore to introduce new Captains expecially to Command the largest Ships —

The Committee here have requested that Captain Decatur might be appointed to their Ship — He is an old Captain in the service and there was no difficulty in gratifying the wishes of the Committee — Captain McNeill, Cap Tingey & Captain Perry are all among our Senior Captains & have at present Ships much inferior to the one you are building — If you have a preference for either of those Gentlemen, I will endeavor that he shall be selected for your Ship — Capt Robinson can continue to superintend her Building & the President knowing it to be your desire will I doubt not appoint him a Captain in the Navy to take the Command in the first instance of a smaller Ship

Captain Morris is also among our Senior Captains if you prefer him I presume he might return soon enough from his first Cruise to take the Command of your Frigate —

I shall wait to hear from you before I lay your Letter before the President, not knowing whether Captain Robinson would choose

to enter the Service to command a Vessel smaller than the Frigate. —

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 August 5, 1799

Being about building a Ship for our own employ of the burthen of the *General Green*, we would purchase the timber remaining at Warren on a fair valuation: Should you wish it disposed off, you will please to name some person to have it appraised — We will thank you to inform us in reply by first Post as our Carpenters will be soon ready to raise the Ship we are about building. We have the pleasure to inform you that the Malignant fever which prevailed on board the *General Green* has so far subsided, as to induce the Town Council of this Town, to take off the Quarantine restrictions and to admit them to come from her to town. But few new Cases have occurred since her arrival, & none have died. Doctor Kollock who has visited the Hospital informs us that the fever has assumed a very mild appearance, since the arrival of the Ship and that they all appear to be on the recovery — We have not seen Cap<sup>t</sup> Perry, nor any of the officers, the restrictions being just taken off —

Hon. BENJ<sup>s</sup> STODDERT Esq.

[Newport H. S. Gibbs & Channing LB.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding, United States Ship *Montezuma*, 5 August 1799

Beating down the [Delaware] Bay, with the wind mostly ahead

[NA.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 5 August 1799

Begins with moderate breezes & pleasant Weather employ'd on Ships duty at 2 P M the *Ganges* came in sight — at 3 Spoke her —

Fir<sup>d</sup> a signal gun for our boat to come off. unmoord Ship, hove up & got under way at 5 Came too in Bassterre Roads in 8 fath<sup>s</sup> water the Cap<sup>t</sup> went onshore

Rec<sup>d</sup> onboard 13 Casks bread & 2 of Beans —

Ends pleasant —

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

To Secretary of State, from President John Adams

QUINCY August 6, 1799.

SIR I received late last Evening your favour of the 31<sup>st</sup> of July, inclosing a triplicate of M<sup>r</sup> Murrays Letter of the 17<sup>th</sup> of May and a copy certified by M<sup>r</sup> Murray on the 18<sup>th</sup> of May, of a Letter of Ch. Mau. Talleyrand dated Paris le 23 Floreal de l'an 7 de la Republique Francaise une et indivisible.

Sovereign to Sovereign, and Minister to Minister is a Maxim in the Cabinets of Europe, and although neither the President of U. S. nor the Executive Director are Sovereigns in their Countries, the same Relations exist between them and their Ministers, and therefore the Reason of the Maxim is applicable to them. It is far below the Dignity of the President of the United States, to take any notice of Talleyrands impertinent Regrets, and insinuations of superfluities. You, or the Envoys or M<sup>r</sup> Murray may answer them as you please, in your correspondence with one another or with the French Minister. I will say to you, however, that I consider this Letter as the most authentic Intelligence yet received in America of the successes of the Coalition. That the design is insidious and hostile at heart I will not say. Time will tell the Truth. Mean time I dread no longer their Diplomatic skill. I have seen it and felt it and been the victim of it, these twenty one years. But the Charm is dissolved; their Magick is at an End in America.

Still, they shall find, as long as I am in office, Candor, Integrity, and as far as there can be any Confidence or Safety, a pacific & friendly disposition. If the Spirit of exterminating Vengeance ever arises it shall be conjured up by them not me. In this Spirit I shall pursue the negotiation and I expect the Cooperation of the heads of Departments.

Our operations and preparations by Sea and by Land are not to be relaxed in the smallest degree; on the contrary I wish them to be animated with fresh Energy. S<sup>t</sup> Domingo & the Isle of France and all other parts of the French Dominions are to be treated in the same manner as if no negotiation was going on.

These Preliminaries recollected, I pray you to loose no time in conveying to Governor Davie his Commission and to the Chief Justice and his Excellency, Copies of these Letters from M<sup>r</sup> Murray and Talleyrand with a request that laying aside all other Employment they make immediate Preparations for embarking. Whether together or assunder, from a northern a Southern or a middle Port I leave to them. I am willing to send Truxton or Barry or Talbot with them — consult the Sec. of the Navy & heads of Departments on this point. Although I have little Confidence in the Issue of this Business, I wish to delay nothing to omit nothing.

The principal Points indeed all the Points of the Negotiation were so minutely considered, and approved by me, and all the heads of departments before I left Phyladelphia that nothing remains but to put them into form and dress. This service I pray you to perform, as promptly as possible, lay your draught before the heads of Departments, receive their Corrections if they shall judge any to be necessary and send them to me as soon as possible. My Opinions and Determinations on these subjects are so well made up, at least to my own satisfaction that not many hours will be necessary for me to give you my ultimate sentiments concerning the matter or form of the Instructions to be given to the Envoys.

I have the Honor to be Sir with very great respect, your  
most obedient & humble Servant

JOHN ADAMS

SECRETARY OF STATE

[Mass. HS. Pickering Papers, Vol. 25.]

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

[PHILADELPHIA]

*Navy Department 6th August 1799*

THOMAS TRUXTON Esq<sup>r</sup>

*Constellation New York —*

SIR I am honored with your Letter of the 4<sup>th</sup> Inst — You may be assured that I shall never refuse to do justice to your Character —

I sent off a Pilot Boat for Barron on Saturday last — You had recommended him, and I thought he would be more agreeable than any other Captain to the Officers & Crew — I supposed he would arrive nearly as soon as the Ship would be ready for Sea

It is true that on the same principle that Talbot is considered your Senior officer, Dale would also be so considered — But Dale has leave of absence on the condition of enjoying none of the privileges of a Captain until called into Service — I will not hazard a conjecture, whether if you had remained he would ever have been called on — I cannot help lamenting your resignation, nor thinking that you might have remained with honor — and high honor — The President has determined against you from no preference to Talbot, but because he thought it justice — I wish it were possible for you still to conquer your feelings —

Your Commission still lays on my Table —

I have the Honor to be with great Esteem & respect

Sir

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

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

To General Henry Knox from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 6<sup>th</sup> August 1799*

H. KNOX, Esq<sup>r</sup>

SIR I was honored with your Letter of the 4<sup>th</sup> July by Captain Nicholson, and I thank you for your communication respecting that Gentleman —

I beg leave to assure you that nothing is farther from my intention than to be instrumental in depriving him of his Commission & Emoluments and your knowledge of the President, will convince you that he will never consent to injure any person to gratify popular clamor —

It was my intention to have placed your son under the Command of Capt<sup>r</sup> Truxton but this Officer having resigned, the *Constellation* on board of which Vessel your Son will be, is to be commanded by Captain Barron, an able seaman and a Gentleman. The Ship will leave New York before Lieu<sup>t</sup> Knox could get on board from Boston — She will however return to Port in 5 or 6 Weeks of which he Shall have timely notice — I suppose it would be most agreeable to you & most advantageous to the Young Gentleman himself that he should serve on board of a Southern Ship

With great respect & Esteem I have the honor to be

Sirs

Y<sup>r</sup> &<sup>t</sup>

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

To General L. Lloyd from Secretary of the Navy

[PHILADELPHIA]

Navy Department 6<sup>th</sup> August 1799

GENERAL L. LOYD

DEAR SIR I have received your favor of the 1<sup>st</sup> August and have seen your additional Contract with Cap<sup>t</sup> Nicholson. The Prices of the staves I got from M<sup>r</sup> Humphreys as the prices govern here, I make no doubt he gave them to me correctly — Your not being able to furnish them at these prices will not be any disappointment to the Public, but I fear it proves that you could not afford to supply the Public with larger quantities of Timber at the prices given elsewhere, even if it could be made convenient to buy from you, which however cannot be the case for the transportation alone of Timber from your place to Norfolk the nearest place to you where any of the 74 Gun Ships will be built would amount to a larger sum than would buy the Timber delivered on the Spot This I have endeavored before to explain to you —

The Price of Timber at Baltimore is higher I believe than at this place, or any other where the Public Ships are to be built — The *Constellation* built at Baltimore tho nearly 300 Tons less than the two other Frigates cost considerably more than either of them — Is it not possible for you to make better Contracts there than you could hope to do with the Public. — With the Public however there is no chance of your contracting

The Algerines are to have no more timber & none is wanted for the Navy except for 6 Ships of 74 Guns which must be obtained near the places where they are to be built, to save the enormous expense of transportation, except particular pieces, such as Keels &c & these Captain Nicholson now informs me can be got in New Hampshire for the two Eastern Ships — The rest can be got on the Spot where the Ships are to be built —

I cannot at present say any thing respecting your Nephew — being now full —

I am D<sup>r</sup> Sir with great respect & Esteem

Y<sup>r</sup> obed. Serv<sup>t</sup>

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

To Purser John Jennings, U. S. Navy, from T. H. Gilliss for Accountant of the Navy

[PHILADELPHIA]

NAVY DEPARTMENT

Accountants Office Aug<sup>t</sup> 6<sup>th</sup> 1799

SIR On entering upon the duties of your Station, as Purser of the Ship *Maryland*, you will be particular in procuring Invoices of all Slops and provisions sent on board the Ship by Naval Agents, or purchased by yourself for the use of the ship, from time to time, and have the amount thereof entered in Books for that purpose, specifying on separate columns each particular article so received, and credit the United States therewith by debiting yourself

As you will be held responsible for all monies advanced to any of the Ships crew, not only by yourself, but also by this department, Naval Agents, the Captain, or Recruiting Officers, you will be attentive in



obtaining an account of all such monies advanced, in order that it may be entered opposite their respective names, in your Pay-Roll, previous to a final settlement taking place with the Ships Crew

Any person belonging to the Ship whose term of service shall expire, or who shall be discharged from the service, or have permission from the Sect<sup>y</sup> of the Navy to remain on shore, and who may have a balance due them from the ship, to be settled with, either by a Naval Agent, or thro' this office, should be furnished with a Statement of his Acco<sup>t</sup> with the Ship, certified by the Captain or commanding Officer and yourself

A list of all such as may give powers of Attorney, to receive their half pay, should be made out signed by you and the Commanding Officer, and forwarded to this office —

You will be particular in settling with both officers and Men from the day of their entry on board of the Ship, or from the day of Enlistment

Your provision account should be accompanied by a statement shewing the number of men, who from time to time, draw Rations, and the quantities of each Several Kind of Article thereby expended; and in order to shew the state of the officers subsistence acco<sup>t</sup> an abstract exhibiting what provision each of them have drawn or have been supplied with, and what may be due to each of them, should also accompany your provision account

Enclosed you have a blank form of a Pay Roll, w<sup>ch</sup> you will adapt for the present, and untill those now in Press for this Department are struck off — Also a list of Pay and Rations of the officers and crew of a Sloop of War, and of the component parts of Rations

You will be attentive to the above Instructions, and all others which you may from time to time receive from this Department

I have the honor &c.

T. H. GILLISS  
for the Accountant

M<sup>r</sup> JOHN JENNINGS  
Purser of the *Maryland*  
Sloop of War Baltimore

A copy of the above forwarded to Henry Darby. Steward of the Brig. *Eagle*, with forms of Pay roll & list of Pay. & rations &c<sup>a</sup>

[NDA. LB, Navy Dept. Accts. Of., 1798–1800.]

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

[PHILADELPHIA]  
Navy Department 6th August 1799

JEREMIAH YELLOT Esq<sup>r</sup>  
Baltimore —

SIR I have received your Letter of 2<sup>d</sup> Ins<sup>t</sup> — The Crew of the *Montezuma* having but a short time to serve, I ordered her immediately on her Arrival and previous to the receipt of your Letter to proceed to Saint Kitts from whence she will return without any delay to Baltimore —

On her arrival Lieutenant Bunbury will receive directions to assume the Command of the Schooner intended for him — A Purser

has been appointed for the *Maryland* and ordered to enter immediately on the duties of his station —

I have the Honor to be Sir  
Your obed. Serv<sup>t</sup>

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

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

[PHILADELPHIA]

Navy Department 6th August 1799

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

New Port —

GENTLEMEN I am pleased to find by a Letter received this morning from Mess<sup>rs</sup> James & Ebenezar Watson, that you have requested ballast for the *General Greene* to be shipped from N York

I had on the receipt of Captain Perrys letter directed the Kentledge to be shipped from hence, but have countermanded these orders as you will receive it much sooner from New York

I hope the *General Greene* will very shortly be ready for sea, her presence off the Havana is at this time of great importance —

I have the Honor to be

Gentlemen

Y<sup>rs</sup> &c

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

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

Begins with moderate breezes & pleasant weather, at 1 P M hove up & got under way — Saw a Small fleet of Americans running down under Convoy of an English Letter of Marque from Martinico bound to America, took them under convoy at 4 Saw the Comm<sup>o</sup> with a prize which he had Captur'd from Guadaloup, laden with Sugar & Coffee at 5 Cap<sup>t</sup> Brown went onboard the Comm<sup>o</sup> at ½ past 5 the Cap<sup>t</sup> return'd onboard & made sail at 6 left the fleet to proceed on under Convoy of the English Brig —

At 11 AM spoke a Danish schooner from Martinico, at 11½ boarded an English Brig from Hallifax bound to Antigua out 21 days Nevis W S W 3 leagues.

Latter part pleasant weather A sail in sight running down

[Latitude Observed 17.14 N.]

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

Extract from journal of Lieutenant John Mallowny, U. S. Navy, commanding, United States Ship *Montezuma*, 6 August 1799

At 8 A.M. anchored 35 miles to Northw<sup>d</sup> of the Capes —

[NA.]

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

[PHILADELPHIA]

Navy Department 7<sup>th</sup> August 1799

Major W W BURROWS  
Marine Corps —

SIR The Frigate *Congress* Cap<sup>t</sup> Sever at Portsmouth N H will shortly require officers of Marines and Fifty Privates — in 5 weeks or 6 —

You will be pleased to take orders for complying with this Requisition —

I have the Honor to be

Sir Y<sup>t</sup> obed. Serv<sup>t</sup>

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

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

[PHILADELPHIA]

Navy Department 7<sup>th</sup> August 1799

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

SIR I have received your Letter of the 3<sup>d</sup> Ins<sup>t</sup> — It is not very material whether the Camboose you were requested to forward M<sup>r</sup> Howland is sent or not —

I am extremely anxious to hear that the *Connecticut* is in deep water, and will be ready to receive my final Instructions — My Plans have been much deranged by her unexpected delay I fear too much of the time of the Crew will be consumed before the Ship is in a situation to perform any Service —

I have the honor to be

Sir

Y<sup>t</sup> obed. Serv<sup>t</sup>

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

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

[PHILADELPHIA]

Navy Department 7<sup>th</sup> August 1799

Captain JAMES SEVER  
Frigate *Congress*  
Portsmouth N H

SIR The Frigate *Congress* under your command besides Officers of Marines and Fifty privates which will be supplied by the Major of Marines & your Commissioned and petty Officers (the latter of which you will appoint) is allowed not exceeding One hundred forty five men 7 boys — Of this number you will recruit not exceeding One hundred able Seamen The residue to consist of ordinary Seamen & Boys.

It is good policy to create Seamen — You may therefore should you judge it for the Good of the Service, recruit within the proportion of able seamen & encrease the number of ordinary seamen & Boys so as to equal the whole number allowed you, though you must not

exceed it, & if you think proper you may lessen the proportion of ordinary seamen & Boys also, as I believe our Vessels of War are very often too much crowded with men —

You may recruit immediately as many Men as can be found usefull, in rigging and equipping the Ship, & you will make such arrangements for recruiting the residue, as will admit of your completing the complement allowed her by the time she is ready for a cruise, but not much before — The whole must be entered to serve one year from the Ships first weighing Anchor on a cruize — Able seamen you will allow 17 Dollars p<sup>t</sup> month, Ordinary Seamen & Boys from 5 to 14 Dollars according to merit —

You will instruct your recruiting officers to enter none but sound & healthy persons and to suffer no indirect or forcible means to be used to induce them to enter into the Service Your Surgeon must attend at the rendezvous to inspect each Recruit —

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 & Pay of each person on board must be entered — Also the form of a Bond to be signed by the Sureties for the Seamen &c — Before you advance the two months pay you will be careful to obtain responsible Security to resort to in the event of desertion —

Three thousand Dollars will be remitted you for the purpose of recruiting — more will be remitted in due Season — You must advance to your Recruiting Officers, who must settle their Accounts with you — They will be allowed besides their pay & rations Two Dollars for each recruit in full for every expense of attesting Punch, Ribbon &c, in short every Expense but that of provisioning the Men enlisted at a distant port & in such cases, their transportation to the Ship, but they must observe the utmost oconomy — for extravagant charges for those Expences will not be allowed, & no charge will be allowed without a proper Voucher to support it —

Prior to sailing be pleased to transmit your account & Vouchers to William Winder Esq<sup>r</sup> Accountant of the Department for settlement —

You will write me frequently of your progress in equipping the Ship and inform in proper season when you will commence the recruiting the whole of your Crew, that no delay may be experienced on Account of money matters —

I have the Honor to be

Sir

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

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

[PHILADELPHIA]

Navy Department 7 August 1799

Master Comm<sup>r</sup> HUGH G, CAMPBELL

Brig Eagle, New Castle —

SIR M<sup>r</sup> John Love, sent from the West Indies Prize Master of the *Eliza* by Capt Tingey of the *Ganges* will take his passage with you to the West Indies for the purpose of joining the *Ganges*

He can assist on his passage in performing the duties of a Master —  
You must enter him on your Muster roll as a Supernumerary —  
I have the honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

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

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

[PHILADELPHIA]

*Navy Department 7th August 1799*

Capt<sup>n</sup> CHRISTOPHER R. PERRY

*Frigate General Greene*

*New Port —*

SIR I hope from the favorable accounts I hear of the health of the Crew of the *General Greene* that she will very quickly be ready to proceed again to Sea — I have sent on an appointment to M<sup>r</sup> Champlin a Purser of the Ship — You will want a Surgeon — I cannot judge whether either of the Mates is qualified for that appointment — He certainly ought to be a man of great skill in his profession — I shall leave the selection of such a Person entirely to yourself, and will lay before the President the name of whoever you may select for his approbation which no doubt will be given —

But the Ship cannot wait until this Gentleman can be commissioned, he must for this cruise act under your appointment which will entitle him to all the Emoluments & privileges of a Surgeon — If one of the Mates should be raised to this office you must in the same manner supply his place —

It will be proper for you to take in more provisions so as to make the quantity on board when you leave Rhode Island equal to 6 Months consumption, but if you can carry still more it will be desirable as you can in that case supply the two Brigs at Havana which I presume will remain there until you return — At any rate they will be sent back to join you —

Hoping that you will be ready to proceed in Ten days from this time, I shall by the stage of Friday send on your instructions — Ballast I presume has been sent before this in sufficient quantities from New York —

If you have room for more Midshipmen, I have no objection to your taking a few more — If you can without difficulty or delay recruit the number of men you have lost you will be pleased to do so, if you think it necessary — tho I am sure you will have men enough without for any Enemy you will be likely to meet with —

I have the Honor to be

Sir Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

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

[7 August 1799]

Report of Captain Charles Blunt, of the Ship *Diana*, regarding her capture by a French privateer; *Dianna* later recaptured by Captain Blunt

*Native Heroism!*

Capt. Charles Blunt, of the *Dianna*, arrived here on Wednesday last, in 24 days from Trinidad. He informs that two days after he left Trinidad, he was taken by a French privateer letter of Marque from St. Thomas' bound to Guadaloupe, who took out the mate and one seaman; Capt. Blunt and four others feigning themselves sick were left on board, in care of a prize master and 4 stout hands; who were ordered to proceed for St. Eustatia, and sell the prize, remitting the neat proceeds to Guadaloupe. But Capt. Blunt having preconcerted the scheme of recapture, came upon deck on the morning of the 7th of Aug. and seizing on a cutlass, at the same moment that one of his hands seized a musket, they began to try the fortune of War. A blow from the but-end of the musket settled Mr. Helmsman pretty quick; but rising again, Capt. Blunt aimed a second stroke with the cutlass and quieted his bowels. The prize master coming aft, to help his man was obliged to surrender also; and by the assistance of the rest of the crew and a passenger the remainder of the Frenchmen were secured. Capt. Blunt then gave them his long boat, their chests, some provisions and water and set them out on a new cruize to find land. After they were put into the boat, they told Capt. Blunt that he was a damned brave fellow, thanked him for his humanity and wished him safe to port. Capt. B. then made the best of his own way for port, and every true American bids welcome to the naval hero. His gallant conduct merits a good ship.

*Honorable anecdote of Capt. Blunt.*

The French gang whom Capt. Blunt so gallantly conquered, had a large quantity of Johannes with them, the spoils of many an honest fellow. It was motioned by some that Capt. Blunt should seize enough of this ill gotten gain to pay for his long boat. No, says the manly seaman; It is none of my business how they came by their gold. It appears to be theirs and I will not touch a farthing. — French Pirates pipe all hands upon deck, and belay the main sheet of plunder with such a stopper.

[LC, "New Hampshire Gazette", Portsmouth, Sept. 3, 1799.]

To John Bispham, Sheriff of Burlington, N. J., from Jo Parrott for Secretary of the Navy

[PHILADELPHIA]

Navy Department 7<sup>th</sup> August 1799

JOHN BISPHAM Esq<sup>r</sup>

*Sheriff of Burlington —*

SIR You be pleased to grant to M<sup>r</sup> Jean Baptiste Petit, a Midshipman now in your custody the priviledges of Parole which you have

granted to all the other French Officers, except Mess<sup>rs</sup> Riouff [Reouff] & Tilly —

I am Sir

Y<sup>r</sup> obed. Serv.

JO PARROTT by order  
of the Secretary of the Navy.

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

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

[PHILADELPHIA]

Navy Department 7<sup>th</sup> August 1799

STEPHEN HIGGINSON Esq<sup>r</sup>  
Boston —

SIR M<sup>r</sup> L Fauvel a French Prisoner now at Boston has solicited permission to return to France on Parole — I will thank you to give him this permission, taking his Engagement not to bear arms in the Service of France until exchanged —

I have the honor to be

Sir

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

[7 August 1799]

Extract from the log book of the Brig *Maria*, boarded by a Ship under English colors, and prize crew put on board

"On the 24th of July, sailed from Sandy-Hook. Nothing happened till the 3d of August, when at 3 P. M. we saw a sloop coming before the wind with all sail set for us; on coming nearer, we saw that she was a privateer; we tacked for her; at 4 P. M. gave her a shot; she directly hauled her wind hoisted English colours, and fired a gun to the leeward, the signal for a friend. We put about and stood on our course, then in the lat 30. 15. long. 67.

"We kept on our course till the 7th; at half-past 7 A. M. saw a large ship off the leeward quarter, and a schooner astern steering the same course with us. At the same time saw the Hole in the Wall, off the lee-bow, and a ship to the windward, standing to the northward. At half-past 8, she bore down, was in a squall and fired a shot at us under Spanish colours. At the same time we carried away our top-mast steering-boom which gave the ship the advantage of coming up. She hoisted English colours, and sent her boat on board, which took me and all my papers out. After taking me on board, sent back the boat and searched all the trunks and the hold. After that pressed four men, with regular protections.

"At 5 P. M. sent me on board without my papers, with a lieutenant and 12 men, and made sail for Providence, where we arrived next day, at one o'clock. At two, the captain came on board the *Maria*, with the purser, a midshipman, and boat's crew; took me, the supercargo and a passenger, on shore with him; left both vessels lying off. About three quarters of an hour after being on shore, I found that I was to be condemned.

"The midshipman had orders to go off, with a letter to the lieutenant, to bring the *Maria* to Forbes's wharf, and there to moor her, which I took to be a true signal for a condemnation. I therefore took this opportunity to go off with the boat. On my going on board I met her close to the bar; I told the pilot to run no risqué, for if she should touch I would have his head off that moment; which frightened the fellow, and made him keep her off.

"At half past seven, a cloud being over the moon, I gave my officers the signal that I meant to take her, and the word was *Maria*: which was soon done and all sail made for this port, where I arrived, all in safety, with the first lieutenant of the *Arab*, 12 seamen, and the pilot.

"My greatest thanks are due to Doctor Cuyler, for his attention, and supporting me during the passage from Nassau to this port."

[LC, Charleston, S. C. "Coliseum Museum and Savannah Advertiser" 20 August 1799.]

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

Begins with fresh breezes & squally Weather employ'd beating to windward, at 1 P M boarded the Sch<sup>t</sup> *Neutrality* from Newhaven bound to S<sup>t</sup> Kitts out 34 days Elnathan Atwater master at 8 saw a sail bore away & gave chase fir'd 3 Shott at her, at 9 brought her too. She prov'd to be the French Letter of Marque Schooner *Buonaparte* of 8 guns & 34 men, took the prisoners onboard & Manned her. Nevis bearing S W  $\frac{1}{2}$  S 4 leagues

Middle part D<sup>o</sup> Weather at 6 AM Saw the *Ganges* & *Pickering*

At 9 AM Came too in Bassterre in 9 fath<sup>s</sup> water

Ends pleasant

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

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding, United States Ship *Montezuma*, 7 August 1799

At 1 P.M. weighed —

Came to. Cape Henlopen Light house. S by E. 2 or 3 Miles distant

$\frac{1}{2}$  Past 12 stood out for sea and at  $\frac{1}{2}$  2 discharged the Pilot —

Light winds and pleasant —

[NA.]

To Secretary of the Navy from President John Adams

QUINCY, 8 August, 1799.

SIR, — I received last night your favor of the 2d of this month. I am sincerely sorry for the resignation of Captain Truxtun. Although you have not explained to me his motives, I presume the decision, which gave rise to them, was founded in principles of sound policy and eternal justice, as it was made upon honor and with conscientious deliberation. If it were now to be made, it would be the same, though my son or my father were in the place of Captain Truxtun. I have no more to say. If we lose Captain Truxtun, we



shall soon regain Captain Dale. Meantime I am very desirous that Captain Decatur should take the *Constellation*. If, however, he prefers the merchants' frigate, as you call her, I will not urge him from his bias. Of Captain Barron I know very little, but repose myself with great confidence upon your judgment. I now request of you that Barry and Talbot may be separated. I have reasons for this, which it is unnecessary to detail. Not from any misunderstanding or dislike between them that I know of or suspect, but it is best the great frigates should have separate stations.

[NR&L. Adams, Vol. IX, p. 12.]

Letter containing information concerning Surinam, and arrival of the U. S. Ship *Portsmouth* there

*Hospital Island, Thursday, August 8. [1799.]*

"Brig Fitzwilliam, Capt. Dolliver, 27 days from Surinam. *Passenger*, Mr. THOMAS WILLIAMSON — Capt. M'NEIL, of the United States ship *Portsmouth*, had arrived at Surinam, in 23 days, but was prevented going up the river by a small party who went out and gave him information of a 20 gun French ship that lies at Surinam; she has taken several valuable prizes, among which is a ship from Ireland, bound to Jamaica, loaded with provisions and Irish linens — the sch. *Chance*, from Hatford, loaded with horses, bound to Demerara — the horses condemned — vessel given up.

"In consequence of the above information, Captain M'NEIL has come to anchor near Brandt Point, and has sent all his spare spars, casks, &c. to Surinam, and every thing is prepared to give the Frenchman a drubbing. — The privateer has a considerable sum of money on board, and was expected to sail in 3 days. There is another French ship in Cayenne, nearly ready for sea. Captain M'NEIL will take good care of them — His officers and crew were in high spirits. Previous to Capt. M'NEIL's arrival several American vessels had been taken by the French, and the Captains and Supercargoes set on shore; among which is a Mr. BANGS, from Boston; the sch. *John*, Lufkin, of Cape-Ann, was ransomed for 5000 dollars.

"Left at Surinam, the *Maria* and *Eliza*, Downs, of Boston; *Rose*, Chace, Newburyport; *Bellisarius*, Allen, Salem; *Brothers*, Hawkins, Philad.; *Fox*, Lincoln, Charleston; *London Packet*, Anderson, Baltimore; *Resistance*, Mareni; *Almira*, Wait, Portland; *Three Friends*, Endicot, Salem; *Eliza*, Smith, Newburyport; with about 20 other Americans. — On the passage was boarded by several English cruisers, and treated politely."

[LC, "Mass. Mercury" (Boston), 13 August, 1799.]

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

[PHILADELPHIA]

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

Capt<sup>s</sup> THOMAS TINGEY

Ganges W Indies —

SIR Enclosed is the duplicate of a Letter sent you by Capt Mulwony — Pray issue orders to all the Vessels under your Command

never to part with a Man without sending with him a Certificate from the Purser stating the Balance due him & how long he has to serve Issue orders also to the Commanders & as a General instruction from the President that they are always to receive and take care of any Specie offered to them to be brought to the United States, for their care of which they should not expect more than a half per Cent, it being the Policy of the Country to encourage the introduction of Specie by making the means easy. But it is to be understood that the Vessels are not to return out of time merely to bring Specie — You ought to return to Philad<sup>a</sup> on account of your Mens time by the first or 10 of Nov<sup>r</sup> I will endeavor to relieve you, to admit of your returning something earlier as you have had hard service & must be anxious to see your family —

I observe you have some men whose time will not be out before March & April — The *Norfolk* has some in the same situation — Could you not make Exchanges so as to admit of the *Norfolks* men whose times will be out in October being discharged in the United States, for they ought not to be discharged in the West Indies and there are too few of them to justify the return of the Vessel merely to discharge them Attend if you please to this subject with respect to all the Vessels under your Command & do what is best — The sailors ought to be treated justly, & no cause of complaint should be given them — The utmost attention should be paid to having the Accounts of any men transferred — transferred along with the Men —

You know that Trade is opened between the United States & Cape Francois & Port Republicain in Saint Domingo Great numbers of our Merchant Vessels have gone to that Island & we have sent but two armed Vessels for their protection the *George Washington* Capt<sup>n</sup> Fletcher and the Frigate *Boston* Captain Little — Their greatest danger will be from the Cruizers from Guadeloupe which you must take care to keep in port or if you cannot effect this let a part of your force pursue them to Saint Domingo — I hope you have now force enough under your Command to attend occasionally to Porto Rico as well as the little Island to Windward of Guadeloupe from whence the French Privateers issue & where they find protection —

On the subject of Prisoners it is a serious evil to keep them at the expense of the United States in the Islands and they must not be let loose — Every vessel returning should bring Prisoners — I wonder the propriety of a measure so obviously necessary & proper did not strike Captain Truxton — We have had vessels enough returned to bring in more prisoners than we had captured — When the *Ganges* comes in you must bring in all the prisoners you can —

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

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

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

[PHILADELPHIA]

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

Capt<sup>l</sup> HUGH G CAMPBELL

Brig *Eagle* New Castle

SIR Having already sent you your authority to capture French armed vessels — Circular Instructions of the 29<sup>th</sup> December 1798, 16<sup>th</sup> July & 12<sup>th</sup> March 1799 and two Letters of General instructions dated 27<sup>th</sup> July last and knowing that you ought now to be ready for sea I have now to request that you will in 12 Hours after the receipt of this proceed with the *Eagle* under your Command to Sea and make the best of your way to S<sup>t</sup> Kitts, where you will place yourself under the Command of Captain Tingey of the *Ganges* or whoever may be the Commanding Officer on the Guadeloupe Station on your Arrival —

It is not impossible that Capt. Tingey may have changed his place of Rendezvous from S<sup>t</sup> Kitts to Prince Ruperts Bay in Dominica.

You will however find our Vessels on that station & cooperate with them for the protection of our Commerce & the punishment of the French Vessels & people who depredate upon it —

Wishing you great Success and Glory, I have the Honor to be Sir  
Your obed<sup>t</sup> Serv<sup>t</sup>

B[ENJAMIN] S[TODDERT].

[P. S.] — You have enclosed Letters for Captain Tingey Your Accounts I presume are ready, and that they will be sent up to the Accountant before your Departure —

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

To Christopher G. Champlin, Newport, R. I., from Secretary of the Navy

[PHILADELPHIA]

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

CHRISTOPHER G CHAMPLIN Esq<sup>r</sup>

New Port — Rhode Island —

D<sup>r</sup> SIR I am honored with your Letter of the 1<sup>st</sup> Inst — I have sent on to M<sup>r</sup> Champlin the appointment of Purser to the *General Greene* — The Hospitals are entirely with the Secretary at War and Secretary of the Treasury — It is presumed that as the Seamen in the United States Service are to contribute to the fund for Hospitals that no other arrangements will be necessary for them beyond the Hospitals for the other seamen, which I hope are going on with some spirit, the one at New Port particularly ought to be well attended to — Doctor Masons character stands so very fair that I hope he will not be disappointed in his wishes — I will with great pleasure do any thing in my power to prevent it —

It is unfortunate that the *General Greene* should have returned in so disagreeable a situation — The Captain complains of his Ballast as the cause of the sickness — I rather suppose it has arisen from his intercourse with the Havana

I have desired him to look out for a proper character to be Surgeon, if neither of the Mates are qualified — I would not send one on

supposing there may be Gentlemen on the spot desirous of serving — I have told the Captain however that he must not wait for a Surgeon, if he cannot at once get one —

I would rather charter a Vessel to carry one to the Havana to him than that he should be unnecessarily delayed in Port — Perhaps you can give him some aid in this business

The Accountant will send on by this or the next Mail some observations which will require the Pursers attention —

I have the Honor to be with great Esteem —

D<sup>r</sup> Sir

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

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To Captain Thomas Truxtun, U. S. Navy, from Officers of U. S. Frigate *Constellation*

SHIP *Constellation*

8 August 1799

SIR It is with a degree of regret scarcely to be conveyed in words, that we have understood you mean to decline the Command of the United States Ship *Constellation*.

We cannot take a parting leave without expressing our lively acknowledg[ment] and grateful thanks for the kind & Paternal Care you have uniformly exercised towards us.

We have nothing more to add but our most fervent & Cordial Wishes for Your Prosperity here & hereafter —

We are Sir

Your most grateful  
obliged & Obedient  
Humble Servant<sup>s</sup>

BAT CLINCH L. M.

ISAAC HENRY Surgeon

ISAAC GARRETSON

SAM<sup>l</sup> B. BROOKE 4<sup>th</sup> Lieut.

JOHN H. DENT 5<sup>th</sup> d<sup>o</sup>

THO<sup>s</sup> ROBINSON J<sup>r</sup> 6<sup>th</sup> d<sup>o</sup>

AND<sup>w</sup> STERRETT 1<sup>st</sup> Lieut.

AMBROSE SHIRLEY 2<sup>nd</sup> d<sup>o</sup>

JOHN ARCHER 3<sup>d</sup> d<sup>o</sup>

[NYHS. Misc. Mss. T.]

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To the midshipmen on board the *Insurgente*, from Captain Alexander Murray, U. S. Navy

ON BOARD THE FRIG<sup>t</sup> *Insurgent* 8<sup>th</sup> August 1799

To the Midshipmen

GENTLEMEN My anxiety to see you all acquit yourselves as becomes a duty incumbent on you in your present stations induces me to say what I expect from you and by thus making you acquainted with your respective duties I am in great hopes that I shall never have cause to repeat the same over again for rest assured I shall have a very watchful eye over your conduct both in your private deportment as well as public and those who do not shew an ambition to excel, and

an ardent desire of promotion need not expect my patronage and I beg you will not suppose that you are placed in your present line merely as Drones, and Idle Spectators, but as Gentlemen sent forward to be the Bulwark, and able defenders of your Country, you have a noble Field to range in, for Glory, & reputation, if you do not (many of you soon get into distinguished Rank) it must be your own fault, for without a spur of Ambition, towards Eminence, you had better have stay'd at home.

What I require of you is this, beginning with your private deportment as concerns the oconomy of your apartments, & messing, Vizt.

A perfect harmony, Sobriety, and Cleanness in your Births as well as persons, & regularity of meals, for which you will have a due proportion of servants to assist you, and should there be at any time any Bickerings, & Quarrelling, among you, I must insist upon having the same made known, that I may be the Arbiter upon the Occasion.

With regard to your duties on deck, you will remember that you are to be inquisitive to learn all the art, & mystery of Seamanship, to do this, you must attend to every thing that is going on onboard, I do not require you to do hard Work, but it may be sometimes necessary to lend your assistance in handing & reefing, but always to be aloft when that business is going forward, unless your duty calls you otherwise.

You must be constant in your attendance upon Deck in your respective Watches, & never by any means presume to sleep, on your Watch, and keep in motion, and take frequently the rounds of the Ship, to see that the Sailors do not Sleep, & as soon as we have all our arrangements properly made out, you will then attend to the learning Navigation, & keeping your Journals, these are all the Observations I mean to make at present, & be assured I have your interest much at heart & the only partiality I shall ever shew to the one or the other will proceed from the score of merit

With great regard

I am

Yours — —

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

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To Nehemiah Hubbard, Jr., Navy Agent, Middletown, Conn., from Captain Moses Tryon, U. S. Navy

AUG<sup>t</sup> 8<sup>th</sup> 1799

United States Ship *Connecticut*

Between the Outer points of Seabrook Barr

Neh. HUBBARD, Esq<sup>r</sup>

DEAR SIR — Your favour by Cap<sup>t</sup> Ward is Recei<sup>d</sup> his Demurage Can not take place untill the 7<sup>th</sup> which was yesterDay. Agreeable to your Request I have unloaded Cap<sup>t</sup> Cotton yesterDay — on board the three other Vesels — we have been unfortunate as to winds which have been Constantly to the Southward — we have been Sounding the Barr two Days & find more water at high water than the Ship Draws should it be Calm or a Breaze any way fair — I am Determin<sup>d</sup> to go on either by wharping or otherwise —

be asure<sup>d</sup> their shall no Exertions be wanting which is Consistant with prudence & Safety — I hope you will send on the Rest of the Iron work the Stations &c — Likewise the Ventulater which will be very much wanted indeed — as their is a Great heat produc<sup>d</sup> by the Dampness of the hole arising from the Circumstance of her being Sunk & I fear it will be Attend with very ill Consisiquences to many of the Artickels Such as bread Rice beens powder &c I shall procure Cole as soon as we arrive at N London & have the parts Dried as much as possible I hope the Next time your hear from us will be our Safty at N London

I am Dear Sir

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

MOSES TRYON

[F. D. Roosevelt Collection.]

Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 8 August 1799

Fresh breezes and Clear. Employd working up Junk —  
at 4 Squally took in topgallant sails. Employd exercising Great Guns and Small arms, at 5 saw a strange sail bearing S S W. at 6 d<sup>o</sup> weather at half past 6 saw a strange sail bearing N N E at 8 Shortnd Sail and Sounded in 27 fathoms black and white sand. Supposed to be between Newyork and Cape henlopen Wore to the Southward and hauld to the Wind

at 12 Moderate breezes and Cloudy

at 4 D<sup>o</sup> Weather

at 6 Made Sail. saw several sail working to windw<sup>d</sup> at 7 Shortnd sail and Spoke with an American Schooner from Baltimore bound to Boston

At 9 Tack'd to the Northward Saw a strange sail bearing N N W. Gave chace, at 11 Spoke with the chace an American Ship from Newyork bound to Baltimore Employd working up Junk & Trimming Ship, Sail Makers and Carpenters Employd as occasion requird —

[Latitude Observed 38.27 North.]

[NHSC, NYHS.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, Commanding, Thursday, 8 August 1799

[Basseterre Roads, St. Christopher.] Begins with light breezes & pleasant employ'd in Ships duty, a number of the People on board the prize discharging her

Middle part pleasant Weather Moor'd the Prize

Latter part pleasant, employ'd as usual —

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

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding,  
United States Ship *Montezuma*, 8 August 1799

Fresh breeze and clear  
Several sail in sight during the Day — — Spoke Brig *Abigail*  
from Phil<sup>a</sup> bound to Cape Francois —  
Strong Winds, and weather clear  
[NA.]

[9 August 1799]

To certain Officers of the U. S. Frigate *Constellation* from Captain Thomas Truxtun,  
U. S. Navy

UNITED STATES SHIP *Constellation*  
9th. August, 1799

GENTLEMEN I acknowledge the Receipt of your Gratefull and Affectionate letter of yesterday. It is true I have declined the future Command of the *Constellation* — but it is also true that it has been a declension of necessity and not of choice, for at a period like the present it would be a circumstance too painfull for me to think of if Sentiment did not Compel it. A misunderstanding with respect to rank is the only Cause. The Rank to which I Conceived myself intitled from my Standing in the Navy has been given against me to another by the President of the United States (Perhaps justly, for I may have thought wrong.), but it as little becomes my character to yield my rank against what I think a well founded right as it would my Ship to an enemy unequal in force. I have therefore thought proper to quit.

During the Various Scenes in which we have Co-operated I believe no greater harmony could possibly have prevailed among men under similar circumstances, especially when we reflect on the indispensable disciplin attending Naval life. I therefore trust, and I most sincerely hope that you will be as a band of brothers when far Removed from me, continue one and all of you to Cultivate and Cherish, that System of order, good will for each other and love for your Country that has so much to your own honor and my Satisfaction manifested itself within the Walls of this Ship on every occasion and I now only ask of you, that whenever you meet our foes, (and when I ask it, I have no doubt) to remember your old friend, and to do your duty as I have seen you like brave Americans do it before. —

May honor, Great Glory, health and success be the Reward of your next Cruise.

Farewell,

THOMAS TRUXTUN

To:

Lieutenants — Sterett, Shirley, Archer, Brooks, Dent, Robinson &  
Clinch — Mr. Isaac Henry, Surgeon & Isaac Garretson, Purser  
Of the Frigate *Constellation*

Messrs, STERETT . . . . .  
*Constellation.*

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

[PHILADELPHIA]

Navy Department 9th August 1799

Capt<sup>n</sup> THOMAS TINGEY  
Ganges — West Indies

SIR Our Trade has suffered very much latterly by Privateers fitted out in Spanish Ports to intercept the Vessels to & from Vera Cruz We have no Vessel ready which can be spared to send in pursuit of these Privateers — When Campbell joins you in the *Eagle* you must send one of the Vessels under your command on this service — Captain [Moses] Brown I understand is well acquainted in the Gulph of Mexico — You will be pleased therefore to detach him unless you prefer another Vessel for this service, with orders to cruize along the South side of S<sup>t</sup> Domingo and Cuba & to scour the Coast from Cape Catouche to Vera Cruz & to operate between these two places until the 15 November when he will return to Boston — You will be pleased to send me a copy of your Instructions to Capt<sup>n</sup> Brown which you will make as particular as you may judge to be necessary — It will be proper that he take provisions enough to last him until his Return — He will be entitled to friendly treatment in any of the Spanish Ports —

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

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

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

HAMPTON ROADS ON BOARD THE

FRIGATE *Insurgent*

9<sup>th</sup> August 1799 —

BENJ<sup>n</sup> STODDERT ESQ<sup>t</sup>

SIR In looking over my respects to you of the 1<sup>st</sup> and 5<sup>th</sup> Inst you had certainly a right to suppose me at Sea before this but I was not then perfectly acquainted with the difficulties and delays attending the procuring of the most trifling article here which generally occur at the last moment and the length of time it frequently takes to get them on board after they are procured tho' to do M<sup>r</sup> Pennack justice no man in the world can be more indefatigable & clever in his exertions for the equipment of our vessels however I am now ready with three hundred and eight men on board. (325 went to Sea)

I am very fortunately well provided with good introductions (to Generals OHara and Doyle at Gibraltar should I have occasion to stop there) from Colo: Hamilton the British Consul here who has been very polite and attentive to me, and those Gentlemen are his particular friends to whom he strongly recommends me, should I stand in need of their friendship

You will be informed that I have turned over several of the Midshipmen that have been sent down to me as I really could not accommodate them, & I have now Twenty two on board.

Commodore Barry has furnished me with Two hundred 12<sup>lb</sup> Shot which weighs only 3<sup>os</sup> less than mine for I find Cap<sup>t</sup> Truxton was



wrong entirely in his estimate of the Weight of our twelves they only weigh 12<sup>lb</sup> 3<sup>oz</sup> the six pound shot are the same as ours The eighteens weigh 19<sup>lb</sup> so that there will be no difficulty on that score.

I have just now received the articles Cap<sup>t</sup> Gill sent round agreeable to Bill of Lading all in good order except the Linen for the Stars which I do not see

The Commodore tells me he shall certainly be ready by the 12<sup>th</sup> so that he advises me to wait till then to try our trim and difference of sailing which I think to do if I have not a very favourable time to run off and in the meanwhile no time will be lost, as we shall keep our men well employ'd at their exercise of guns and sails.

The *Constitution* has not yet appear'd so that it will be at least the 1<sup>st</sup> of Sept<sup>r</sup> before she can get from hence, consequently she will have no time to Cruize off Cayenne unless you lengthen her limit which I feel anxious about wishing to be on the Coast of Europe as long as possible, that is if my services should be required there —

Yours &c &c

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

[9 August 1799]

Extracts from letter to the President, from Turell Tufts, U. S. Consul, Paramaribo

\* \* \* \* \*

In my first official communication to the Secretary of State I mentioned pretty accurately the Privateering force of France in this quarter. The whole of it has been very lately united to the destruction of this trade. — A Frigate — Two twenty Gun Corvettes — A Brig. Sloops & Schooners — come daily in sight of Capt McNeill. The Station which he has taken to watch the *Hussar* yet in this Port tho' it prevents that Ship from doing any mischief — cannot save a single Merchantman, & indeed any thing of less force than a Frigate — from falling into possession of the other Privateers. — A Brig belonging to M<sup>r</sup> George Pennock of Phil<sup>a</sup> & consigned to me is just now taken — none can escape. The *Portsm<sup>o</sup>* blocks up the *Hussar* — but in turn is herself blocked up by a much stronger force, who will *probably not attack*, but continue as they are, to seize every arrival on the Coast — Particularly as their object is not fighting, but plunder. More than a Million of Livres value have been carried into Cayenne of American Property within 6 Weeks — And more than five Millions will be there in 6 Weeks more — if a Frigate does not arrive off that place to intercept it. Every exertion is making there in Privateering, as they consider it the very harvest of Plunder; and besides, they have no other means of procuring Supplies. In regard to Plunder — it is a little Algiers — for the only excuse they make for it — is their wants. Their Official declaration is the Phantom — the mere Show.

Besides the Security that a Frigate would give to our trade coming to this Coast, (the almost certainty of taking all the force of Cayenne being considered in it) it would at once fix the Politics of this Govern<sup>mt</sup> and lead to the completion of my views discoverable in the preceding Part of this Letter. — This Gov<sup>t</sup> would then feel strongly the value of our friendship — of our intercourse, & of our ability to protect & insure it. And if they did not confess it by granting some

extra advantages, — withdrawing this Protection from our own trade, would soon be felt by them — and in such a manner as they would court its continuance on liberal terms. — Their plea now is — your nation has not shown that, she will — or can, Protect the trade which we allow — and as we are not sure of it only for the moment — it does not become us to show in Strong terms what our Politics really are. They are nevertheless favorable to your trade, and this we shall always endeavor to prove — whenever our Politics in regard to a stronger Power, do not intervene. I am well assured that the Gov<sup>t</sup> has lately rec<sup>d</sup> instructions from Europe to act in every respect as he shall think for the good & safety of the Colony, without waiting for Particular instructions. He knows that the continuance of our intercourse is essential to this safety — and I am Satisfied, that when he is persuaded that our Gov<sup>t</sup> will protect this trade & the conditions of such continuance & protection are intimated to him — that — He will Declare himself & perhaps grant us — advantages that may be refused to others. — These are the reasons that have induced me to urge Capt M<sup>c</sup>Neill to send express the Sch. *La Fripponne* which he has taken, coming from Cayenne. — The force of the Enemy has app<sup>d</sup> so formidable, he has at length assented to it.

Besides, we want instructions on many Points; about Prisoners, Ransoms, Hostages, &c &c There are many Americans in prison at Cayenne. — I have not rec<sup>d</sup> a single Letter from the Secretary of State in answer to mine communicating the answer of the Gov<sup>t</sup> to me: — and I do not now expect to receive any, as the Privateers will intercept the whole. Too much dispatch cannot be made in expediting a Frigate & some fast sailing tenders. I leave the particulars to Capt M<sup>c</sup>Neill. The Gov<sup>t</sup> writes by this conveyance to the Dutch Ambassador at Phil<sup>a</sup> on the subject. It is my opinion, that the arrangement should take place without the seeming effect of what he may offer. That is, that he should be told, it was already determined upon — but, if this Gov<sup>t</sup> wished a continuance of the trade he must prove it, by some favorable act. — You Sir, will excuse me for advising so frankly; but it is a point with them to make us believe, that we are not necessary to them — & unless they are told that we know better — they will think, that we know not our importance.

Be pleased to accept my warmest wishes for Your happiness.

T. TUFTS.

AUGUST 9, 1799

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

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

[PHILADELPHIA]

Navy Department 9<sup>th</sup> August 1799

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>

Boston —

GENTLEMEN I am honored with your Letter of the 2<sup>d</sup> Inst.

The *Augusta* was inspected by Captain Truxton & other good Judges before she was purchased & they reported her to be nearly perfect in Hull, Masts and Spars &c &c

If a Ship was to pass through the hands of 20 Captains each would suggest alteration, in which however they ought never to be indulged —

The spars of Norfolk are stronger than those to the Eastward, and therefore may be smaller — At any rate I request you will suffer no alteration If it is wrong, the responsibility must be upon me, I mean [ ] of the Masts and Spars, nor must the Rudder Irons be taken off to put on others Iron properly guarded will last several years 5-6- or 7, before it be greatly corroded by the copper and probably as long as the Timber of any of our new vessels — If the Vessel can without waiting for them to be obtained elsewhere — I mean if they can be got at once at Boston, it would be well to Sheathe her with thin deal Boards before the Copper be put on — If the Boards cannot be had without delay she must be Coppered without them after laying on a sufficient quantity of Sheathing Paper — In short I beg that you will not in this instance indulge the whims of the Captains, but that you will direct the Vessel to be caulked & coppered as she is, that no alteration be suffered in her Masts & nor no other Expense incurred about her but what is absolutely necessary to arm her and send her to Sea —

She will require more sails and I suppose more rigging, But I am sure she ought to be at Sea in August, if these can be readily obtained —

As to the Prisoners, they must of course be treated as the President directs, He has not written to me on the Subject —

I have the honor to be with great respect & Esteem Gentlemen

Y<sup>r</sup> obed. Serv<sup>t</sup>

I understand the *Herald* was a good Vessel until she was ruined by the alterations made in her.

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

[9 August 1799]

Extract from a letter from Madeira regarding capture of the Ship *Fortitude* of New York by a French Privateer

Aug. 10, "Landed yesterday, part of the crew of the ship *Fortitude*, of N. York, for Madeira, captured by a French privateer in sight of this Island. This privateer has taken two other Americans, a ship from Boston, bound to India, and a brig from Charleston."

[LC, "N. H. Gazette" (Portsmouth, N. H.), 6 November 1799.]

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

Begins with light airs of wind & pleasant W<sup>t</sup>

at 9 PM got under way, left A Midshipman & 2 Men to take care of the prize

Middle part Squally with rain several sail in sight

At 8 AM Nevis bore N by W 4 leagues

Latter part Hazey Weather

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

Extract from Log of the Merchant Ship *Perseverance*, Friday, 9 August 1799

First part this 24 hours pleasant gales & fair W<sup>t</sup> at ½ past P M saw a sail to the S & W standing to the Nward at 2 P M tack'd ship to Nward Supposing the Strange sail to be a Cruizer the ship still in sight that had been in Sight Several Days at 6 P M the Strange Ship Boarded the above mentioned Ship and bore away and made Sail for us at 9 hove too finding her to come up with us Very fast at 10 Sent her boat on board of us found her to Be his Britanick Majesty's Ship *Glanmore* of 36 Guns Who after an examination permitted us to proceed Treating us with the greatest politeness & Middle part Light & Calms the *Glanmore* and an English man of war Brig in sight at 8 tack'd Ship the Wward —

[Latt Observation 50.53 N.]

[Essex Institute.]

To Secretary of State, from Geo. Hally or Hally, acting as U. S. Consul at Isle of France in absence of Jacob Lewis, U. S. Consul of that place

ISLE OF FRANCE 10<sup>th</sup> August 1799 —

duplicate.

Honourable TIMOTHY PICKERING

SIR, Since my last of eighth of July via Copenhagen a duplicate of which I now transmit you, I have to add, that I received from the Administrateurs Generaux of this Colony, their lettre of the 24<sup>th</sup> July announcing to me that my functions were suspended in consequence of the Governor General's Proclamation that hostilities exist between the United States & France — on the twenty fifth July a — french Ship arrived here from Bordeaux with thirty seven passengers on board, She brought Public papers and private letters dated in March & April, by which it appears that France & America were in Prospect of adjusting their differences, that the American Flag was displayed in Bordeaux and other Port's of France, unmolested, that the American Consul in Bordeaux had never ceased to exercise his functions, and that neither War or hostilities was thought of — In consequence of this intelligence, I addressed the Government requesting to be reinstated in my Functions, that the Law for Sequestration of all American Vessels and Cargo and the Governor's Proclamation might be revoked, and the American Flag permitted again to wave in this port, Stating the extreem injury which the Commerce of the United States had already Suffered and must Suffer, by said Law and declaration if they continued to exist; but the only thing I could obtain, was, that nothing appeared, Sufficiently authentic to induce the Government to change their resolutions, and it was out of their power to grant my request and reinstate me again. Therefore I expect Soon to have the mortification to hear of further Depredations by the Cruizers from this Port on our Commerce, and some other American sent here for adjudication, the Frigate *Preneuse* and two privateers Sailed a few days ago on a Cruise & as the Governor's Proclamation still exists, doubtless they will Capture all Americans they Can, in Short the Government is not favourably disposed towards us, and now talk of official and authentic news in order to change their resolutions which were taken under vague, Contradictory and uncertain rumours.

Such Sir, is the Inconsistency of this Administration, I think it my Duty further to inform you of the Conduct of Peter Goynard a French man naturalysed in the City of New-York, this man came out from France in the French Corsair *La Clarisse* Cap<sup>t</sup> Surcouff and in December last went on a cruize as Interpreter & Second Lieutenant on board Said Ship when the American Ship *Pacific* Captain Ingraham (which I stated to you in my former Letter) was Captured, he returned here not long since; finding I had knowledge of his conduct, he wrote me a Letter copy of which I send you. An American Vessel is this moment announced, I therefore close for the present. The vessell announced is the *Aurora* of Philadelphia Cap<sup>t</sup> John Suter, from Batavia home, Captured in the Streight's of Sunda, by a Small Brig from this Port of about fifty tuns and forty men, after engaging some time the Privateer boarded and Carried the Ship: Cap<sup>t</sup> Suter was very unwell and most of his crew in ill health, the *Aurora* had three or four killed and the rest badly wounded. She will be immediattely condemned, M<sup>r</sup> Lewis took with him a list of American Vessells entered and Cleared at this Port to thirty first December I have no list to send you from that time to thirty first June, no American Vessells having arrived here, except the Brig *Sally Pierpoint* on her return Voyage from Batavia with coffee, Sugar & Arrack belonging to Roussel & Morin of this Place. She cleared for China but went to Batavia: the Brig hath been Sold to a Frenchmen here and is now under french colours, and the only American Vessell which hath Sailed Since the last list is the *Orion* Geo Cunningham Master belonging to M<sup>r</sup> Lewis on board of which he embarked with his family 25<sup>th</sup> february for Boston. I have the honour To be with highest Respect & Esteem

Sir,

Your very Obedient & humble Servant.

GEO. HALLY [OR HALLY]

[SDA. Port Louis. Vol. 1, 1794-1834.]

To Joshua Sands, New York, from Secretary of State

[PHILADELPHIA]

Department of State, 10 Aug<sup>t</sup> 1799.

SIR The newspapers mention the arrival at New York of the Ship *Citizen*, E. Hubble, master, from Campeachy, consigned to Hoyt and Tom, Laurence and Whitney, and others. They further state on Capt. Hubble's authority, that the Brigantine *Franklin*, Morris, of Wilmington (D.) and the *Nancy*, Auenburgh, of Baltimore, from La Vera Cruz, were captured by the Privateer *Buonaparte* of 11 guns, manned with 4 Frenchmen and 88 Spaniards. The *Franklin* was chartered by sundry merchants of Philadelphia, who have made a statement of the capture to me. They inform me, that the *Buonaparte* was fitted out at Campeachy whence she had sailed but a very short time before she made the captures above mentioned. Of Captain Hubble's knowledge of these transactions I much wish to have a comprehensive deposition: — and I shall be obliged to you to have it taken. If there is any other person who can depose to them or

others of a similar nature, I should be glad he would join Capt. Hubble in the deposition.

I remain, Sir, very respectfully  
Your most obed<sup>t</sup> Serv<sup>t</sup>

TIMOTHY PICKERING.

JOSHUA SANDS Esq<sup>r</sup>  
New York

[Mass. HS. Pickering Papers, Vol. 11.]

Extract of a letter from I. Cox Barnet, U. S. Consul at Bourdeaux, to whom, not indicated

BORDEAUX August 10 1799 —

“Your letter, Sir, is a great relief to me, not so much on account of the advances I have made as for those to be made, at the time of its reception all the american Seamen at this place had been released and mostly all gone or employed, so that I have had no application for relief — there are yet some here who have been privateering and would, I believe, quit that trade if they could pay their debts and get to America, beeing generally dissatisfied with the result of the cruize.

I am sorry to have to communicate to you, Sir, an additional list of unfortunate captured Seamen. The Privateer *Bordelais* of this port has captured, few days since, the Ships —

*Betsey* of Boston from Liverpool to Boston — Cap<sup>t</sup> Choates sent into St John de Luz.

of N. York. { *Port Mary* Cap<sup>t</sup> Hewit, from New York to Liverpool arrived D<sup>o</sup>  
*Lydia* Cap<sup>t</sup> Handers D<sup>o</sup> — D<sup>o</sup> retaken &  
*Fanny*, Cap<sup>t</sup> Braine D<sup>o</sup> to Glasgow D<sup>o</sup>

The crews of the first three vessels (except the Captains) arrived here on the 7<sup>th</sup> Inst from Bayonne, with English prisoners going to Saumur. They are eighteen in number and are all *Bona fide* Citizens of the United States and have certificates from our Custom Houses, as such, I applied yesterday (primidi) to the Commissary of Marine for their release. He told me it was not in his power to accede to my request without orders from the Minister of Marine and that they must go on to Saumur. I suggested the Hardship of such a march and the expence I should be at to Bring them away (not doubting but the Minister would order their release, as was done before in cases I quoted) and begged he would retard their departure till the Minister's decision should be known to him, in the Interim I *offered to pay their expences here*. He promised me they should stay, and I wrote to him officially on the subject yesterday. The Rations & lodgings of these unfortunate fellows while prisoners, will cost 30 or 40 Sols per Diem, and will require such advances as my present situation cannot enable me to make; therefore, Sir, I shall be extremely obliged to you if you will authorise me to value on you or some merchantile house, so that I may not be obliged to borrow money here, at the extravagant Interest of 2-2½ per Cent per Month.

I likewise enclose five Vouchers for monies paid for Acc<sup>ts</sup> of the U. States, say:

	#	5
1. For attendance at the Hospital of Brest, M <sup>r</sup> Shanklin...	8.	16
2. D <sup>o</sup> ..... D <sup>o</sup> for James Fletcher.....	6.	12
3. Relief to Eden Sprague at Quimper.....	63.	5
4. D <sup>o</sup> Capt. Seaward & 3 men of his Crew, Paimpol....	891.	5
5. D <sup>o</sup> Sundry Seamen at Quimper, Prisoners.....	167.	85

Livres F<sup>b</sup> 1136. 16.

in all One Thousand one Hundred & Thirty Six Livres 16 Sols for which I shall be glad to be authorised to draw. I had the Honour of writing to the Secretary of State on 16 Ult<sup>o</sup> and transmitted him copies of my other Vouchers, the originals of which shall be sent when circumstances shall warrant it, for not having taken duplicates at the time, I am the more anxious the originals should go safe.

In my former communication, Sir, I had the honour of informing you of the situation of the captured vessels in the District of Brest, among others I mentioned the case of the Brig<sup>t</sup> *Maria* of Norfolk Cap<sup>t</sup> A. Jeffery. This cause has been finally rejected and lost at the Court of Cassation; When Captain Jeffery arrived at Brest he gave me a bill for £300 St<sup>s</sup> and which I had negotiated in Paris, to enable me to carry on the suit; besides the expences incurred at Morlaix & Quimper, I was obliged to furnish two thousand Livres to the Agent at Paris to support the cause in cassation & moreover to *garantie his Commission*. I did this both under a confidence of the goodness of the cause and that of the payment of the Bill above mentioned. I have been disappointed in both, and my correspondent at Paris is about to draw on me for the Balance due him for the costs and his Commission, the amount I am not yet acquainted with, it will be from 3000 to four thousand Livres. I have already advanced 3882 and feel the want of it exceedingly. I was not authorised prior to the 1<sup>st</sup> May to advance for the relief of captured vessels, but nevertheless Sir, may I not expect to have a charge like the above approved of? and can you come to my relief by reimbursing me, if not the whole, a part of my advances? for I shall really be at a loss for the means to pay the above engagement. My old account against the United States amounts to 4333 # for which as I have not got duplicate vouchers, I propose drawing on the United States when I know it is approved, I mean for the balance, as I have already drawn for 650 Dollars. These advances together with some others and the expence I have been at in removing here have rendered my Stock, which, (it will not discredit me to tell you, Sir,) has always been very small, for the American Revolution & my fathers untimely death, left me no pecuniary assistance and I have not been in a situation to make any thing since my establishment. The Consular office at Brest did not bring me in enough to live on, and this one for some time to come will not support my family, I trust however by a zealous attention to it and a continuation of the encouragement our Government has set the example of, that when harmony is restored between the two Countries, I shall find full indemnity.

When I can obtain the liberty of any American seamen, I propose, (if they cannot be engaged here or in a neighbouring port,) sending

them on to S<sup>t</sup> Sebastians for a passage — their Board will cost here 3# per D<sup>m</sup> — I have this instant received a letter from the Commissary of Marine, implying consent to the object of mine and of which I have the honour of transmitting you a copy.

It will be proper to mention to you Sir, that *Privateer husbands* allow *Six Sols* per league to their sailors for their traveling expences. I beg leave to offer you as my opinion, that *that* sum is too small, for American Sailors and think it should be *eight or nine Sols* especially in *this* Country. I make the distinction on account of the difference of living between the two & from observations I have made.

I will attend particularly to your directions, Sir, in respect to the kind of Relief our Seamen shall require. The rations allowd those I have mentioned are 1½ Lbs very coarse bread, ½ Lb. Beef (a very small one) some hard beans & a few vegetables per man for 24 Hours. I intend to allow them the same quantity of (good) bread ¾ Lb. Beef a small measure of wine & vegetables & *clean* straw.

I have written to M<sup>r</sup> Cathalan & M<sup>r</sup> Dobree & transmitted them copy of your letter. We have settled the limits of our respective districts, to be all places nearest to each other inclusively.

On my arrival here I visited the constituted authorities and was very well received and tho' not acknowledged in a public character, yet I fill towards them the same duties which the late consul did. Several applications have been made to me for extracts of the consular Register, may I ask you Sir, if I can apply to M<sup>r</sup> Fenwick for it — He is still in Paris, but I was told by his late chancellor that it would be sent to me if I wished, I have not called for it wishing first to know from you, your opinion thereon."

signed I. COX BARNET

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

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

Begins with fresh breezes & hazy Weather

at 6 PM spoke the *Pickering* — Saw a Ship gave a chase & Shew Signals & was answerd by her Nevis N W 5 leagues Distant —

Middle part D<sup>o</sup> Weather at 6 AM S<sup>t</sup> Bartholomews Bore West 7 leagues at 9 D<sup>o</sup> saw a sail, gave chase

Latter part steady breezes & pleas<sup>t</sup> the *Pickering* in Company

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

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

UNITED STATES FRIGATE *Insurgente*  
Hampton Roads 11<sup>th</sup> August 1799

BENJ<sup>s</sup> STODDERT Esq<sup>r</sup>

D<sup>r</sup> SIR I have received your favor by the dispatch Boat of the 2<sup>d</sup> inst. which induces me to believe that you have a wish for me to proceed to the West Indies, and off Cayenne, but you still confide in me to act up to my own judgment, it is the utmost wish of my heart



to act consistently, and conformably to [y]our wishes, at the same time, Serviceably for our Country, to do this I still feel a strong conviction in my mind, that I shall be able to achieve something of moment that will meet your approbation, in the rout I have before layed down to you, I feel an ambition to hoist our flag in the European Seas, upon a French Staff, and our commerce in that quarter, certainly suffers heavy grievances, for tho' we cannot give effectual protection, a partial one may answer a good purpose, till we are able to do it with energy, but be assured, I shall not lose a moment in getting to the Coast of Cayenne, & should I call at Gibraltar I can speedily fill my water up, so as to preclude the necessity of calling elsewhere till I get to Martinico,

You will perceive by the returns that I have encreased the number of my crew to 325 so that I shall be obliged to shorten my cruize, or encrease the stock of Provisions in the West Indies, not being able to take in more here, I hope to be instructed on this subject when we arrive there.

I now find you the Various details of the Ship as far as we can go, but not having a Boatswain or Gunner till yesterday they have not been able to give me their returns as yet, but shall have them ready for the first conveyance.

I have never yet been able to get a Carpenter or Sail Maker, but hope to get the former to day by some means or other, and the Purser tells me he cannot get his Acct<sup>s</sup> made out in time as every settlement has been hurried upon him at the last moment, & we only wait the Comm<sup>d</sup> Signal to get under weigh.

I am very well pleased with my officers in general

With great respect

I am your most Obed<sup>t</sup>

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

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To Captain Thomas Truxtun, U. S. Navy, from John Cowper, brother of Master Commandant William Cowper, U. S. Navy

NORFOLK Aug<sup>t</sup> 11<sup>th</sup> 1799

MY DEAR SIR I am indebted for your very obliging letter informing me of the promotion of my Brother, and which I should have answered before now, but it was understood here that you were to Sail before a letter could reach New York — In this beleif remained your friends here untill yesterday, when an express reached Hampton roads informing Cap<sup>t</sup> Barron that he was to have command of the *Constellation*, in consequence of your resignation —! It is impossible for me to convey to you the lively sensibility which this afflicting intelligence excited — A very large collection of all your most intimate friends were assembled on board the *United States* to an entertainment given us by your friend Barry, and not a countenance was seen, in which sorrow & dejection were not strongly depicted — We are all persua[aj]ded that you have done what appeared to you right, yet that is but a small consolation for the loss our Country sustains, considering the services you had rendered in the organization of a system intricate in itself, and rendered more so from peculiar circumstances, remembering that you were the first to punish an

insolent Foe, we had looked forward to events equally advantageous to your Country & honorable to yourself — These pleasing prospects are obscured by an event which is more painful as it was least expected —

A ray of hope is yet left, and that is, that you have only resigned the Command of the *Constellation* and not the Service, happy indeed should I feel to have this hope realized, but should it be otherwise my poor but sincere wishes for your happiness are offered —

The kindness you have shewn to my Brother demands and receives my warmest acknowledgements, and I venture to believe that he will not prove unworthy of your confidence — every advantage which can be derived from precept and example he has in possession, his fortune and fame are in his own hands, and I trust he will not trifle with them — At present he is on board his Ship, I need not say, how he felt upon hearing that his much respected Commander was no more to command him —

Our friend Parker is here he mingles his regret with mine, as he is equally your friend with Dear Sir

Your ob: Servant

JOHN COWPER

[NYHS photostat.]

[11 August 1799]

Extract of a letter from Captain John Frankford, of the Ship *Belvidere*, to Messrs. Nicklin and Griffith, dated Fort Mifflin, August 11, 1799

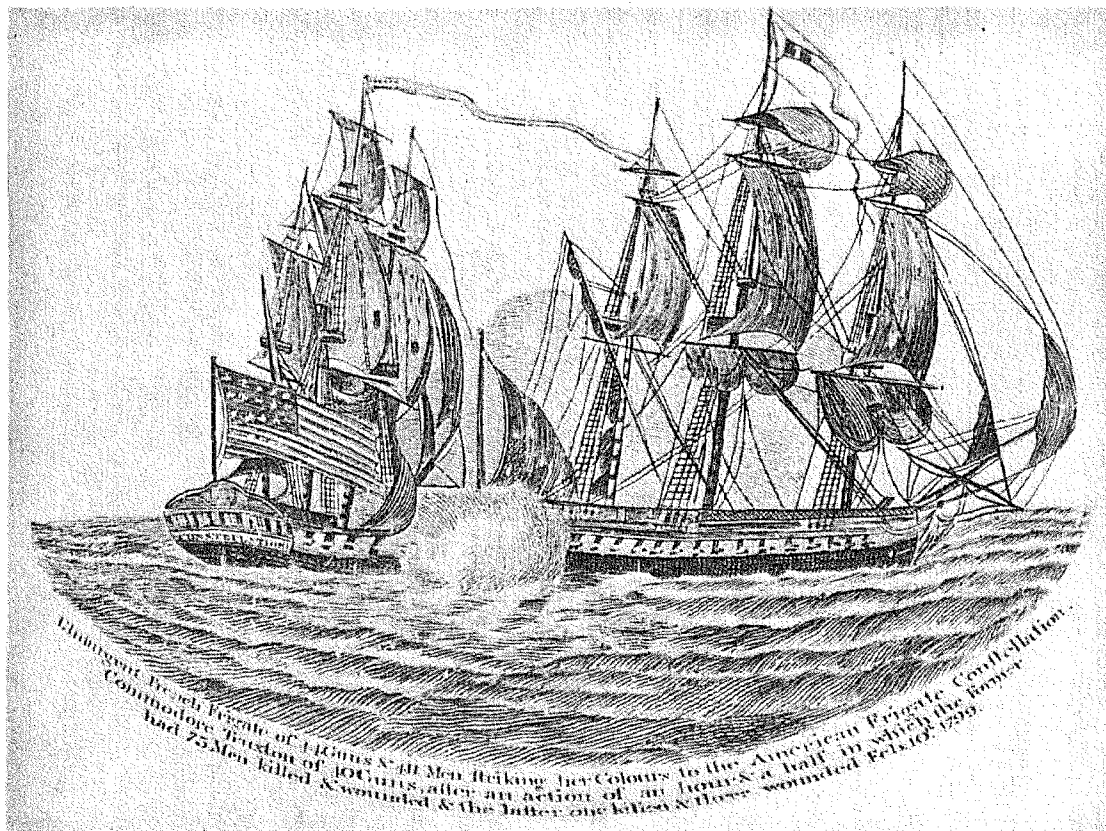
"I left Corunna the 1st of April, and on the 4th fell in with two French zebecks in the gut of Gibraltar, one of which engaged us three quarters of an hour, but bore away for the shore before the other came up. We continued our course and arrived at Gibraltar the same evening.

"On the 13th, left Gibraltar for Alicant, and at 10 o'clock the same day, off Malaga, three sail hove in sight, which gave chase to us, and proved to be a French privateer brig and two zebecks, the brig began to fire, which we instantly returned, and the engagement continued till dark, when they all bore away for the Spanish shore, and we continued our course and arrived at Alicant the 19th April.

"I sailed from Alicant on the 28th of May, and on the 2d of June, off Malaga, fell in with a French xebeck, and engaged her two hours in a calm. She rowed twenty sweeps, but as soon as a breeze sprung up, that we could handle the ship, she made sail and pulled for the shore.

"In all the above actions, there is much credit due to the spirited exertions of both officers and men under my command.

"Leaving Gibraltar, the 1st of July, in company with the *Alert*, of Boston, and the *America*, of Philadelphia, at 4 o'clock P. M. saw ten sail of French cruisers getting under way from Algesiras; upon which we stood back for the bay of Gibraltar and anchored: at 10 in the night, got under way in company, and ran through the gut.



L'INSURGENTE STRIKING HER COLORS TO THE CONSTELLATION, FEBRUARY 9, 1799.



"You have here an account of the different fleets in the Streights. The French fleet passed Alicant, on the 10th of May, of 24 sail of the line, 4 frigates, and 2 brigs. Lord St. Vincent passed with his fleet, on the 13th of May, consisting of 17 sail of the line, and some smaller vessels. The Spanish fleet, consisting of 24 sail of the line, put into Carthagea, on the 23d of May—7 sail dismasted. Admiral Gardner, passed Gibraltar, on the 11th June, with seventeen sail of the line, one 40, and a frigate.

"I also annex an account of the American vessels in Algeiras:

"The ship *General Washington*, of Boston, captain John Roberts, captured by the Spanish gun boats, and detained by the Captain General of St. Roque.

"The Ship *Hope*, of Philadelphia, captain George Hardie, captured by the French and ransomed.

"The brig *Sally*, of Philadelphia, captain William Bell, captured by the French and ransomed.

"The brig *Ceres*, of Philadelphia, captain Thomas Norris, arrived without capture.

"The ship *Ardent*, of Baltimore, captain Alexander Smith, captured by the French—he was killed by some powder taking fire on his deck; the ship ransomed.

"The ship *Mary Ann*, of New-York, captain Adams, captured by the French, had one man killed and seven wounded; the ship is ransomed and sailed for Barcelona.

"Left at Gibraltar, the ship *Assiduous*, of Philadelphia, captain Bray, waiting for convoy.

"On the 4th of June, spoke the United States brig *Sophia*, captain Geddes, bound to Lisbon, with a British convoy.

"On the 29th of July, in lat. 36, 29, N. long. 59, 30, W. spoke the United States brig *Scammel*, captain Mark Furnel, [Fernald] 8 days out from the Delaware, bound to Surinam.

"On the 2d of August, in lat. 35, 42, N. long. 62, W. spoke the United States frigate *Constitution*, captain Talbot, 7 days out from Boston, bound to Norfolk, all well.

"I have this moment arrived and am put under quarantine."

[LC, Phila., "Claypoole's American Daily Advertiser", 14 August, 1799.]

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Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 11 August 1799

Fresh breezes and Cloudy, Employd working to windward Kill'd a Bullock that weighd 420 pounds. Condemnd and hove over board 30 pounds of cheese at 2 Sounded in 26 fathoms white Sandy bottom at 4 squally Sprung the Jib boom In Top Gallant sails and Riggd in the flying Jib boom. At 5 Took 2<sup>d</sup> reef in the Topsails. at 7 Close reefd the Topsails and Single reefd the Courses. Saw several strange sail standing to the Westward. at half past 7 handed the Mainsail at 8 Squally with rain Thunder and lightning—taken aback Wind from the W N W. clewd up the topsails and wore to the Southward. Sounded in 20 fathoms white sand. Cape Henry then bore S W by W 17 leagues at 9 Set close reefd Topsails, at 12 light airs and cloudy, Made Sail as nessasary. Sounded in 30 fathoms

AM at 3 Fresh breezes and Cloudy Sounded in 33 fathoms at half past 4 Wore Ship to the Westward. at 6 Moderate breezes and clear weather Made Sail Sounded Every hour Gradually Shoaling from 33 to 24 fathoms, at 9 Sounded in 15 fathoms

At 10 Assembled the Ships company and performed the divine Service, at 12 Sounded in 8 fathoms Tackd to the Southward, saw Teaches Island bearing West 6 Leagues, and the high land of Mantomkin bear<sup>e</sup> W by N 7 leagues. at 12 Fresh breezes and clear weather Cape Henry S W 20 leagues

[Latitude Observed 37.42 North]

[NHSC, NYHS.]

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

Begins with Steady breezes & pleasant W<sup>t</sup> at 1 PM Came up with our chase the *Pickering* boarded her she was a Cartel from Guadaloupe bound to Charleston

S<sup>t</sup> Bartholomews Bearing West 9 leagues at 10 Brought too & boarded the [merchant] Sloop *Herald* from Antigua bound to New London Joseph Comestock Master

Middle Part D<sup>o</sup> Weather

At 5 AM the Body of Antigua Bore S E Dist 5 leagues, Latter part Moderate the *Pickering* in Comp<sup>y</sup>

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

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To Secretary of the Navy from President John Adams

QUINCY August 12<sup>th</sup> 1799.

SIR I have signed the commission for Dr. Edward Field of Enfield & sent it on in your letter to him. Dr. Cogswells letter to Mr. Wolcott I return to you. Knowing, esteeming & loving Dr. Cogswell I could not hesitate a moment to credit his recommendation. I hope every exertion will be made to get the *Congress* to sea. I have as good & as high an opinion of Capt. Sever as you have expressed in a late letter & my indignation is not too moderate at certain insinuations which have been thrown out against him.

SECRETARY OF THE NAVY.

[NDA photostat.]

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

[PHILADELPHIA]

Navy Department 12<sup>th</sup> August 1799

Capt<sup>n</sup> CHRISTOPHER R PERRY

Frigate *General Greene* —

New Port, Rhode Island —

SIR Presuming that the health of the crew of the *General Greene* is now restored and that the Ship is in a condition to perform service, I have the honor to request that you will immediately proceed to Sea and take your former station off the Havana for the protection of our Commerce & the punishment of the French depredators upon it —

You will join the two Brigs before under your command — if they have left the station they will be sent back to join you, and in all respects conform yourself to the Instructions you have heretofore received —

The Brig *South Carolina* has been represented to me as a very dull Sailer and useless in the Navy Service — If you find her so, send her back to South Carolina to be employed as she was originally intended in the Revenue Service

Altho Havana is pointed out as your Station it is not meant that you or the Vessel under your command are to remain constantly before that place or be constantly employed in convoying vessels to and from it — but it is wished that you should occasionally make cruizes for two or three weeks at a time, wherever you concieve there are objects worthy your attention — I could point out places where you might render service by cruising occasionally but I would rather depend upon your own Judgement & Knowledge to find them out for yourself —

Whatever Prisoners and Prizes you take, send into some port of the United States, and whenever you part with an Officer or Men, let him have the Pursers Certificate of the state of his Account — Wishing you great success & Glory —

I have the Honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

You should by all means keep the Vessels under your command out of Port — Enclosed is a letter from M<sup>r</sup> Iznardi which please to take a copy of & seal & send to him —

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

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

[PHILADELPHIA]

Navy Department 12<sup>th</sup> August 1799

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>

Boston —

GENTLEMEN I am honored with your Letter of the 6<sup>th</sup> Ins<sup>t</sup> and will direct a further remittance to be made you —

On the subject of the *Augusta* I refer you to my last — That Vessel is not so large and therefore not so agreeable to Captain Russel as the *Herald* — I received before I ordered her to be bought from the Navy Agent & Navy Officers their unanimous opinion that she was the best calculated Vessel for a West India Cruiser ever built in Norfolk Captain Truxtun certified that she would be superior in the West Indies to any Vessel in our Service — It is strange that at Boston she should have lost all her good qualities — Whatever may be the report of the Carpenters [who] view her — I must Still persist in having her fitted & I hope without delay as a Cruiser & that no change be made in her — If Cap<sup>t</sup> Russel should not like her, some other Officer will —

The *Norfolk* & the *Richmond* about the size of this vessel but inferior to her it is said in those points which promise fast sailing and

rather inferior in size are two of the most useful Vessels in our Service — We want small fast sailing Vessels — The Weakest we have are strong enough for the French Cruizers —

I have the honor to be with great respect Gentlemen

Y<sup>r</sup> obed. Serv<sup>t</sup>

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

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

[PHILADELPHIA]

*Navy department 12th Aug<sup>t</sup> 1799.*

SIR I am honor'd with your Letter of the 2nd inst.

I have directed two of the Anchors made by M<sup>r</sup> Boyd of Boston to be delivered to the order of M<sup>r</sup> Jacob Sheafe if so many are yet wanting for your Ship — They will average about 44 C. W<sup>t</sup>, and with those you have heretofore received will compleat your sett of large Anchors — About small ones there can be no difficulty —

I observe with increased satisfaction the progress you are making in preparing the *Congress* for her destined element, and figure to myself that before you receive this she will have had a prosperous Launch. —

Your recommendation of M<sup>r</sup> Little as Sailing Master has been attended to and his Warrant forwarded to him on the 9th inst. —

I am Sir

Your most obe<sup>d</sup> Serv<sup>t</sup>

BEN STODDERT

Cap<sup>t</sup> JAMES SEVER

[LC J. Sever Papers. NDA photostat.]

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[12 August 1799]

British Occupation of Surinam, the U. S. Ship *Portsmouth* and U. S. Brig. *Scammel* being in port at the time

The following interesting intelligence was received yesterday by the Sch<sup>r</sup> *Moncrief*, capt. Pierce, from Surinam.

On the 12th of August an English fleet under the command of Lord Seymour, vice admiral of the blue, consisting of 5 line of battle ships, of 98 guns (the admiral's) and one of 74, with 6 frigates, and as many transports, (the land forces under the command of Lieut. General Trigge,) made their appearance off the mouth of Surinam river, and sent a flag of truce to the Governor, demanding possession of Surinam and its dependencies in 24 hours, on the following terms, as near as capt. Pearce recollects:

The colony and its dependencies, forts on the river, &c. to be delivered to the English.

The Dutch and Spanish soldiers to march out from the forts with the honours of war.

That no alteration would be made in the government, and that all Dutch property should remain in the situation it was then in.



That no American property should be molested afloat or on shore, and the Americans should be privileged to trade there, but only allowed to take in return produce to the amount of the one third of their cargo, except molasses.

The governor demanded 48 hours to consider on it; (and laid an embargo on all vessels in port, at which time several were ready for sea) the term of 48 hours was allowed, and at the expiration of which time the governor sent a flag of truce down to the admiral, which concluded the capitulation.

On the 21st, the admiral landed at Paramaribo, and took possession of the fort there, being the last one. On the 22d, capt. Pearce went on board the frigate *Amphetrite*, in which the admiral came up, in order to get permission to proceed to sea. The admiral informed him he should not be detained but a day or so, as he was informed some French vessels that were in port, had, within a few days hoisted American colours he would send an officer on board all the vessels in port first, to examine their papers, and those that were clear should be allowed immediately to proceed to sea. The Admiral behaved with the greatest politeness, as well as all the officers. On the 24th capt. Pearce called on the Admiral, who gave him his passport; and on the same day gave several other Americans their passports, who were detained as well as capt. Pearce, from the time the English first made their appearance off the river.

Captain Pearce also informs, that the United States sloop of war *Portsmouth*, commodore M'Neil, and the brigantine *Scammel*, captain ———, were then in port. The *Portsmouth* had been stationed off the river Surinam for several weeks, in order to keep in port a French ship of 20 guns, called the *Hussar*, capt. Pelatier—about the time the English appeared off the river, captain Pelatier of the *Hussar*, gave the ship up to Commodore M'Neil, who put on board his first lieutenant, and upwards of 100 men, and took the Frenchmen out as prisoners, and put them on board the *Portsmouth* and *Scammel*.—When the English came in port, Commodore M'Neil, (dressed in his uniform) went in his boat to go along side the *Hussar*, in order to give his lieutenant some orders, when a captain of one of the frigates ordered him twice at his peril not to go along side of the French ship, of which Commodore M'Neil took no notice. The third time the captain of the British frigate ordered one of his men to fire a musket at Commodore M'Neil, which M'Neil took no further notice of, further than turning his head round, told the British captain to fire again, which he did twice, but neither ball did any injury. Commodore M'Neil proceeded to the ship *Hussar*, gave his lieutenant some orders, and immediately went on shore at New-Fort, to see the Admiral. While M'Neil was on shore, the same British captain was coming to the *Hussar*, when the lieutenant ordered him on his peril three times not to come any nearer than he was. The British captain took no notice of the order. The lieutenant ordered one of his men to fire on the British captain, which he did. The boat immediately put back.

By what Captain Pearce could learn, the Admiral was much displeased at his captain's proceedings. Some agreement was entered into by Lord Seymour, the Admiral, and Commodore M'Neil, on account of which Commodore M'Neil gave the ship *Hussar* up, with all the prisoners.

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

Begins with pleasant weather & Moderate breezes at 1 PM the Cap<sup>t</sup> of the *Pickering* came onboard to Dine — At 6 saw a sail bore away & gave chase, exchang'd Signals with her she proved to be the *Ganges*, at 8 Cap<sup>t</sup> Brown went on board at ½ past 9 Return'd, made Sail, the *Ganges* & *Pickering* in Comp<sup>y</sup> —

Middle part D<sup>o</sup> Weather at 5 AM saw a sail, the Brig gave chase Antigua bore East 6 leagues Reef'd the Topsails

Latter part fresh Breezes & pleasant

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

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

[PHILADELPHIA]

Navy Department 13<sup>th</sup> August 1799

Captain W<sup>m</sup> BAINBRIDGE

Brig *Norfolk*  
New York

SIR I am honored with your Letter of yesterday — You will please apply immediately to Mess<sup>rs</sup> James & Ebenezer Watson New York for such repairs as the *Norfolk* wants requiring nothing not essentially necessary & omitting nothing that is — I expect, you will have the business effected with your usual oconomy and dispatch — Your Men whose times will be out in September and October you may at once discharge & pay off, to enable you to do which I shall tomorrow send you on some money —

I have the honor to be

Sir

Your obed Serv

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

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

[PHILADELPHIA]

Navy Department 13<sup>th</sup> August 1799

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

New York —

GENTLEMEN, I have written to Capt<sup>n</sup> Bainbridge to fit the *Norfolk* for Sea with all possible dispatch and directed him to call on you to aid him on all such repairs as are essentially necessary — This assistance I am sure you will readily give —

I have made you a remittance of Ten thousand Dollars —

I have the honor to be

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

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

[PHILADELPHIA]

Navy Department 13<sup>th</sup> August 1799

Capt<sup>n</sup> Samuel Barron  
New York —

SIR The *Constellation* being compleatly prepared for Sea, Captain Truxtun will deliver to you the Command of that Vessel, with which you will immediately proceed on a cruise —

Captain Bainbridge saw on the 4<sup>th</sup> Inst in Lat. — 25'' 40 N Long. — 67 — 15 W — a french Frigate which has probably captured some of the Vessels under his convoy — Nothing seems more probable than that she is destined for our Coast — Let it be your Endeavor to intercept her and I have no doubt that you will give a good Account of her — You will continue cruising at such distance from the Coast as your Judgement shall direct between New York and Saint Marys until the 15<sup>th</sup> of Sept<sup>r</sup> when you will be pleased to return to New York for further orders, unless you should find objects to keep you out longer, in which case you may remain till towards the last of Sept<sup>r</sup>

Wishing you great Success and Glory I have the Honor to be

Sir Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

Enclosed Circulars as in Margin.

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

Enclosed Circulars "I have the honor" &c dated 29 July 1799 29 Dec<sup>r</sup> 1798 — 16 January & 12<sup>th</sup> March 1799 and relative to return of Provisions dated 29 July '99.

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

[PHILADELPHIA]

Navy Department 13 Aug<sup>t</sup> 1799

THOMAS TRUXTUN ESQUIRE

SIR, I am honored with your Letter of yesterday. I now send Cap<sup>t</sup> Barron's Instructions — open for your perusal. If he should not have arrived, I wish you would add one more laurel to your brow, by taking the ship under your Command, & proceeding after the French Frigate seen by Bainbridge. Barron in that case may wait at New York until your return — & you can write him a letter to that effect. That you may be furnished with every thing necessary, & return your Commission — You can send it back when Barron releives you — If you do not do this, have the ship moved to Sandy Hook, if you judge it best.

I have the honor to be Sir &c

[NDA. LB, 1799-1807.]

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

[PHILADELPHIA]

Navy Department 13th August 1799

MESS<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>

Boston

GENTLEMEN In spite of my determination not to do so, I find I must yield to the general opinion prevailing at Boston, that the *Augusta* is totally unfit for a Cruizer, and to your opinion & Captain Russels, that the *Herald* can be made a very fine Vessel — But tho I yield it is not with a good grace, nor on conviction, for I still fear the *Herald* will prove to be a dull vessel and still believe that the *Augusta* will turn to be a fine Cruiser — But whatever Officers and Men might be put on board the *Augusta* at Boston would imbibe the prejudices entertained against her, nor is [it] yet reasonable to expect the Carpenters would Confess themselves mistaken —

Be pleased therefore to let the contemplated changes be made in the *Herald* which Captain Russel informs me will not cost more than a fortnights time nor more than One thousand D<sup>r</sup> Expense tho I expect the Expense will be more than double as much, And as to the *Augusta* be pleased to let her take her Copper on board except what may be wanted for the *Herald*, and be sent as nearly in the state she arrived from Norfolk, as circumstances will now permit, to this place, and as Soon as practicable — You will adopt the cheapest mode of getting her here, perhaps you may get enough of Freights to pay her Expenses round —

Captain Russel speaks of a small Round House to be made on the *Herald* which ought not to be permitted. the Deck should be flush fore and Aft, unless it is absolutely impossible to find accommodations below — very good accommodations ought not to be expected by the Officers of such a Vessel, and the real utility of the Vessel ought not to be sacrificed to inferior considerations — With these observations I leave it with you to determine finally about the Round House —

Captain Truxtun who examined the *Augusta* throughout — his own Expression — joined with M<sup>r</sup> Pennock the Navy Agent in representing this Vessel as every way better calculated than any Vessel in our Service for a West India Cruiser — If I find there has been the Imposition with respect to her which the Accounts from Boston imply, I will assuredly try to make at least M<sup>r</sup> Pennock repent his share in the Business

I have the Honor to be with great respect & Esteem

Y<sup>r</sup> obed. 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, Tuesday, 13 August 1799

Begins with fresh breezes & pleasant Montseratt bearing S W Dist. 3 leagues Antigua N E by E 6 leagues — Employ'd plying to Windward

Middle Part Squally attended with rain

Latter part Ditt<sup>o</sup> Weather at Mer<sup>dn</sup> Antigua bore N E 4 leagues *Ganges & Pickering* in Comp<sup>t</sup>

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

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Department 14<sup>th</sup> August 1799

JOHN ADAMS Esq<sup>r</sup>

President of the United States

SIR I am honored with your letter of the 8<sup>th</sup> Inst — Captain Truxtun resigned on the ground that he was injured in rank by the confirmation of Talbot in his original rank

I do myself the honor to enclose the Copy of my letter to him communicating the decision and his answer — He still keeps the command of the *Constellation* — Barron not having arrived from Norfolk, tho hourly expected — Barron will well supply his place, and as he is a favorite with the Officers and Crew, he will do better in that Ship than Decatur would He has all Decatur's Gallantry and Zeal and something better Education —

Barry was at Norfolk the 6 August when Talbot had not arrived — Barry after getting in a Bowsprit will cruise on the Coast till the 15 September when he will put into New York — As his Ship has excellent accomodations for passengers, it is contemplated if you do not disapprove to employ her in carrying the Ministers to France —

Talbot will proceed direct to Cayenne and remain on that Coast until towards the beginning of October when he will proceed to Cape Francois to take the Command on that Station — Murray in the *Insurgente* who I expect sailed the 8<sup>th</sup> Inst from Norfolk will proceed to Algeciras, thence to Gibraltar Bay for intelligence respecting our Trade in the Streights, thence to Madeira & Teneriffe and endeavor to be back to Cayenne soon after [he] leaves it — at any rate by the last of October — The *Constellation* will cruise on the Coast till late in September when she will put into New York for orders — She may then be sent to the West Indies or be kept on the Coast as circumstances require

The Brig *Norfolk*, Bainbridge has arrived at New York, in want of repairs — I hope she may get out in a fortnight. The *Retaliation* [*L'Magicienne*] captured by the *Merrimack* Captain Brown has also arrived in the Delaware They both bring French Prisoners — tho there are still a good many left at Saint Kitts and the *Montezuma* sailed ten days ago to S<sup>t</sup> Kitts on purpose to bring them in — The time of the Crew being so nearly out as not to admit of her remaining to Cruise —

I have the honor to be

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

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

UNITED STATES SHIP *George Washington*

Cape Francois August 14th 1799

Hon<sup>ble</sup> BENJ<sup>a</sup> STODDERT Esq<sup>r</sup>

Sec<sup>y</sup> of the Navy

SIR By the Schooner *America* bound to Baltimore, I acquainted you of my arrival at this port, Since which I have seen Doctor Stevens who speaks highly of Touissant who at present is at Port a Paix with

his Army — The other Officers of Government has paid me all the attention I could wish

On the 9<sup>th</sup> Inst two vessels arrived from France who report that two Frigates and ten sail of Merchant Vessels may soon be expected here — There has arrived at this port at the rate of Seven Vessels per day since the first of August, and on the 2<sup>d</sup> there was at Port Republic 18 and several have left this place for the Bite of Leogan — Those remaining here have not the least prospect of Selling their Cargoes, and are at a loss to know what to do I feel myself perfectly satisfied that one half the property shipped from the United States in the months of July and August will be sacrificed — Flour was selling on the 30<sup>th</sup> of July from 30 to 40 Dollars per Barrel, Fish at 24 Dollars per Quintal, and on the first of August altho but one vessel had arrived, Flour was at 10 Dollars, Fish at four — At the same time Sugar which had been only four dollars was up to nine, Coffee from 7 cents to 20, and all other produce rose at the same rate. — General Touissant has fitted out several armed vessels from this place to cruise in the Bite with a passport from Doctor Stevens —

How far I shall be able to distinguish those Vessels bearing the French Flag (from those employed by Rigaud) I do not know, but mean in my way to the Bite, to stop at Port a Paix and see General Touissant. After seeing those vessels which are going under my Convoy safe into port, I shall cruise a few days off the Mole, and then proceed for this place, to convoy thro the Islands any Vessels then ready to Sail for the Northward

General Touissant had a narrow escape a few days ago, having his Doctor, & Aid de Camp killed and two balls passed thro his hat (by a party of Rigauds men who way layed him — It is the general opinion of the people of this Island (the best informed) that should any accident happen to him, that this place would be once more drenched in blood, and in that case a confiscation of all American Property here —

Inclosed is an Arrett for the encouragement of trade at Saint Domingo (or rather discouragement) and a Proclamation for the Suppressing of piracy —

I have the honor to be

Sir

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

(Sign<sup>d</sup>) PATK FLETCHER

[NDA photostat.]

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

[PHILADELPHIA]

Navy Department 14<sup>th</sup> August 1799

Capt<sup>n</sup> RICHARD V MORRIS

Frigate *Adams* N York

SIR I approve of your taking J P Lynch as Purser of the *Adams* until he shall prove whether he possesses competent abilities or not — The Pursers station requires a man of considerable skill in the arrangement of Acc<sup>ts</sup> as well as strict integrity — When you are satisfied that M<sup>r</sup> Lynch possesses these requisites he shall have a Warrant

I ordered a Camboose to be shipped for the *Adams* from Connecticut the 25<sup>th</sup> Ult<sup>o</sup> —

Our Ships of War are very much wanted in the West Indies — Pray loose not a moment in preparing the *Adams* for Sea, and tell me when you think sailing orders may be sent you.

I have the Honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

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

To Captain Christopher R. Perry, U. S. Navy, from Charles W. Goldsborough for  
Secretary of the Navy

[PHILADELPHIA]

*Navy Department 14 August 1799.*

Circular

SIR In addition to the return which you have been instructed to make, of your Officers and Men with the time and terms of their entering, when ever you are about to Sail from any port in the United States, you will be pleased to make a Seperate return of your Lieutenants, Lieutenants of Marines, Surgeons, Surgeon's Mate, Sailing Master, Purser, Boatswain, Gunner, Sailmaker, Carpenter, & Midshipmen, with the time of their entering, and remarks during your different Cruizes, agreeably, to the form enclosed.

I have the honor to be Sir,

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

CHARLES W. GOULDSBOROUGH,  
*By order of the Secretary of the Navy)*

CHRIST<sup>t</sup> PERRY Esquire  
of the *Gen<sup>l</sup> Greene*

(a Copy)

[F. D. Roosevelt Collection.]

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

[PHILADELPHIA]

*Navy Department 14 August 1799*

Mess<sup>rs</sup> JAMES & EBENEZER WATSON  
*New York —*

GENTLEMEN I have received your Letter of the 13<sup>th</sup> Inst — Before the repairs of the *Norfolk* are begun it will be proper to ascertain what are necessary & undertake nothing that is not essential — This Vessel is much wanted in the West Indies and I hope her detention will not at farthest exceed two weeks

I am Gentlemen

Y<sup>r</sup> obe<sup>d</sup> Serv<sup>t</sup>

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

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

[PHILADELPHIA]

Navy Department 14<sup>th</sup> August 1799

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

New York —

GENTLEMEN A number of French Prisoners having arrived at New York in the *Norfolk*, I have to request that you will be pleased to dispose of them agreeably to the directions contained in my Letter to you dated 13th October 1798 to which I beg leave to refer you —

I have the Honor to be &c

[NDA. GLB, Vol. 2, 1798.]

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

Begins with fresh breezes & Squally

a sail in sight at 1 P M the Comm<sup>o</sup> gave signal for chasing, at 3 D<sup>o</sup> saw Guadaloupe bearing S by E 6 leagues at 4 D<sup>o</sup> got so near the land was obliged to give over chase —

Middle part D<sup>o</sup> Weather at 6 A M the South Part of Antigua bore N By E 5 leagues

Latter part fresh Breezes & Squally

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

Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 14 August 1799

Moderate breezes and Cloudy, Employd working to windward, at  $\frac{3}{4}$  past 1 Tackd to the Westward at 2 Shortnd sail and took a pilot who took charge with orders to proceed to Hampton Roads. at 4 Variable winds and small showers of rain, Tackd as nessasary. Bent the sheet cable and unstowd the two Bowers. at 5 the wind came round to the W by S. close reefd the Topsails and Tackd to the southward at 7 Cape Henry W S W 5 leagues the North part of Cape Charles W  $\frac{1}{2}$  N 7 leagues

At 12 Moderate and cloudy, Sounded in 12 fathoms Yellow sand. at 2 Wore ship to the westward & made sail. at Daylight saw Cape Henry bearing W by S  $\frac{1}{2}$  S. 6 or 7 leagues made all plain sail, Employd working in towards the Capes. Condemnd and hove overboard 155 pounds of bread and 50 pounds of cheese at 11 answer'd the private signal of the *United States* at 12 Joind the United States Ship *United States* and *Insurgente*, Cape Henry W by N 4 miles

Saw several Sail standing out to Sea suppos'd to be under Convoy of the *United States*

Ordered into Confinement and Suspended from Duty M<sup>r</sup> Benjamin Brackett for Rioutous behaviour

[Latitude Observed 36.59 North]

[NHSC, NYHS.]



Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding,  
United States Ship *Montezuma*, 14 August 1799

Light winds & clear weather

A Strange sail discovered on our Starboard Quarter, standing  
S<sup>d</sup> & E<sup>d</sup>

All hands at their common quarters exercising the great Guns.  
Tryed the Current & found it to set ½ knot to Eastward.

[NA.]

[15 August 1799]

Launching of the U. S. Frigate *Congress*

PORTSMOUTH, August 20.

On Thursday the 15th every necessary arrangement being previously made, which could possibly facilitate the labours of the day, Col. Hacket, United States Naval Constructor, at the Port of Portsmouth, proceeded to prepare for the positive launch of the Frigate *Congress*, one of the most beautifully modelled and elegantly finished ships in the service of the Union. Mr. Sheafe, the Naval Agent in this department, having forwarded a polite invitation to His Excellency Gov. GILMAN, he was pleased to accept of the same; and at the confines of the town was met by as many of the commissioned officers of the first military grades, as could conveniently attend, who escorted him to his lodgings at Col. Brewster's. A large number of respectable fellow citizens there awaited his arrival, to welcome the man whom New-Hampshire delights to honor; the man whom the President loves to praise; and from thence escorted by Capt. Sparhawk's Independent Company of Light Infantry, he passed over to Continental Island, in the *Congress'* barge, handsomely decorated, and followed by a vast number of boats, containing the military, militia officers, citizens, clergy and strangers of distinction. At the moment of his Excellency's embarkation the flag of the United States was hoisted at the flagstaff on the island; the American standard displayed from the frigate's stern; the stars on a blue ground at the bow, and the Continental pendant amidships. Orders at the same moment were expedited to hasten the knocking away of the blocks and every workman's hammer was plied with that redoubled activity, and exactness of incessant strokes which constitute the harmonies of the shipwright. A federal salute announced his Excellency's arrival, while the countenances of unnumbered spectators spoke the plaudits of a grateful community in more sensible, tho' silent accents, for the language of the heart was never more feelingly expressed, and nothing but the high wrought impressions of the moment, suspended the animated Huzza.

Precisely at 12, a few blocks still remaining in their places, and 16 workmen yet at their numbered posts, the ship, as if self moved by the independent spirit of that illustrious body, whose name she bears, majestically moved off the ways; made one graceful plunge into her future element, and instantly raising her stern in equilibrio with her head, swept on a right line athwart the channel, swung round, and brought up. Her movements on this occasion may be considered

as oracular of her future destinies. The stern pitch and instant recovery forcibly said, *we only bow to the element on which we float; and bid erect defiance to a world beside.* Reiterated cheers proclaimed the sincere pleasure of an immense number of spectators; a federal salute bore the joyous tidings to distant plains, and the huzzas and salutes were returned with animation from the opposite wharves and town hills.

At 1 o'clock upwards of 180 citizens and strangers sat down to an elegant dinner, and nearly double this number were regaled at different parts of the island. Among the strangers of distinction it gave us particular pleasure to notice *James Scott, Esq. Col. Allen, Maj. Frazier, and Maj. Sargent, of Boston; Judge Wingate, Hon. John Prentice, Esq. Hon. Oliver Peabody, Esq. Maj. Cass, Maj. Graves* and many others, whom we do not recollect, whose distinguished urbanity and politesse, heightened the pleasures of the day, and embellished the feast of reason and the flow of soul.

Some most excellent songs were sung with peculiar spirit and effect, and a series of sentimental toasts added to the felicities of the hour.

At a little past 4, His Excellency, returned to town in the same manner as he had left it: A federal salute announced his departure, and Capt. Sparhawk's company, received him at landing, escorted him thro' the principal streets, and attended him to his lodgings, after which they were dismissed. Two Aboriginal Chiefs of the Eastern tribes were present on the island, and appeared to enter with spirit into the firings, evolutions of the military, &c.

#### *Minutes relative to the building of the "Congress."*

Exactly 258 working days were employed in the building of this noble ship. The number of shipwrights never exceeded 100, and frequently did not average more than 60 per diem. The regular working hours were from sun to sun; One half hour being allowed for breakfast and 1 hour for dinner. Gentlemen from all parts of the continent have visited the yard, and acknowledge that they never witnessed such regularity, order, harmony and unity. The length of the *Congress* is 145 feet keel. — Breadth of beam 41 feet; depth from the upper deck 26 feet 7 inches; tonnage 1250 tons: she is destined to carry 36 18 pounders, but may easily carry 44 guns, or in fact be rendered equal to any 50 gun ship. — The inside and outside work of the *Congress* is pronounced vastly superior to any European ships, and equal to the very first stile of American building. We pronounce her to be the Non Pareil.

#### *Anticipated Seventy-Four.*

It is expected that when the Secretary of the Navy shall compare the estimates of building the *Crescent, Scammel, Portsmouth* and *Congress*, in point of expence, labor, materials and various works, with sums already paid for building vessels of the same size, model and tonnage in other ports; and examine the excellent workmanship of these ships; their neatness of finishing and beauty of appearance, and discern every solid advantage in a clear saving of at least one third money and time, that he will expedite his orders to erect the keel of one of the 74s at this navy yard, and that the waves of Piscataqua will float another line of battle, 'besides the *America*.

*Captain Sever*

Did himself great honor in the opinion of all maritime judges of naval property, for altho' he had a most excellent pilot on board (Capt. George Turner,) who alone was adequate to the task of mooring the ship in perfect safety, and who in fact was responsible for her good anchorage; nevertheless Capt. Sever never came over the sides until the frigate was totally secured, although he knew that his absence would be regretted at a table where every gentleman wished to participate in the pleasure of his company. If manliness of behaviour, goodness of heart and amiable manners insure success in obtaining men, Capt. Sever will soon receive his full complement. The sailing master is said to be a man of great knowledge in his peculiar department, and as thorough bred an officer as ever stepped between stem and stern. — We may expect the *Congress* to sail in 90 days.

*Mr. Sheafe, Naval-Agent.*

This gentleman's attentions have been unremitted to every needy supply, and the duties of his office executed with a precision and punctuality which has commanded admiration and applause. At the same moment that no ill timed parsimony on his part has retarded public service, he has been peculiarly attentive to the true interests of the continent.

*Col. Hacket,*

May be accounted as one of the most experienced master builders in the Union. During the late revolutionary war he built for the United States, the following ships of war:

	<i>Tons.</i>	<i>Guns.</i>
The <i>Raleigh</i> frigate,	750	32
The <i>Portsmouth</i> ,	300	18
The <i>Ranger</i> ,	300	18
The <i>Bellona</i> ,	300	18
The <i>America</i> ,	1700	74

And since the 25th of October, 1796, he has raised, finished and launched the following ships:

	<i>Tons.</i>	<i>Guns.</i>
The <i>Crescent</i> frigate,	600	36
The <i>Scammel</i> , revenue cutter	130	14
The <i>Portsmouth</i> ,	480	24
The <i>Congress</i> ,	1250	36

What naval Constructor can shew a nobler list? Whose workmanship will compare with Hacket's? Let government examine the bills and determine whose are cheapest. An experienced, tried, faithful servant merits constant employ.

*Mr. William Deering,*

Has displayed much taste and neatness in the execution of the carved work, which is finished in a very beautiful stile of neat simplicity. It is only to be regretted that this gentleman's native abilities were not called into more powerful action, by proper encouragement, and the fanciful heads of the South would no longer take place of the more solid imagery of the North.

[LC, "New Hampshire Gazette", Portsmouth, Aug. 20, 1799.]

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

[PHILADELPHIA]

Navy Department 15<sup>th</sup> August 1799

Capt<sup>n</sup> WILLIAM COWPER

Ship *Baltimore* Norfolk

SIR You will receive herewith your Instructions for the Government of your Conduct on a cruise, some parts of which will require your attention prior to your sailing —

I shall on Monday next send on your sailing orders and I hope you will be prepared to receive them — From Letters received from M<sup>r</sup> Pennock & Captain Barron of the 6th August, I Judge you will be in want of nothing but some officers and some men by the time this reaches you These you will exert yourself to obtain but whether you obtain your full number of men or not, you must sail in a day after your orders arrive for sailing — You must govern yourself accordingly — M<sup>r</sup> Seton being removed you want a Second Lieutenant — If M<sup>r</sup> King who was appointed to go in the *Insurgente* and for whom Captain Murray took down a Commission did not go on that Vessel he may go with you and if he has not received his commission he must go without one — If you cannot get him you must consult with Col<sup>l</sup> Parker and get a proper character for a Lieut and let him act for this cruise under Your Appointment — So you must act as to any other Officer who may be wanted when you are ready —

M<sup>r</sup> Morris the Purser does not go again in the *Baltimore* — I have sent an appointment for M<sup>r</sup> Davis of Norfolk — If he should be absent & does not return in time, get M<sup>r</sup> Pennock and Col. Parker to assist in getting a good Purser — He should be a man of integrity and should understand accounts —

I am thus particular, that nothing may be wanted when your Sailing orders arrive — Then you must go, if you are only half officered and manned —

I have the honor to be

Sir Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

Enclosed in the foregoing Letter to Capt Cowper dated 15 August “I have the honor to enclose your Authority to Capture armed Vessels Sailing under authority from the French Republic &c See Page 162 — *Circulars to Captains* [dated 27 June 1799]” Also enclosed Circulars of 29 December 1798 16 January & 12 March 1799, also Instructions relative to Returns dated 29 July 1799 ordered to make return of Provisions wanted for a Six Months Cruise. —

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

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

[PHILADELPHIA]

Navy Department 15<sup>th</sup> August 1799

WILLIAM PENNOCK Esq<sup>r</sup>

Norfolk —

SIR The French Prisoners brought in by the *Insurgente* have made a complaint of the treatment they have recieved in a Letter to M<sup>r</sup> Letombe which I have received through the Secretary of State, and enclose you a Copy —

It is strange that I have never before heard any thing of such prisoners — I wrote you on the 13th October 1798 on the subject of the Treatment of French Prisoners to which I beg leave to refer you & I request you will please to let me know the number under your care —

I have the honor to be —

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

To John Murray, Wm. Bayard, George Barnwell and John P. Mumford, New York,  
from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 15<sup>th</sup> August 1799*

JOHN MURRAY  
W<sup>m</sup> BAYARD  
GEORGE BARNWELL  
JOHN P MUMFORD

} Esq<sup>rs</sup>

GENTLEMEN I will lay your Letter of yesterday before the President — He will I have little doubt appoint Captain Robinson to a Command in the Navy, but no assurances can be given that he will be appointed to any particular Ship — The oldest officers will consider themselves generally entitled to the largest Ships, but all are and must continue to be, subject to removal from one Ship to another by the President.

Captain Morris has been so long in Service without having been to Sea that I am sure it would be very mortifying to him to be longer employed in the Superintendence of the building of Ships — He will sail I hope very soon on a Cruise, and it will depend on the time when the Frigate will be finished whether he will return in time to take the command of her — Every thing that can with propriety be done to gratify your wishes as to Captain Morris shall be done — But if it should happen that he cannot with propriety return in time, the Frigate will be well Commanded by one of the other Gentlemen mentioned in my Letter of the 1<sup>st</sup> Inst.

I have the honor to be with great respect Gentlemen

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

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

[PHILADELPHIA]

*Navy Department 15<sup>th</sup> August 1799*

Capt<sup>n</sup> RICH<sup>d</sup> V. MORRIS  
Frigate *Adams* —

SIR I request to be informed how many men you have recruited for the *Adams*, — the State the Ship is in & when she will be ready for Sea — Our Commerce is suffering for want of the protection our Ships ought to afford —

I have the honor to be

Sir Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

A. T. OSW, Vol. 2, 1799.]

To Honorable Theodore Foster, Providence, R. I., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 15 August 1799*

Honble THEODORE FOSTER

*Providence —*

D<sup>r</sup> SIR I am honored with your Letter of 15 Ult<sup>o</sup> & 8<sup>th</sup> Ins<sup>t</sup> —

Nothing has yet been decided on the subject of the Dock, — I have received communications from different places, and have adopted other means of information — the result of all I shall lay before the President —

But it being of the utmost importance that the Dock should be well fixed, and as it is a thing which may wait a little longer I do not believe there will be a hasty decision on the subject — I am much obliged for the communications you have taken the trouble to favor me with, which shall be attended to — I would not wish to give you much trouble, but if you could inform me without trouble the depth of Water all the way up to Gaspee Point I shall be obliged to you —

I have the Honor to be

D<sup>r</sup> Sir

I mean the depth of water at low tide — I expect only from you the general report of the depth of water. — If the place on being viewed by a person sent by the U S should be judged most eligible in other respects, the soundings will be taken at Public Expense —

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

To Joseph M. Yznardi, U. S. Consul, Havana, Cuba, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 15<sup>th</sup> August 1799*

JOSEPH M. YZNARDI Esq<sup>r</sup>

*Havana —*

SIR John Morton Esq<sup>r</sup> being appointed Consul for the Havana, will of course act as Navy Agent at that place — He has been requested to call on you on his arrival and recieve from you any provisions which may be in your possession belonging to the United States on acco<sup>t</sup> of the Naval Department and any Balance which may be due the United States on account of the Drafts you have made. —

I have the Honor to be

Sir

Y<sup>r</sup> Obed. Serv<sup>t</sup>

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

To John Morton, Philadelphia, Pa., appointed U. S. Consul to Havana, from  
Secretary of the Navy

[PHILADELPHIA]

*Navy Department 15 August 1799*

JOHN MORTON Esq<sup>r</sup>  
*Philad<sup>a</sup> —*

SIR On your Arrival at the Havana you will be pleased to wait on Mr Yznardi the American Consul and Navy Agent at that place and request him to transfer to you any provisions which may be in his possession belonging to the United States on Account of the Naval Department

Mr Yznardi will settle his accounts with the United States with you and pay into your hands any Balance that may be due the United States, as I suppose his Expenditures have not been equal to his Drafts — The Vessels of War, cruising off the Havana may sometimes be in want of a few articles of provision, these you will please to supply and take the Captains draft on me for the Amount —

Should you fall in with the *South Carolina* and *General Pinckney* [Pinckney] cruising off the Havana you will be pleased to inform them that they are to continue on that Station & that they will soon be joined by another Ship which will bring them a supply of Provisions —

I have the honor to be

Sir

Y<sup>r</sup> obed, Serv<sup>t</sup>

Should there be any provisions on hand of a perishable nature you will be pleased to sell them. —

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

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

[PHILADELPHIA]

*Navy Department 15 August 1799*

Capt<sup>n</sup> W<sup>m</sup> BAINBRIDGE  
Brig *Norfolk*  
*New York*

SIR Instead of waiting to receive monies from me agreeably to my Letter of 13<sup>th</sup> Inst<sup>o</sup> you will be pleased to make your requisitions upon the Mess<sup>rs</sup> Watsons, who are Instructed to furnish you with what may be necessary — I expected to have heard from you before this as you can best judge from knowing what supplies and repairs the *Norfolk* requires when she will be ready to sail — You will please to consider this subject & communicate the result — I have every confidence that you will exercise your usual promptitude in despatching the Brig —

I have the honor to be

Sir

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

To Captain George Cross, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 15 August 1799

Captain GEORGE CROSS  
Frigate *John Adams*  
Charleston —

SIR M<sup>r</sup> Crafts informs me that the *John Adams* will be ready for Sea early in September — I shall send on your orders and Instructions for a cruise so as to reach you in time to prevent a moments delay — I give you this early information that you may make such arrangements as to obviate all cause of attention on your part — If you can get your full complement of men and Stores on board in time it will be well but a small deficiency will not justify the detention of the Ship —

I have the honor to be

Sir

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

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

[PHILADELPHIA]

Navy Department 15<sup>th</sup> August 1799WILLIAM CRAFTS Esq<sup>r</sup>  
Charleston —

SIR Private accounts state that the *John Adams* cannot be ready for Sea in less than two months, but relying on the accuracy of your judgement and your Information of the 25 Ult<sup>o</sup> saying she would be ready at latest in 5 Weeks I shall send on orders to Captain Cross and furnish him with all the Instructions necessary for a Cruise so as to arrive early in Sept<sup>r</sup>

The Ship must not be detained a moment for any thing not absolutely necessary to equip her for a cruise. A small deficiency of men or stores be no impediment to her sailing — Our Commerce is suffering in different quarters from the long detention of our Ships in Port —

I have the honor to be

Sir

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

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Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 15 August 1799

Light airs and Clear weather, at 1 Spoke with and cheerd the *United States* Commodore Barry at half past one Fild and made all sail for Hampton Roads. Parted company with the *United States* and *Insurgent* at 7 shortnd sail and brought too In Lynhaven bay in 8 fathoms Vore [veered] away to two thirlds of a cable on the small bower the light house on Cape Henry E S E five miles

Sent an officer and a boats crew to Norfolk. at 8 moderate breezes and Cloudy

AM Fresh breezes from W S W, Employd setting up the Rigging. Carpenters and Sailmakers employd as nessasary

Sent an officer and a Boats crew to Cape Henry for sand

At 12 Fresh breezes and Cloudy

[NHSC, NYHS.]



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

Begins with fresh breezes & Squally  
employ'd plying to windward at 6 P M  
Grand Cape Bore East 5 leagues  
Middle Part Steady breezes at 1 A M in T G Sails at 8 AM  
saw a Sail gave Chase, at 9 Boarded the Sloop *Bee* under Danish  
Colours

Hall<sup>d</sup> to the North<sup>d</sup> for the Comm<sup>o</sup> saw a sail gave chase in Comp<sup>y</sup>  
with the *Ganges* & *Pickering*

Latter part D<sup>o</sup> Weather —  
Still in chase

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

To Mr. Van Polanen, Minister Resident from the Batavian Republic, from Secretary  
of State

[PHILADELPHIA]

Department of State Aug<sup>t</sup> 16<sup>th</sup> 1799

SIR, I think it proper to inclose for your perusal a letter of the 20<sup>th</sup> ult. from B. H. Phillips the Consul of the U States of America, at Curacao — a copy of his letter of June 21st, to Governor Lauffer and the gentlemen of the Council of that Island, to which I suppose they did not condescend to give an answer — and the deposition of ten seamen of the schooner *Nautilus* of New-York, relative to the capture of that vessel, and the murder of her captain (Dixon) his mate, boatswain & two seamen, by the privateer *Trois Amis*, commanded by Jos Rival, fitted out at Curacao. By that deposition, and by the original certificate, also inclosed, of nine Dutch merchants there, you will see that this privateer hoisted the pirate's flag — a dark colour, with a skull & cross bones painted on it — was protected by the Government of the Island, and what is most extraordinary, with this piratical, murderous ensign hoisted, was saluted by the Dutch frigate *Ceres*, Captain Albert Kickert! — When you have read the papers, have the goodness to return them. I shall send copies to M<sup>r</sup> Murray for the information of your government. If you think proper to write either to the Government at the Hague, or to the Governor & Council of Curacao, & will commit the letter or letters to my care, I will forward them. There is ground to suspect that the Administration at Curacao is interested in the privateers fitted out there with French commissions; and hence the countenance & protection yielded to the pirates.

I am with great respect,  
Sir Your ob<sup>t</sup> Servant,

TIMOTHY PICKERING.

M<sup>r</sup> VAN POLANEN  
Minister Resident from  
the Batavian Republic.

[Mass. HS. Pickering Papers, Vol. 11.]

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

CAP FRANCOIS Aug<sup>t</sup> 16<sup>th</sup> 1799.

SIR The enclosed Packet was written from L'Arcahaye to be sent by the *Sprightly* Cutter, but That Vessel meeting with bad Weather in her Passage from Jamaica was unable to proceed for America. No good Opportunity offering since, I forward it by the present.

I now have the Honor to acknowledge the Rec<sup>t</sup> of your Dispatches N<sup>o</sup> 4, 5, 6, 7, & 8, containing Copies of the President's Proclamation for opening the Ports of St<sup>t</sup> Domingo, and The Secretary of the Treasury's explanatory Letter. Your Letter and That of M<sup>r</sup> Liston to Admiral Sir Hyde Parker, and General Maitland's to M<sup>r</sup> Liston have also been handed me. By a Vessel which will sail direct for Philadelphia Tomorrow I shall answer the Contents of these several Letters very fully. At present I beg Leave to make a few Observations, and for further Particulars, especially respecting the political State of the Island, must refer you to my Letter from L'Arcahaye. —

The Arrival of the President's Proclamation gave great Joy to all Ranks of People in this Colony. It convinced them of the Sincerity and amicable Disposition of the American Government. General Toussaint requests me to make known his Acknowledgements, and to renew his Assurances of the most perfect Attention to the Commerce of the United States. —

I enclose you a List of the Vessels that have arrived from the different Ports in America since the Publication of the Proclamation. Such an immense Quantity of Provisions and dry Goods suddenly thrown into the Market has reduced the Prices of every Article, while, on the other Hand, it has proportionally raised *that* of the Productions of the Colony. The first Adventurers will, therefore, be considerable Losers, and the Markets will continue to be bad, until the Spirit of Speculation shall a little subside. —

By the Regulations which were made between General Maitland and General Toussaint respecting the Coasting Trade, you will observe, Sir, that it was agreed that my Signature should be respected by the British Cruisers, and that until Lord Balcarras should send up a proper Person to act in Conjunction with me, all Passports should be granted by me alone. In Consequence of this Arrangement and to facilitate those Persons that wished to go to other Ports in the Island, I have granted Passports agreeable to the Form which you was kind enough to enclose me. Lord Balcarras having, however, notified to me in a Letter I had the Honor of receiving from him, a few Days ago, that he has appointed M<sup>r</sup> Charles Douglass to reside at the Cape, and to cooperate with me in promoting the Interests of the two Nations; when *he* arrives the Passports will bear our joint Signature. — On the Arrival of M<sup>r</sup> Douglass I shall be able to write you in a more satisfactory Manner on this Subject. —

You will find in the Copy of the secret Convention which I enclosed you at L'Arcahaye, that the Article respecting Contraband is alter'd as you wish, as also that a Clause has been inserted respecting the Safety of the Southern Colonies. If any Attempts should be made to infringe either the one or the other you may be assured that I shall take the most prompt and decisive Steps to oppose them. I do not, however, apprehend that we have Reason to be afraid of any Vexations from the English on the Subject of Contraband. The Conduct of the British Cruisers has of late been very conciliatory, and since the

Publication of the President's Proclamation, they have treated all the American Vessels they have spoke, with the utmost Civility, & made no Attempts to search them: —

I regret exceedingly that there should be any Mistake respecting the Ports that were to be open'd, at the same Time that I beg Leave to assure you, Sir, that this Mistake did not originate with *me*. In all my Conversations with General Maitland he constantly held up the Idea that it was necessary to open the Ports of America and Jamaica on a stipulated Day in order that Vessels coming from these Places might have an equal Chance of arriving in the Colony of S<sup>t</sup> Domingo, at the same Moment. Nothing was ever said that could lead me to suppose he meant that the Ports of S<sup>t</sup> Domingo were those contemplated to be open'd at a certain fixed Time. And 'tho' it clearly appeared from the Agreement made between you and General Maitland that the latter was clearly intended, yet as *he* had managed this Transaction, and was but recently from America, I thought it safer to trust to *his* Explanation of the Agreement than to my *own*. But 'tho' the Mistake *has* happened, I am convinced it will be attended with no ill Consequence. Most of the Vessels that have arrived lately from America were spoke with on this Coast by British Cruisers, furnished with Admiral Sir Hyde Parker's Instructions, and have all been permitted to pass without the least Detention. The President's Proclamation is a sufficient Proof that the Trade to S<sup>t</sup> Domingo is now *legal*, & that will perfectly shield all American Vessels from Vexation on the Part of the English. —

I shall forward the Letters for Admiral Parker, and shall do every Thing immediately that lays in my Power to place the Trade to this Island on a footing of Safety. —

Three Days ago Cap<sup>t</sup> Fletcher, who commands the United States Ship of War the *George Washington*, arrived in this Port. He was received with the greatest Cordiality, and saluted with 15 Guns from the Fort. After supplying his Ship with Wood & Water he sailed this Morning to convoy several American Vessels bound for Port au Prince and other Ports in the West. His Presence there is necessary, as Rigaud had fitted out several Barges which might have annoyed the Trade. As yet they have done no Mischief. —

I shall omit giving you any Intelligence respecting the State of this Island until Tomorrow, when I shall have Leisure to write you fully on this important Subject. At present it may be necessary barely to mention, that notwithstanding the exaggerated Accounts you may hear, the Tranquility of the Island is nearer being established, & a Termination put to the War than when I last wrote you. —

As the *Kingston's* Inward Cargo is now disposed of I have the Pleasure of enclosing the Sales. There will be a Ballance in my Hands when the Acc<sup>t</sup> is regulated with the Proprietor of that Vessel which I shall hold subject to your future Orders. —

I have the Honor to be with Respect & Consideration.

Sir

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

EDWARD STEVENS.

The Hon<sup>r</sup>:

TIMOTHY PICKERING

&<sup>s</sup> — — &<sup>s</sup> — — — &<sup>s</sup>:

[Enclosures missing]

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

To Lieutenant Josias M. Speake, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 16 August 1799

Lieut JOSIAS M SPEAKE

Brig *Richmond* —

SIR When the *Richmond* makes her appearance off the Capes of Chesapeake agreeably to the Instructions of Captain Truxtun — Lieu<sup>t</sup> [Cyrus] Talbot will assume the Command of her —

After leaving the *Richmond* you will please to attend to the Building of the Frigate at Norfolk until you receive further orders —

On Lieu<sup>t</sup> Talbots taking Command of the *Richmond* you will deliver to him all the Laws & Instructions you have received from this Department for your Government on a Cruise.

I have the honor to be

Sir

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

To Lieutenant Cyrus Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 16 August 1799

Lieut Comm<sup>d</sup> CYRUS TALBOT

SIR The *Richmond* will it is expected appear off the Capes of Chesapeake between the 1<sup>st</sup> & 15 of September — when you will assume the Command of her — Lieu<sup>t</sup> Speake will employ himself in attending to the Frigate building at Norfolk, till further orders —

The time for which the Crew of the *Richmond* entered will expire in Nov<sup>r</sup> & December and of course will not admit of a cruise to the West Indies — You will therefore cruise between the Chesapeake and Saint Marys until the 15 of November when you will come up to Philadelphia —

Altho I have mentioned from Chesapeake to Saint Marys as your General Cruising Station you will not consider the Instructions meant to prohibit you from leaving the Coast as far as you think proper should there be any object sufficient to withdraw you from it — An Officer will seldom incur censure for more Enterprize than the strict letter of his orders enjoin — Lieutenant Speake will deliver to you all the Laws and Instructions which he has received for his Government on a cruise to which you will please to conform —

I have the honor to be

Sir

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

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

Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 16 August 1799

Moderate Breezes and cloudy, at one Sent an officer and a party of men on the fishing Service, Employd working up Junk at 3 the Small Cutter returnd from Norfolk at 9 the two boats returnd which had been sent a fishing and for sand. Cleard the boats and hoisted them in. AM moderate breezes and cloudy. Lighted the small bower. at 9 Sent the Small Cutter to Norfolk and the large Cutter ashore at Cape Henry. Employd Cleansing between decks and Cleaning the Main hold unrove the Topsail Tyes and Served them over again

At Single Anchor in Lynhaven Bay

Cape Henry light house S E by E  $\frac{1}{2}$  E six miles

[NHSC, NYHS.]

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

Begins with Steady breezes & pleasant at 1 PM the *Ganges* Retook an American Schooner that had been captur'd by a French Privateer then in sight, gave chase to the Privateer at 6 the Body of Montseratt bore W by S 4 leagues still in chase at 10 the N W part of Guadaloupe bore E S E 4 Miles gave over chase after firing 4 Shott at our chase

Spoke the Commodore —

Middle Part pleasant at 8 A M parted with the *Ganges*

Latter part D<sup>o</sup> Weather

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

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Nav Dep 17 Aug 1799

The PRESIDENT

Quincy,

SIR, When I did myself the honor to suggest for your consideration the employment of the Frigate *United States*, to carry the Ministers to France, it was under an idea, that the Vessel would just land the Ministers & return; at least that she would not be detained more than a fortnight or three weeks, to bring back an account of their reception at Paris, and any communications they might be able to make in a few days, after their arrival at that place.

Talking on this subject with some of the Heads of Departments, I find that it is the expectation, that the Vessel which carries the Minister, will wait to bring them back, & for this purpose will wait till the spring to avoid a Winter passage.

In this view of the subject, I see many objections to employing the *United States* on this service — The most important are, the loss of the service of so great a proportion of our force for so long a time — and the danger of having excited in so numerous a crew, by inactivity for so long a period, a spirit of dissatisfaction, if not of mutiny.

The *United States*, however, is ordered into New York by the 15<sup>th</sup> Sept<sup>r</sup> & will be ready for this or any other service before the end of Sept<sup>r</sup>

I have the honor to be with the highest respect & esteem,  
Sir

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

BEN STODDERT

[NDA. LB, 1799–1807.]

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

[PHILADELPHIA]

*Navy Department 17th August 1799*

Capt<sup>n</sup> WILLIAM BAINBRIDGE

Brig *Norfolk* — New York

SIR I am honored with Your Letter of yesterday and am surprized you had not received mine of the 13<sup>th</sup> — Copy of which I now enclose —

The alteration of the Round House would no doubt make the Ship better, but she is good enough without it and to make it will require a long time great expense & the ship will be kept out of Service, when her Services are highly essential and a full Crew will be kept idle — I do not positively forbid, but I shall be sorry for this alteration, especially if it will take as I suspect a long time —

As to rank you have certainly no reason to complain — You are the Senior Master & Commandant — It is true there have been latterly some Lieutenants appointed Captains but they were old Lieut<sup>s</sup> who were long ago entitled to promotion & whose promotion was delayed merely because they were absent — No Officer in the Service has been more rapidly promoted than yourself —

I have the honor to be

Sir

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

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

[PHILADELPHIA]

*Navy Department 17th August 1799*

NEHEMIAH HUBBARD Esq<sup>r</sup>

*Middletown, Connecticut*

SIR I have received your Letters of the 10<sup>th</sup> Ins<sup>t</sup> and regret extreamly that the *Connecticut* has not yet crossed the Bar. — My Letter to you of the 7<sup>th</sup> Ins<sup>t</sup> will inform you how much I have been disappointed in this Ship —

Circumstanced as the *Connecticut* is I do not regret the slow progress in recruiting her Crew, since if they were engaged much of their time would be wasted and a considerable Expense incurred before they could be useful — Should the same disinclination to enter the Service continue when the Ship is in deep water, please to give me the earliest information of it and I will endeavor to have the Crew

furnished from another quarter to prevent delay, her Services being greatly wanted

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<sup>th</sup> August 1799*

STEPHEN HIGGINSON & C<sup>o</sup>

*Boston —*

GENTLEMEN I have supposed that M<sup>r</sup> Sayre, who has seen all the principal Docks in Europe might be able to give me usefull information by taking a cursory view of the principal Ports to the Eastward — For this purpose I have employed him, requesting him to communicate only with the Gentlemen at the different Ports, who act as Navy Agents — as I do not want to excite expectation which may not be gratified —

I view this subject of establishing a Dock as of high importance to the Navy of the United States, and I shall probably employ more than one Gentleman to view the several Ports to the Eastward —

I have the honor to be

Gentlemen

Y<sup>r</sup> obe<sup>d</sup> Serv<sup>t</sup>

Copy of the foregoing sent to

Jacob Sheaffe — Portsmouth [N. H.]

Gibbs & Channing — Newport [R. I.]

Nehemiah Hubbard J<sup>r</sup> — Middletown Connecticut.

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

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

Begins with moderate, pleasant W<sup>t</sup> at 3 P M hove too off Bass-terre, S<sup>t</sup> Kitts the Cap<sup>t</sup> went onshore at 5 D<sup>o</sup> lost a Man over-board by the name of Martin Maden at 6 came too in Bassterre in 10 Fathoms Water

Middle & Latter parts pleasant Moderate Weather

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

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding, United States Ship *Montezuma*, 17 August 1799

Light breezes, & pleasant weather

Squally

Saw a schooner on our larboard bow

Spoke schooner *Rebecca*, Cap<sup>t</sup> Higgins, 14 Days from Surinam, bound to Boston — Left at Surrinam the U. S. Ship *Portsmouth* —

Squally and unsettled weather

[NA.]

Extract from log book of U. S. Brig *Pinckney*, Saturday, 17 August 1799

This day Clear Present Wether at 4. A M. proceeded to Unmoor Ship at 6 several Masters of Vesels cam ABord and Received Orders to Sail. Onder our Convoy at 7 Whied Anker and Got Under Way at 8 Clear of the Havana Several Sails In Sight the *South Carlina* in Company at 9 Came Up with A Brig Sent A Ofecer ABord She Proved to Be the Brig *Frederick* Cap<sup>t</sup> Will<sup>m</sup> Smith from Sin Thomases bound to the Havana out 10 Days at Noon Spock the Brig *Gayon* from Philadelphia Bound to the Havana this Days Log Ends with 12 Hours Broched one Punchen of Watter

[MSB. New London, Conn.]

To Lieutenant Charles C. Russell, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 18<sup>th</sup> August 1799

Capt<sup>n</sup> CHARLES C. RUSSELL

Ship *Herald* Boston —

SIR The *Herald* under your Command (besides Officers of Marines and 15 Privates which will be supplied by the Major of Marines, and your Commissioned and Petty Officers, the latter of which you will appoint) is allowed not exceeding 65 Men & Boys, of this number you will recruit not exceeding 30 Able Seamen — The residue to consist of ordinary Seamen & Boys —

Able Seamen you will allow 17 Dollars p<sup>t</sup> month, ordinary Seamen and 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

You will be carefull to suffer none to be entered but such as are sound and healthy and suffer no indirect or forcible means to be used to induce men to enter the Service —

You may allow two months Pay but previously take care to obtain responsible Security to resort to in the event of Desertion —

The forms of a Shipping Paper, Bond to be signed by the Sureties for the Seamen, Muster Roll, & Pay Roll are all enclosed which you know too well the use of to render an explanation necessary.

You will keep an account of the name, Station, pay, usual place of residence and a discription of the person of every recruit 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 —

Mess<sup>rs</sup> S. Higginson & C<sup>o</sup> will supply all the necessary monies — You must advance to your 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 Expence but that of provisioning the men enlisted at a distant port and in such cases their transportation to the Ship, but they must observe the utmost oconomy, for extravagant Charges for these expenditures will not be admitted, and no charge will be admitted without a proper voucher to support

Prior to sailing you will transmit your Accounts and Vouchers to William Winder Esq<sup>r</sup> for settlement —



You will exert yourself to have the Crew all entered by the time the Ship is ready for Sea —

I have the honor to be

Sir

Y<sup>t</sup> obed<sup>t</sup> Serv<sup>t</sup>

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

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To Major Commandant William W. Burrows, U. S. Marine Corps, from Captain Daniel Carmick, U. S. Marine Corps

[U. S. S. *Constitution*] HAMPTON RHODES 18 Aug' 1799

Major BURROWS

SIR We arrived here after the Long passage of 23 days from Boston. I have received Mann the Drumer & thank you very much for sending him on to me Capt Murrey took the Liberty of taking the Fifer on board the *Insurgent*, without any orders for so doing as I was informed by a Letter from Lieu<sup>t</sup> Rankin who said he had no hand in detaining him, altho it has happened very well, as I had a Fifer on board, it does not excuse Capt Murrey for taking him & had I seen him I certainly should have told him so, & informed him he had no business whatever to interfere with your arrangements. I presume Sir you will not permit every Capt<sup>n</sup> that chooses to swap & take the Marines where ever they can catch them. I have got the Marines on board this Ship in a fair way of becoming respectable. I permit them to do no kind of work that will Tar their Clothes, the Officers of the Ship do not interfere with my men, & had they been clean when they came on board, they wou'd have been deasent for some time yet. I have taken up Cloathing and mean to destribute them & Charge them, as there is no other way of making them Decent. I this evening had a little difference with the Officer of the Deck respecting the Tatoo. but carried my point — I have saw Lieut. Claypool who appears to be in a terrible quandary on board the *Baltimore* Lieu<sup>t</sup> [William] Cammack tells me does not know what to make of him, neither do the Officers on board. he chooses to Mess with the Midshipmen, in preference to Messing with the Commissioned Officers, altho he has the epolet on the wright Soldier [shoulder]. should I see him again I shall tell him it is absolutely his duty to dine in the Wardroom, or give up his commission, his Rations will support him with ease. Lieu<sup>t</sup> Cammack is very well situated for recruiting here & presume will get what men there are to be got here, much sooner than any other Officer you would send here; he has got two Men that ought to be discharged as unfit for Duty. I received my Commission the day after my arrival here enclosed to Capt Talbot had it not arrived I certainly should not have gone to sea in the Ship, at present I am perfectly contented & very pleased with the Capt & all the Officers, we met the *U States* Frigate & the *Insurgent* going out as we came in, where to Cruise know not. I understood we were all to Cruise in the Streights, but I presume the plan is altered for the present. we have been here but three Days & are now unmooring Ship to go to Sea. I was very sorry that the Men you sent on to Boston did not arrive sooner. I suppose they were also to late for the *Boston* Frigate as I understand she sailed the Day after us. I now send you a Size Role taken from

the Different Size Roles furnished me. I believe it is not very accurate. you will excuse the small Blot one of the Officers happened to put on it just as it was finished.

My respects to all the Officers & believe me to be with due Respect  
Your Hum Ser

DANL CARMICK  
Capt Marines

[MCA. LR, 1799.]

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

Begins with Moderate, pleasant Weather  
all hands employ'd on Ships Duty —  
At 10 P M got under way in comp<sup>y</sup> with the *Ganges*  
Middle part D<sup>o</sup> Weather at 5 A M St Bartholomews bore North  
5 leagues at 7 D<sup>o</sup> came too in St Barth<sup>s</sup> the Cap<sup>t</sup> went onshore,  
at 11 he return'd — got under way & Made Sail —  
Latter Part moderate & Pleasant  
[HS of Old Newbury, Mass., NDA photostat.]

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Extract from Log Book of U. S. Brig *Pinckney*, Sunday, 18 August 1799

Clear Pleasant Wether. — A Sloop in Company Under Convoy  
At 2 P M. Made A Signal to the *South Carlina* to Speck to Hur  
taked to the Nored and Eastard Under Easey Sail  
A 3 the *South Carlina* Came down to Hus and Sent A Ofecer  
ABord Cap<sup>t</sup> Haywerd went ABord the *S<sup>o</sup> Carlina* And Returned  
Soon  
A Midnight Light Wind and Pleasant  
A 5. A M. taked to the Southard and Westerd and Made Sail the  
*S<sup>o</sup> Carlina* and Sloop in Compney  
At 8 Several Sails in Sight Coming Out of the Havana. A Sail in  
Sight to the Nored and Westerd at Noon joined By two Briges and  
two Schoners to which Delivered Sailing instructions took in Al the  
Light Sails and taked to the Nored and Easterd the Moro Bore  
S W Dist<sup>s</sup> 3 or 4 Leages took under Convoy Brig *Poley* Funer Master  
Sch<sup>t</sup> *Citiler* (?) Heckett Master Sch<sup>t</sup> *Susanah* Smath Master Sloop  
*Delight* Swann Master for Philadalfey  
1 Punchen of Water Broched this Day  
3 Men unfit for Duty By Siknes  
[MSB. New London, Conn.]

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

[U. S. S.] *Ganges* AT SEA, WEST OF SABA  
19<sup>th</sup> Aug<sup>st</sup> 1799

SIR Presuming You are in possession of my correspondence by Capt<sup>n</sup>  
Bainbridge with the *Norfolk*; I forbear by this circuitous & uncertain  
route, to trouble You with a copy thereof.

Agreeably however to intimation therein, I proceeded to S<sup>t</sup> Bartholemews, to forward the Brig<sup>t</sup> (I had sent in there from Bourdeaux) under convoy of the *Norfolk* and *Retaliation*; when to my surprize, I found M<sup>r</sup> Andrews had deviated from our agreement, and had forbid the Gentlemen, who had purchas'd his cargo, delivering the returns to our Agent to be ship'd on board the Brig<sup>t</sup> — I applied to the Governor — who immediately order'd the Sugars to be deliver'd — Considering, as he had from the beginning; the Vessel & Cargo, under arrest of the United States, for a breach of Law.

The opportunity being thus lost, for the Brig: to proceed with the Convoy — Capt<sup>n</sup> Brown was dispatch'd to S<sup>t</sup> Thomas, with 5 or 6 sail of vessels that were ready, to join the Convoy; which was duly & timely effected.

I loaded the Brig: on the ensuing day, and saild intent on cruising about the Island, till return of the *Merrimack* — On the morning of the 5<sup>th</sup> Aug<sup>st</sup> at the appearance of day, a Schooner was discover'd to the windward, we gave chase, and about 7 capture'd her; being a French Letter of Marque, from Guadaloupe laded with Sugar & Cotton — She was call'd the *Rebateuse*, of 6 Guns & 28 Men, but the Guns had all been cast over-board, and they stood the fire of 13 Guns from the *Ganges*, nor struck their colours till our canister-shot reached them — another Gun would probably have cost them some blood, which was fortunately for them, prevented by timely submission.

I proceeded with her to S<sup>t</sup> Kitts — Under the west end of which in the Even'g I spoke the *Merrimack* and gave Capt<sup>n</sup> Brown intelligence of another Letter of Margue Schooner (the *Buonaparte*, late the English Privateer *Sturdy Beggar*) which I had seen at the mouth of the harbour of S<sup>t</sup> Bartle<sup>m</sup> — ready for sailing — I got into Basse Terre Road with the prize on the morning of the 6<sup>th</sup> discharg'd the whole of the Cargo, into the Stores of M<sup>r</sup> Clarkson, and at dawn of the 7<sup>th</sup> put to sea again — with the Brig *Pickering*, Lieut<sup>t</sup> Command<sup>t</sup> Hillar, who came in about noon on the 6<sup>th</sup> and deliver'd me Your dispatches of 22<sup>d</sup> June — I feel myself highly gratified by the favorable sentiments You are pleas'd to express on my subject — which I shall ever emulate to deserve — The orders therein shall be strictly attended to; and I shall embrace every favorable opportunity, of sending home the Prisoners we take for they lay here at a very heavy expence — in consequence of which 30 were order'd on board the *Norfolk & Retaliation*, of those taken in the *Vainquere*.

I had been fortunate in the direction given Capt<sup>n</sup> Brown, relative to the situation he should place himself in, to intercept the *Buonaparte*, for the *Ganges* had scarce made sail on the 7<sup>th</sup> when we discover'd him coming in with her — We spoke; & he was directed after discharging her cargo, to join me off Barbuda — where I had heard, there were one or two French Cruizers The day was boisterous, and in the afternoon the *Pickering* made signal for having sprung a Lower-Mast when he was directed back to Basse Terre to secure it.

On the evening of the 11<sup>th</sup> the *Merrimack* and *Pickering* join'd me again under Barbuda, nothing material having occur'd to either of us, except a few fruitless chaces — It was now determin'd to try the windward side of Guadeloupe a few days; and then give the *Pickering* opportunity to fill her water (at Prince Ruperts bay) of which she was now nearly out — and the *Ganges* to fitt new Trus-

sel-trees to her Maintopmast-head, the second pair (*on this cruize*) having been completely carried away — and the TopGall<sup>t</sup> mast hanging only by a lashing — We saw nought but neutral vessels till the 15<sup>th</sup> when a Sail was discover'd to the Northward; our situation being about 4 or 5 leag<sup>s</sup> east of Antigua, and just preparing to tack to the Southward — The signal was made to chase, the *Ganges* came up with the vessel about 2: PM, it was the American Schooner *John* of Gloucester (Massachusetts) from Berbice in ballast — captur'd by a French privateer, then in sight to leeward, and the signal given for the *Merrimack* & *Pickering* to chase her — which was put in effect as soon as understood. — Having taken out the Frenchmen from the Schooner, & put an Officer and men on board (for they had left only the Captain and a very small boy) intended seeing her to S<sup>t</sup> Kitts — and immediately made sail after the Chace — Finding we outsail'd the *Pickering* she was directed to take care of the Schooner, while the *Ganges* & *Merrimack* pursued the Privateer

The Chace continued under full sail till about 10 PM — when we had pas'd the *Merrimack*, gain'd within half or at most  $\frac{3}{4}$  of a mile of the privateer, & a mile & half, or very little more from the shore of Guadaloupe — when the wind becoming light, she gain'd to the windward of us, disappear'd under the land & the chace given up — Two or three untoward accidents, was the cause, the *Ganges* did not absolutely get alongside her — We have however, every reason to believe he had cast his Guns and boat overboard — the latter was seen pass close to the *Merrimack*; and if he had not parted with the others, it is scarcely to be believ'd but that he would [have] fired to alarm the Forts on shore, to which Capt<sup>a</sup> Brown (who is much better acquainted with that coast than I am) knew us to be so nigh, that he was about to make the signal, for the *Ganges* running into danger, when I veer'd Ship —

Capt<sup>a</sup> Brown was directed back to cruize off S<sup>t</sup> Bartle<sup>w's</sup>: the *Pickering* to proceed to Old Road to fill her water — and the prospect of fine weather induc'd me to go into Basse-Terre, To refit the Materials of my main-topmast — fearing to lose the use of the Top-gallant-sail — & Royal & other sails thereunto appertaining

While this business was completing, the Commanders of 10 sail of homeward bound vessels, ready to sail, became very importunate for a convoy, and to appease — we agreed to see them clear of the Islands —

We had not been above two hours at anchor, when the *Merrimack* came in, having met the British Frigate *Southampton*, who had politely put the enclos'd letter on board from Capt<sup>a</sup> M<sup>e</sup> Neal — which they had been in possession of, as per memorandum therewith — You will readily perceive Sir, at so distant a day from the date of Capt<sup>a</sup> M<sup>e</sup> Neals letter; it would be useless to attempt aiding him with our force; as his fate must to a certainty be determin'd 'ere we could get to him, which we could not calculate on in less than 10 or 12 days — But I've no apprehension for him, as we know of an expedition to that country, from Martinico — which must 'ere this have arrived there.

Having determin'd on seeing the Merchant vessels clear of the Islands, it was concluded that, the trade at S<sup>t</sup> Bartholemews, S<sup>t</sup> Thomas & S<sup>t</sup> Croix should all benefit thereby.— The *Ganges* being

again refitted on the 17<sup>th</sup> we sail'd with the *Merrimack* to cruize toward S<sup>t</sup> Bartholemews, and receive the vessels from thence on the morrow — while the *Pickering* with those ready at S<sup>t</sup> Kitts were to sail at 11 the next morning, to join the whole off Saba — I went into S<sup>t</sup> Bartholemews early on the 18<sup>th</sup> but there were no vessels ready to sail: I intended however, to send home, or at least take to S<sup>t</sup> Thomas, the captur'd Brig<sup>t</sup> *Young George* of Boston, as she might be laid safe in that harbour, unhurt in case of hurricane — but I could not get her clear'd out it being Sunday — Capt<sup>n</sup> Brown was immediately sent back to meet the *Pickering* under S<sup>t</sup> Kitts, and prevent the fleet laying too there, a few hours, as had been order'd — The *Ganges* remain'd till evening, for one vessel who thought he could be ready by that time but we sail'd without him. {See page 121} [\*]

I observe Your intimations relative to Prince Ruperts Bay; the little we have to do in port (except for wood & water, for which that place is preferable) had better be done at this time of the Year at S<sup>t</sup> Kitts, as, from the latter, we can more easily put to Sea, on the appearance of bad weather, whereas, the faulting winds, previous to the Gales of the Season, might prevent a Ship getting out of that deep & narrow bay — — What I intimated on the subject of the Hurricanes, was only meant as a general observation — It being determin'd to keep a force here during these months: of which I daily see the absolute necessity — No Ship in the service (I speak from experience) will be found better able to sustain their violence than the *Ganges* — nor a crew that can with more alacrity, bring a Ship to a state of preparation to bear heavy weather — Nor can I suffer myself to be totally silent on the subject of her sailing: believe me Sir, that she has out-sail'd every ship & vessel of the United States, that we have been in company with; *when in chace under a press of canvas*; even the *Merrimack*, we have twice past in full chace — It is true, that some of her material rigging is much strain'd, and will want shortly to be replaced with new — as also in her sails some materials will be wanted; our Courses are reduc'd to the last sett, and those full half worn; but we will endeavor (without apprehension of failing) to make her work her time out, *here*; or wherever You may please to order her — It is also true, that I felt extremely uneasy at want of success; but we begin now to get sight of the aggressors, and have, nor fear, nor doubt, of giving tolerable good account of those, which come within our view.

*In the original between the Crotchets page 119 was inserted as follows, omitted in its place by mistake viz<sup>t</sup> {I had certain intelligence that, nearly the whole of the Guadeloupe privateers were in port & under embargo as also that 3 or 4 hovering about S<sup>t</sup> Thomas, were committing daily depredation on our trade; these are they who send so many of our vessels to Porto Rico — It was determin'd therefore to try a few days cruize in that neighbourhood — We join'd the fleet off Saba before midnight — At dawn of day the *Pickering* was order'd forward to get the vessels ready at S<sup>t</sup> Thomas — The *Merrimack* to remain with the Merchantmen — and the *Ganges* to proceed for those at S<sup>t</sup> Croix, for which place we are now steering.} [\*]*

AUG<sup>st</sup> 21<sup>st</sup> OFF S<sup>t</sup> THOMAS

The foregoing was so far prepar'd Sir, agreeably to date when I was broke off by information of two sail, a Ship & Schooner, being discovered a-head — We gave chase and first came up with the Schooner, she was an English Privateer, informing they believ'd the other to be an American arm'd Merchantman taken by the French — We instantly pursued, but she led us a long chase till past noon — half way down the South-side of S<sup>t</sup> Croix — when we brought her too — she prov'd however to be a British arm'd Ship from Trinidad bound to Glasgow — An American brig<sup>t</sup> came also in view, from Trinidad, with his outward bound cargo of Provisions &c &c. which he could not sell satisfactorily there. I travers'd the South-side of S<sup>t</sup> Croix — call'd in at the west-end: dispatch'd a note up to the principal harbour for any Americans ready for sailing home to prepare, as I should call there the next morning — We beat up on the North side to the harbour — but the coast hereabout being dangerous for a Ship to come too near — I went on shore in the *Kings* [*Kingston*]. Pilot. boat to facilitate the business I came on, but there was not a single American vessel at either port ready for sailing.

The day however was not totally lost, a capture was effected of a small French letter of marque from Guadeloupe, with Sugar, Coffee & Cotton, bound for S<sup>t</sup> Thomas — She was chac'd by an English privateer when first discover'd on board — when on the *Ganges* making sail also, they made for us (in preference to the Privateer) came along side & struck his colours & sails — We took possession & are with her now making for S<sup>t</sup> Thomas — where, from the extreme lightness of the wind, and that little being in an uncommonly north-erly direction — I apprehend we shall not arrive this day —

AUG<sup>st</sup> 22<sup>d</sup> 10 AM S<sup>t</sup> THOMAS

I was join'd last night by the *Merrimack*, who in company this morning off the mouth of this harbour made signal for the Merchantmen to get under sail: (the *Merrimack* had, by direction, kept during the night, in a situation to intercept french Letters of Marque bound to, or privateers hovering about this Island; We saw nothing) The *Pickering* in the harbour, repeated the signal of the *Merrimack*, and got under sail — the Merchant vessels, are about that business, to amount of about 20 sail — The vessels escorted from S<sup>t</sup> Kitts were chiefly heavy — and bound to Ports far North & east of Philadelphia — But hearing of the arm'd Brig<sup>t</sup> *Polasky*, of & for New York, Capt<sup>n</sup> Shoemaker, I prefer confiding this paquet to his care; and have given him my directions thereon.

A Gentleman from Guadeloupe, the proprietor (or in part of vessel & cargo) was on board the Letter or Marque now under capture; whose Lady's situation is particular — and humanity call'd to aid her, nor cause an accumulation of her distress — Several little materials, and particulars of her own (for they are fled from Guadeloupe, fearing another Insurrection, in that devoted Island) I have promised to see landed here for her — When the *Ganges* with the prize will immediately sail again, & cruize to the windward — as a British Frigate, or I believe two, are fix'd on this station.

The *Pickering* has orders to proceed one full days sail, to the North of the Islands, and then cruize up to the windward of Anguilla — another route of the very small privateers.— The *Merrimack* will probably see the little fleet, just clear of the passage, and cruize so as to join me in our way to the windward — Time permits not to add but that — I have the honor to be with real esteem

D<sup>r</sup> Sir

Y<sup>r</sup> Obe<sup>d</sup> Serv<sup>t</sup> &c

T:T:[THOMAS TINGEY]

The Hon<sup>bl</sup> BENJ<sup>n</sup> STODDERT  
Sec<sup>y</sup> of the Navy.

[\*NOTE.—Crotchets shown thus ( { } ) are placed as in the Mss.]

[NDA. Tingey LB, 1798–1800.]

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

[PHILADELPHIA]

*Navy Department 19<sup>th</sup> August 1799*

Major W. W. BURROWS

SIR The *Herald* Captain Russell at Boston, if not already supplied requires officers of Marines and Fifteen Privates —

You will be pleased to take the necessary orders immediately for the supplying this detachment —

I have the honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

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

To Captain James Sever, U. S. Navy, from Charles W. Goldsborough for Secretary of the Navy

[PHILADELPHIA]

*Navy Department 19<sup>th</sup> August 1799*

SIR, The Bearer, M<sup>r</sup> Charles Morris, is the gentle man mentioned in my Letter to you of 12th instant, as purser of the *Congress* — He now waits upon you, to place himself under your command. —

I have the honor to be, Sir,

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

CHARLES W. GOLDSBOROUGH  
*By order of the Secretary of the Navy*

JAMES SEVER Esquire  
of the *Congress*  
Portsmouth [N. H.]

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

[19 August 1799]

Two letters from Captain Thomas Truxton, U. S. Navy, regarding his resignation, dated Perth Ambiy, August 19 and 24, 1799

COPY of a letter from Capt. Truxton to a gentleman in New-York, enclosing one from him, to a gentleman in Norfolk.

PERTH-AMBOY, 24th Aug. 1799.

My DEAR SIR, I WAS so busily employed on board the *Constellation*, arranging matters for sea, when your letter came to hand, that I could not then find time to answer; and since I landed here, last from Sandy-Hook, have had but few moments in which I have found myself disengaged in matters that materially concern me.

On the subject of my resignation, as it was unexpected, I have received a volume of letters, making inquiry as to the cause.— To answer them at full length, would be constant employment for a week: therefore, I enclose you a copy of one answer, written to a friend of mine at Norfolk, which I expect will justify my conduct to you and him.

I do not think I shall visit New-York until I return from a short tour I contemplate making in the country, merely for the sake of exercise, when I shall be happy to see you. In the mean time let me hear from you — and believe me always yours,

With real friendship and esteem!

THOMAS TRUXTON.

[Enclosure]

PERTH AMBOY, *New-Jersey*, August 19, 1799.

DEAR SIR, I have received your letter by Capt. BARRON, whom I delivered up the command of the *Constellation*, in the road of Sandy-Hook, last evening. As you have requested of me, a statement of the cause of my resignation, as far as I could consistently give it. I will readily comply with your desire, for I can consistently relate the whole cause, and every circumstance of it, there being nothing in the dark; and I am not ashamed of any part of my conduct: — No, Sir, I put all my enemies at defiance.

In the year 1794, an act of Congress was passed for building six frigates, for a particular purpose, which act set forth — that, in case of a peace taking place between the United States and the Regency of Algiers, all further proceedings should cease under that act. In consequence of this law, six captains were appointed, and the operations commenced for building the ships, under the superintendence of a captain to each frigate: but some [Paper mutilated] ceeding of building, took place, and the whole business was stopped agreeable to law: but, another act, after a great struggle in the House of Representatives, was soon past; empowering the President to continue the building of three frigates, and pay and rations were provided for the captains only: and those three (Barry, Nicholson, Truxton) were commissioned, and their commissions numbered 1, 2, 3, in the above order, and registered accordingly by directions of President Washington. The pay and subsistence of the other three (as they had become deranged officers) then ceased, until the affairs of the nation called for an augmentation of the naval armament, in 1798; when the President nominated them a second time to the Senate, who gave advice and consent to their appointment; consequently their Commissions could only bear legal date, in my opinion, from that time, there being no permanent naval establishment — and their first appointment having died a natural death, with the law that gave birth to them.

It may again be said, as it has been argued that the suspension of the functions of an officer, is no deprivation of his office; or that



shaking down the apples is not cutting down the tree. This is all true, and will hold good where the law is alive to continue the office; but, whenever a law, by which an office is created, dies, all appointments (not continued by another law) under it, must die also; for a chief magistrate, cannot, by our Constitution, continue an office beyond the life or existence of the law; and the derangements in our army and subsequent appointments of old officers therein gave abundant proof of this fact; and in case of Talbot, the very case in question! you see that the President would not risque the employment of him on board a ship of war in the navy, until he nominated him a second time to the Senate, and had their advice and consent to his appointment.

Thus Sir, you have, agreeable to your request, the whole story, told with candor and in as concise a manner as possible. And I now leave you to judge, whether I could as an officer, without despising myself, have done otherwise than resign; and I also leave you to judge of my feelings, after five years faithful service (of the best part of my life) attending the building of a ship of war, near two hundred miles from my family, and being constantly employed on board her in active scenes at sea, since she was fitted and manned — forsaking domestic ease and happiness — incurring disadvantages in private pursuits, and losses of many thousands of pounds, far beyond the prize money I have acquired, and the emoluments received from the service, which I am ready to show if necessary and to prove; but this is not all, I am finally left to commence a new employment, and to set aside all the arrangements I had made for spending my life in a service I was devoted to.

But, Sir, it was much better for me to be thus chagrined and deranged, in prospects I had in view, and to suffer a multitude of disadvantages, other than I have enumerated, than one tittle of my honor should be tinged, by submitting with tameness and pusillanimity to that injustice which I feel — injustice which every palpitation of my wounded soul tells me, is incomprehensible — but, sir, I swear, by that long friendship that has subsisted between us, that I shall forever feel as a true American ought to feel; and the last drop of my blood I will readily spill, at any time, by sea or land, for the preservation of the honor and interests of my grateful country, for such I acknowledge to have found it to me, in a variety of instances — but one exception has separated me from its service.

It would, at this time, perhaps be improper for me to communicate to you, any opinions of the officers of the government that have come to my knowledge, on the subject in question. I shall, therefore, only say, that in a letter from the Secretary of the Navy to me, dated the 15th June last, he says, "My Regiser stands, Barry — Truxton — Talbot — captain Nicholson, on employment on shore, and is satisfied."

This gentleman (the Sec'ry) has behaved throughout the whole business with the feelings of a true soldier, on the very delicate subject before us, and it is due to him, that I acknowledge it.

I am, with sentiments of regard, your friend and very humble servt.

(Signed) THOMAS TRUXTON.

[LC, "N. Y. Commercial Advertiser", August 28, 1799.]

100 NAVAL OPERATIONS; AUGUST 1799-DECEMBER 1799

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

Begins with pleasant weather & Steady breezes at 2 P M saw the fleet that came from St Christophers consisting of 9 Americans & 1 English Brig under convoy of the Brig *Pickering*, Lay by & sent the Signals onboard them. St Eustatia bearing N by W 4 Miles. took the Fleet under our Convoy. hove too under the lee of Saba, at midnight Spoke the Comm<sup>d</sup> fir'd a signal gun for the fleet to make sail.

Middle part pleasant the *Ganges* left us & went to St Croix & the Brig made all sail for St Thomas' —

Ends with steady breezes & pleas<sup>d</sup> W<sup>t</sup>

[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*, 19 August 1799

Fresh breezes & squally

Saw a sail, standing S. W — Saw a brig & Schooner to windw<sup>d</sup>

Gave chase to the first sail discov<sup>d</sup>

Spoke Brig *David & George*, from New York, out 20 Days, bound to Kingston Jamaica —

[NA.]

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Extract from log book of U. S. Brig *Pinckney*, Monday, 19 August 1799

Beings [Begins] with Clear Plesent Wether the Whole of the fleet in Compney and S<sup>o</sup> *Carlina*

2 Straing Sails in Sight to the Westerd of Hus Made A Signal for the S<sup>o</sup> *Carlina* to Giv Chase

At 5 P M. Spock the Sloop *Delight* one of the fleet Sent the Doctor ABord to A Sick Parson on Bord the Super Cargo taking Sick At 6 Shortned Sail the Pan of Metenzes Bore SE b S Dis<sup>t</sup> from the Shor 3 Leges Lay two for the fleet to close in to the Havanas & Vessel to cum Up and Made A Signal for the Head Most Ship to Shorten Sail

from 11 to Midnight Laying two for the fleet to cum Up the Whole of the fleet in Sight

At 7 Made A Signal for the fleet to close in with Hus A Strang Saile in Sight to the Nored —

A Noon the *South Carlina* and the Whole of the fleet in Compny

1 Punchen of Water Broched this Day

3 Men onfet for Duty By Siknes

[Latt. by Ob<sup>d</sup> 24° . 07' N.]

[MSB. New London, Conn.]

To Captain George Cross, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20th August 1799

Captain GEORGE CROSS  
Frigate *John Adams*  
Charleston S Carolina

SIR The French Privateers which rendezvous at Cayenne make great depredations on our trade to Surinam and Curracoa — Captain M<sup>c</sup>Niell in the *Portsmouth*, of 20 nine pounders and two sixes and the Brig *Scammel* are stationed in the vicinity of Surinam, but there wants a force at Cayenne to keep the Privateers in port or to Capture them if they issue out as well as to recapture our Vessels taken by them —

As soon as you are ready for Sea which I hope will be by the time you recieve this you will be pleased to proceed immediately to Cayenne and employ your Vessel in cruising on that Station until further orders, should the enemy have a force Superior to Yours, you may repair to the vicinity of Surinam and join Captain M<sup>c</sup>Niell, with whom you will in that case Co-operate, and he being your Superior Officer under his Command But I do not expect you will find a force at Cayenne superior to your own and it is of great importance to the Security of our Trade not only to Surinam and Curracoa but to other ports that the French privateers sh<sup>d</sup> be prevented from rendezvousing at or issuing out of Cayenne —

You may possibly arrive at Cayenne before Captain Talbot of the Frigate *Constitution* shall have left that Station — Captain Murray in the *Insurgente* I expect will be in that vicinity about the last of October and should it be necessary he will remain there for some time — It is possible I may send a Vessel shortly from hence to join you and act under your command, but on this you cannot calculate —

When you are in want of water or other necessaries you may obtain them at Surinam through M<sup>r</sup> Tuffts the Consul of the United States — You are entitled to expect and have a right to good and friendly treatment in the Dutch ports; as well as in those of Spain, and without giving any just cause of offence it may be proper to let the Officers of the Powers know that such treatment will be required at their hands — I cannot prescribe the length of your Cruise, not knowing how many months provisions your vessel will carry — You must remain, if you receive no other orders, as long as your provisions last on the Coast of Cayenne and Surinam, and when you return it must be by way of Dominica and Saint Kitts, at one of which places we shall have a Squadron to rendezvous to protect trade from the ravages of the Guadeloupe Privateers & where you will probably find provisions & further orders lodged for you —

I am desired by the President to express to you his confidence that you will prove yourself worthy of the high rank you hold in the Navy, and that the honor of the American Flag will not suffer in your hands — Should it so happen that any circumstance should make it necessary for Captain M<sup>c</sup>Niell to return you are in that case to assume the command of any Vessels that may be under his command, and employ your best efforts not only to keep the Privateers of

Cayenne in check but to protect the Trade to Surinam & Curacao.  
Wishing you great Success & Glory I have the Honor to be  
Sir Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

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

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

[PHILADELPHIA]

Navy Department 20<sup>th</sup> August 1799

WILLIAM CRAFTS

Charleston So. Carolina —

SIR I send this day Cap<sup>t</sup> Cross sailing orders — I hope he will be ready to receive them.

I think it probable the *General Pinckney* & the *South Carolina* may soon return to Charleston The *General Pinckney* must be fitted out again as quick as possible for another cruise and must proceed again to the Havana where she will meet the *General Greene* Captain Perry just now sailing from New Port —

The *South Carolina* must be stripped of her Military equipments except those necessary for her as a Revenue Cutter and must be delivered over to the Collector to be so employed — You will please to settle with the Captain & Crew up to the time of their return to Port — The Expenses hereafter will be paid by the Collector — I ordered the 2<sup>d</sup> Ins<sup>t</sup> from Norfolk 20,000 bread for the *John Adams* — No doubt it will arrive in time.

I have the honor to be

Sir

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

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

[20 August 1799]

Extract of a letter from Captain Moses Brown, U. S. Navy, commander of the U. S. Ship *Merrimack*, to William Bartlet, of Newburyport, dated August 20, 1799, concerning capture of the Ship *Rose*, Captain Chase by French Privateer *L'Egypte Conquise*

NEWBURYPORT, Sept. 13.

#### SEVERE ACTION.

I suppose you will have heard the fate of your ship *Rose* ere you receive this—but perhaps not particulars. The enclosed list of killed, wounded, &c. is handed me at this place by a Mr. Starks, as an authentic account. Capt. Chase behaved with the greatest bravery and conduct, but at last was overpowered and boarded.

Capt. Chase, of the ship *Rose*, owned by Mr. Wm. Bartlet, of Newburyport, was taken the beginning of the present month (Aug.) by the privateer *L'Egypt Conquise*, and after a brave defence of one hour and a half was obliged to submit to superior force.

#### LIST OF KILLED AND WOUNDED.

Killed—Benja. B. Dennison, mate; John Tyler, Samuel Foot, and Samuel Williams; the last of whom was shipped in Surinam.

Wounded—Capt. Chase, slightly; Abel Hale, John Whaling, Samuel Hopkinson, Francis Hill, Johnson Brookins, Moses Currier, Richard Long, Samuel Pearson, Wm. Reed, Samuel West, Smith Adams, Thomas Kennison, Joseph Norton, John Stone, and a Dutchman; all doing well except Hale and Whaling, who were severely hurt.

Capt Chase engaged 30 Americans from Cayenne to ship on board his vessel, but they afterwards declined shipping. Capt. Chase is of opinion that had they been in his ship, he should have carried the privateer, as he had hulled her very dangerously before he was wounded. *Thus far the account.*

No letters have yet been received from Captain Chase, or any of his crew. Many reports of particulars of the action are in circulation, but they cannot be depended on. The force of the privateer is not known, nor their loss. It is supposed that Capt. Chase had 25 men, and that 6 only remained unhurt. The ship and cargo was probably the most valuable ever bound to this port from the W. Indies.

[LC, "Salem Gazette", Vol. 11, Sept. 17, 1799.]

[20 August 1799]

Concerning capture of the Ship *Rose* by the French Privateer *L'Egypte Conquise*

NEWBURYPORT, Nov. 3

Tuesday evening arrived in town, Capt. Chase, late master of the ship *Rose*, of this port, who was captured in lat. 16, long. 69 to W. by the French privateer sch. *Le Conquise L'Egypt*, mounting 14 guns and 120 men, after an action of 2 hours and an half, in which Captain Chase lost his mate and 2 men killed and 14 wounded, and the Frenchmen had 25 men killed and 21 wounded.

Mr. Sam'l G. Pearson,	} Died in Guadaloupe.
Abel Hale,	
John Whaling,	
David Knowlton,	
and 2 seamen shipped	
in Surinam.	

Capt. Chase was taken from prison as a Danish seamen. His crew still remain in prison.

At Tortola Capt. Chase was informed that between the 11th and 17th Sept. 10 sail of Americans had been carried into Guadaloupe by their cruisers.

[LC, "N. H. Gazette" (Portsmouth, N. H.), 6 Nov. 1799.]

Extract from journal of Ship *Mary* Captain Gamaliel Bradford, Tuesday, 20 August 1799

Light winds —

at Midnight came up with the vessells a head. spoke the *Holland Goodrich* from Gibraltar, in company with the *Industry*, Goodwin — — — — Hill, *Cruger*, Shillaber, *Eliza* — — all of which left Gibraltar the day we did, a few hours later —

Squally & some rain

[Latt Os.d 33.58 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, 20 August 1799

Begins with moderate breezes & pleasant Weather at 3 P M hove too & hoisted signals for the fleet to Anchor at 4 came too off S<sup>t</sup> Thomas' harbour in 12 fathoms water, fine Sandy Bottom, the Fort bearing N N W dist. 1 mile. the Cap<sup>t</sup> went onshore at 8 Return'd onboard.

Middle & Latter parts Fresh breezes & Clear Weather

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

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Extract from log book of U. S. Brig *Pinckney*,  
Tuesday, 20 August 1799

Beings [Begins] with Clear Plesent Wether the fleet in Compney and the S<sup>o</sup> *Carlina*

A 5 P M Where Ship to the S<sup>o</sup> and Westerd at 6 the Docter whent on Bord Sloop *Delight* to viset A Sick Man

At 7 parted from the fleet that whe Had Under our Convoy at 8 Light Breses from the Southard and Easterd Made all Sail Back to our Station to the Havana

At Midnight Squaly and Cludey with Small Rain in Riles and Top Galansails and Stasles

A 7 Made A Signal for the S<sup>o</sup> *Carlina* to Speck Hus which was Anserd in Roils & Stasles

at 11 A Sail in Sight to Winderd

at Noon fresh Breses

1 Punchen of Water Broched this Day

2 Men unfet for Duty by Siknes

[Latt. by Ob<sup>s</sup> 24°. 22' N]

[MSB. New London, Conn.]

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To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Department 21 August 1799

JOHN ADAMS Esq<sup>r</sup>

President of the United States

SIR Captain Barry and Captain Murray sailed from Hampton Roads on the 13<sup>th</sup> Ins<sup>t</sup> — The former on a Short cruise, the latter on the Cruise mentioned in my Letter of the 14<sup>th</sup> Ins<sup>t</sup> Captain Talbot had not then arrived at Norfolk tho he had been out 16 or 17 days but this is not surprising considering the Winds which have prevailed — I sent a fast sailing Pilot Boat from hence on the 2<sup>d</sup> August, to Norfolk for Captain Barron and she did not get there till the 13<sup>th</sup> — Barron however got on board of the *Constellation* the 18<sup>th</sup> and has now the Command of that Vessel — She is also to cruise on the Coast until about the 20<sup>th</sup> of September —

The *John Adams* of Charleston Cap<sup>t</sup> Cross of 32 Guns will I have reason to believe be ready to sail the 5<sup>th</sup> September — I sent by the Mail of yesterday his orders to proceed direct to Cayenne there to remain until further orders unless driven away by a Superior force in which case to join M<sup>e</sup>Niell at Surinam

The Ship *Baltimore* under repair at Baltimore will be ready in a short time and I believe it will be proper to send her to Curracoa, the rest of the Vessels nearly ready it will I presume be right to divide between Saint Domingo & Guadeloupe —

I have the honor to be with the highest respect & Esteem

Sir

Y<sup>r</sup> most obed Serv<sup>t</sup>

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

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To James Constable, New York, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 21 August 1799*

JAMES CONSTABLE Esq<sup>r</sup>

*New York —*

SIR In answer to your letter of the 17 Ins<sup>t</sup> I do myself the honor to state the real cause of Captain Truxtuns resignation, as the best mode of vindicating his character from the injurious surmises which prevail & which have appeared in the News papers on that subject —

It is well known that there has existed for a considerable time, a question concerning the relative rank of Captain Talbot and Captain Truxtun — Each Gentleman was so confident of his right to Seniority that each had long since determined to quit the Navy Service should the question of rank be settled in favor of the other — The merits of both were too highly appreciated, not to make it a matter of serious regret that the Services of either should be lost to the Public. Hence the decision of the question was delayed as long as it could be delayed without injury to the Service — It became however at length necessary to decide it — the decision has been made by the proper authority — the result is that Captain Talbot remains in the Service & Captain Truxtun consistently with his uniform declarations repeatedly made & long before the capture of the *Insurgente* was thought of, returns to private life.

That Captain Truxtun should have thought it incumbent on him to pursue this course occasions real concern to the President as it must do to all the friends of their Country who have properly estimated the merits of this gallant officer — You are at liberty to make what use you please of this letter —

I have the honor to be

Sir

Your obed. 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, Wednesday, 21 August 1799

[Off St. Thomas] Begins with fresh breezes & flying clouds, all hands employ'd on Ships duty.

Middle part moderate & cloudy

Latter part Squally weather all hands employ'd as usual

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

Extract from log book of U. S. Brig *Pinckney*.  
Wednesday, 21 August 1799

Beings [Begins] with clear Plesent Wether the S<sup>o</sup> *Carlina* A Starring A Sail in Sight on our Lee Broo At 6 Handed Both Top Galan Sails Squaly and Cludey Laying two for the *South Carlina*

At 11 two strang Sails in Sight on our Lee Broo Standing to the Nored Spock the S<sup>o</sup> *Carlina*. at Midnight fresh Breses and Cludy

At ½ Past 4 Havey Rains and Squaly at 5 A.M. Saw the Metanzes Berend [?] S S E At 6 Saw A Small Brig Standing in for the Land going Under Ease Sail

At 8 Strang Schoner in Sight Standing to the Easterd Gave chase She Hoisted French colors at ½ Past 8 fired A Gun She Struck Hur Colors to Hus Sent the first Lieutenant on Bord of Hur She Proved to Be A frinch Schoner from the Havana Brought Hur Cap<sup>t</sup> ABord

At Noon the Moro Bore S W b W Dis<sup>t</sup> 3 Leages  
one Punchen of Watter Broched this Day

[MSB, New London, Conn.]

[21–22, August 1799]

Papers concerning capture of French Schooner *Adelaide* by U. S. Brig *Pinckney*

UNITED STATES OF AMERICA — SOUTH CAROLINA DISTRICT — IN  
THE COURT OF ADMIRALTY FOR THE DISTRICT AFORESAID — 4<sup>th</sup>  
SEPT. 1799

<p>The UNITED STATES . . . v<sup>t</sup> The French Schooner <i>Adelaide</i></p>	}	<p>The Answers of Lieutenant Cornelius O Driscoll of the United States Brig <i>General Pinckney</i> [<i>Pinckney</i>] to certain Interrogatories administered to him in this Cause —</p>
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To 1<sup>st</sup> Interrogatory — He was on board when the Schooner was captured on the 22<sup>d</sup> of August last, about two Leagues to the Eastward of the Moro, on the open Seas — she had sailed that Morning from the Havannah — at the time of Capture they appeared to be French property, from the declarations of the Officers on board, and the Flags that were flying —

To the 2<sup>d</sup> Interrogatory — She had no Cannon or Fire Arms when captured, only two cutlasses and three Bayonets in the Cabbin, she had a parcel of Grape Shot suitable for small Cannon, and new made Wads, such as would be proper for a Vessel of her size, also some round Shot of 1<sup>lb</sup> and 2<sup>lb</sup> — The Wads appeared to be fresh made, not more than a few days before — she had only one broken Carriage on board — She appeared to have been armed by the Ports ten in number and hooks to fix Takles to, and her other appearances amongst which that of her Port Holes being painted red which is peculiar to Vessels intended for War and was in a State to receive cannon — And had provisions and Stores for about 40 Men for two Months on board, say 80 — or 100 Gallons rum, and Tallow prepared in Sero[ol]ns for new cleaning

One of the men viz the Mate mentioned that the Taffel on the Stern had been cut some time before for the purpose of taking up a Gun occasionally as a Stern Chase —



To the 3<sup>d</sup> Interrogatories — That the papers produced from N<sup>o</sup> 1 to N<sup>o</sup> 9 were found on board the *Adilade* as belonging to her — There were no papers thrown over board that he knows of, but there were some letters also on board which were delivered to M<sup>r</sup> Crafts the Agent —

To the 4<sup>th</sup> Interrogatory — Answered above —

There were Eleven Men in the clearance, and Fifteen on board when captured — Vessel about 45 or 50 Tons burthen —

CORNELIUS O. DRISCOLL

1<sup>st</sup> Lieutenant of the U. S. Sloop War *General Pinckney*

[NDA. XZ.]

UNITED STATES OF AMERICA — SOUTH CAROLINA DISTRICT — IN THE COURT OF ADMIRALTY 4<sup>th</sup> SEPTEMBER 1799 —

The UNITED STATES v <sup>t</sup> The French Schooner <i>Adelaide</i> —	}	The Answers of Joseph Roque Mate of the Schooner <i>Adelaide</i> , to certain Interroga- tories administered to him in this Cause —
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To the 1<sup>st</sup> Interrogatory — He Knows the *Adelaid*, he was 2<sup>d</sup> Mate, Citizen Peter was Commander — He was on board when she was Captured, she had just sailed from Havanna and was on the high Seas — She was the property of Mons<sup>r</sup> Du Mot at the Cape and was put into requisition by Toussant to carry dispatches to Havanna, the American Consul was present when she was cleared out — She was not armed, nor ever has been — There were two Cutlasses on board, one belonging to himself and one to a Pilot — there were some small shot in the run as ballast, but no Bayonets — No Powder — No Wads, to his knowledge, they had not sailed more than half an hour from the Havannah — They had no Carriage Guns on board, or ever thrown over board — There are Parts which were made by Spaniards prior to her being taken from them formerly — He knows the papers N<sup>o</sup> 1 2, 8, 9 to belong to the Vessel, the others he cannot say any thing about — There were some dispatches on board from the Governor of the Havannah — There were no papers thrown over board — They were in the Captains Trunk — N<sup>o</sup> 2 was the only Commission they had — They had the National Flag Flying when taken — 11 Men of the Crew — 2 Spaniards — They had never taken any American Vessel —

his  
JOSEPH X ROQUE  
Mark.

Chabot De Latange of St<sup>t</sup> Domingo, Sworn and Examined as follows —

Says, that he had been Nine Months at the Havannah and availed himself of this opportunity of going to the Cape in this Vessel to See after his property there — That he saw her on her arrival at the Havannah and that she had No Guns on board, nor on her departure from thence — nor any other arms on board, as he saw or any other Munitions of War — That she sailed from the Havannah about Seven OClock in the Morning and was taken in about one hour after,

and that during that time or any other he did not see any Arms or munitions of War thrown over board — That she came to the Havannah in the Charecter of a Parlemeuteer or Flag of Truce as he understood and believed — She carried a White Pavillion with the National Flagg, but she had not the white pavillion when she was taken, because he understood there was a convention between General Toussant and the United States of america —

That he had not any property in the said Vessel or was anywise interested in her nor does he know that she was armed, That he never saw the White Flag on board at any time —

Audit Petre was again examined who says that he had no white Flag on board but arrived with a Flag on board which had been much used, and which had the appearance of a white Flag —

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IN THE COURT OF ADMIRALTY — 4<sup>th</sup> SEPT. 1799

The UNITED STATES vs French Schooner <i>Adelaide</i> —	}	The Answers of Humphry Magraw one of the Midshipman of the United States Brig <i>South          Carolina</i> Captain Payne to certain interroga- tories administered to him in this Cause —
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To the 1<sup>st</sup> Interrogatory — The Vessel was taken off the Havannah in the open Seas — on the 21<sup>st</sup> or 22<sup>d</sup> of August last — He understood she had sailed from the Havanna — It appeared from her colours that she was French —

To the 2<sup>d</sup> Interrogatory — He does not know of her being Armed, He saw some old Cutlasses, and Bayonets, and some shot — She had Ports and ring bolts, but no Guns, she was peirced for 12 Guns —

To the 3<sup>d</sup> Interrogatory — He answers not — He thinks she may be about Sixty Tons, but does not know of her taking any American Vessels —

HUMPHREY MAGRATH

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IN THE ADMIRALTY, SOUTH CAROLINA DISTRICT — 5<sup>th</sup> SEPTEMBER 1799 —

The UNITED STATES vs The French Schooner <i>Adelaide</i>	}	The Answers of Constantine Lyrau to cer- tain Interrogatories administer'd to him in this Cause —
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He was a Seaman on board the United States Brig *South Carolina*, when the *Adelaide* was taken off the Havanna on the high Seas — She had French Colours, but was not armed — Saw 2 or 3 Bayonets on board, no cutlasses — She had some round and Grape Shot, a few on Deck, the rest in the hold — He saw a few Cartridges that were for Muskets or Pistols found in the hold, and some new Wads, but no Guns; in passing along side at the Havanna he saw a man cleaning one Musquet very rusty — She was painted in the Havannah and cleaned — but he saw no Guns on board — He does not know of her having been armed or throwing over any — She has 12 Ports she had 2 Crow Bars, and one Screw for extracting Shot — She had 16 or 17 Men —

CONSTANTINE LYRAU

IN THE ADMIRALTY — SOUTH CAROLINA DISTRICT — 6 SEPTEMBER 1799 —

The UNITED STATES vs The French Schooner <i>Adelaide</i> —	}	The Answers of Captain Samuel Hayward of the United States Brig <i>General Pinckney</i> to certain Interrogatories administered to him in this Cause —
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To the First Interrogatory — He was on board at the taking the *Adelaide* on the high Seas on the 22<sup>d</sup> August off the Coast of Cuba — had sailed that Morning from the Havannah and was about 5 Leagues from the land — The Captain told them he was the property of the French Republick, and was a Cartel on the Republicks business — That she was sent to the Havanna to take French Prisoners from Providence but could not get away — He afterwards said she was Solely for a Packet to carry dispatches from General Toussant to the Governor of the Havannah — On being asked for his papers to shew her being a Packet he produced several, which he believes are those filed in Court — N<sup>o</sup> 1 he said was his Commission as a Packet — N<sup>o</sup> 2 was his Commission as a Cartel — N<sup>o</sup> 7 he recollects and N<sup>o</sup> 8 and N<sup>o</sup> 9 — the others he cannot be particular about —

To the Second Interrogatory — She was pierced for Ten Guns — she had some Cutlasses and a Number of Four pound Cannon Shot, and some Grape Shot for 4<sup>th</sup> Cannon, — No Gun Powder — some Wads for 4<sup>th</sup> Cannon and some ladles and rammers, as the Officers told him who went on board — He does not know that any Arms were thrown overboard — The papers were delivered to him by the Captain of the *Adelaide* — He knows of None being thrown overboard — She had the National Flag — but none of a Cartel — She had 17 Men on board including passengers — between Fifty and Sixty Tons burthen — was painted Yellow sides — ports red — nothing peculiar to a Vessel of War —

SAM<sup>l</sup> HAYWARD  
 Commander Gen<sup>l</sup> *Pinckney*

IN THE ADMIRALTY 10<sup>th</sup> SEPTEMBER 1799 —

The UNITED STATES vs The French Schooner <i>L Adelaide</i>	}	The Answers of Lewis Rinald Purser of the United States Brig <i>General Pinckney</i> to certain Interrogatories administered to him in this Cause —
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To the 1<sup>st</sup> & 2<sup>d</sup> He was at the taking of the Schooner to the Westward of the Moro at Sea — She appears from the Evidence that he collected from Captain Petrie that she was Private property of his own, and in the Service of the French Republic — she was not armed as he knows of, nor of her having any on board, she is pierced for Guns — he knows the papers found on board from 1 to 9 the same as now filed except N<sup>o</sup> 3 — he understood from Captain Petre that he had been Armed with 4 Guns Cutlasses and Pistols and 1000 round of Catridges, that he went from Port Republic to S<sup>t</sup> Cruix, and was going with a cargo of dry Goods from S<sup>t</sup> Cruix back to Fort Republic, and had 44 Men including passengers, and was chased by an English Frigate, and run in among some keys, where she was detained 15 days, and got from thence back to Fort Republic — That

he sailed for Port Republic to Baracoo, and from thence to the Havanna, and was returning to Baracoo when taken — He told him that General Toussant had ordered him to take out his Guns, when he went to the Havannah — He said he had been employed by Toussant before to carry Powder from the Cape to Port Republic, under a Convoy of a British Frigate — She had the National Flag and 16 Men on board —

LEWIS T. RAYNAL

The Answers of James Smith 2<sup>d</sup> Lt of the United States Brig *General Pinckney* to certain Interrogatories administered on the day and Year aforesaid and in the same Cause —

He was present at the Capture of the *Adelaide* she was from the Havanna that Morning, and was taken at Sea — Captain Petrie told him she was his property and employed by Toussant — she had no Cannon on board when taken — but a large parcel of Shot, round and Grape — also langrage, and swivel shot, and 2 Cutlasses and 3 Bayonets — Six Iron Crow Bars — 2 Sponges and an Iron worm — 1 New Truck for a Gun Carriage, 2 powder Horns, one [ ] Cartridge, 2 Wooden formers, 2 leaden aprons, and a large Signal Lanthorn — Captain Petere informed him that he had four four pounders on board to protect him from Rigauds Men — That he came from Port Republic to Barcoo from thence to Havanna, and was going to Baracoo again — He heard a Negro one of the Crew say that the Arms were too well secured for him to find — Captain Petre told him that no vessel could go from Port Republic without being armed for fear of Rigauds Men, who were near each other as no Quarters were given — That the Taffel was cut away to get a Gun to bear on the Boats of the Boats of the Brittish Frigate — Baracoo is a small port resorted to by the Privateers on the Coast of Cuba — The papers from N<sup>o</sup> 1 to N<sup>o</sup> 9 were found on board — They were about four or Five Leagues from the Land — There were some letters found in the Ceiling of the Vessel which he sent to Captain Heyward — Six Bars were more than sufficient for a Merchantman — The Crow Bars were 2 of them Solid for Guns, the others with claws —

JAMES SMITH

Further examination of M<sup>r</sup> M<sup>c</sup>Grauth Midshipman, taken in this Cause the day and Year aforesaid —

That when the Vessel was Captured she had on board the several Articles mentioned in the Inventory — The Vessel has Five ports on each side, besides a Bow port — he thinks they were four or five Leagues from the Havanna —

The UNITED STATES vs The French Schooner <i>Adelaide</i> —	}	The Answers of Captain Audiet Petrie to certain Interrogatories administered to him in this Cause —
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He was Captain of the *Adelaide* — He was on board when the Schooner was taken — it was about 1 League and  $\frac{1}{2}$  from the land when he was taken — She belonged to a M<sup>r</sup> Honeman of the Cape, and was taken into the service of the republic, she was not [armed] when taken, and had only 2 cutlasses on board, one belonging to the Mate, & one to the Pilot, also a broken which he had used to Cut

wood — There were a number of Cannon Shot of different sizes for Ballast — 2 Bayonets on board — 3 Crow Bars and some for the Hatches — There were no wads on board, except 3 for Muskets — 5 large Sweeps on board — The Sponge Staves had been used for Tallowing the Bottom — No other Articles of cannon, except 2 powder Horns — The formers and Tin Cartridge Box, and leaden aprons — No powder, about 20 or 30 Wads which were made at St Thomas's — He was going from the Havannah to Baracoo — No Musquets were cleaned on board whilst at the Havanna —

She had been Armed Before on a Voyage from Port Republic to St Thomas's — Gen<sup>l</sup> Toussant had her disarmed before she was put into requisition — All privateers were forbidden, and no Commissions are now given — No Arms were thrown over board when she was chased — she had 10 ports and one Bow port — He knows the papers from 1 to 9 which all belonged to the Vessel filed in Court — There was two Packets of Letters on board one for Toussant and the other to Citizen Roume — No papers were thrown over board — She had the Tri Coloured Flag — is 35 Tons burthen — 11 of the Crew — 2 passengers — 2 pilots and 2 Negroes — —

PITRÉ AUDET[?]

[NDA. XZ.]

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To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 22<sup>d</sup> August 1799*

SECRETARY OF THE TREASURY

SIR Believing that a malignant fever prevails in a Sufficient degree to render dangerous a longer residence in Philadelphia, I contemplate removing my Offices to Trenton, and mean to begin arrangements for that purpose tomorrow, unless it Should be thought right that a meeting of the heads of Departments should be held to determine on the Subject of a general removal. — In this case I will cheerfully wait the result of Such meeting. —

I have the honor to be

Sir —

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

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To Secretary of the Navy from President John Adams

*QUINCY Aug 22<sup>d</sup> 1799*

SIR I thank you for your favor of the 14<sup>th</sup> I am very well satisfied to send Capt. Barry with the envoys, & with all the arrangements you have made of the navy. Your letter to Capt. Truxton communicated the appointment of Talbot & his rank, with all possible delicacy, both towards them & me. Inclosed is a letter from Mr. Sheafe, communicating the information of the launching of the Congress on the 15<sup>th</sup>. I hope this ship will be got to sea with all possible dispatch, having just confidence in Capt. Sever & great hopes of his success.

SEC OF THE NAVY.

[NDA photostat.]

To Secretary of War from Secretary of the Navy

[PHILADELPHIA]

Navy Department 22 — August 1799

THE SECRETARY AT WAR

SIR. Believing that a malignant Fever prevails in a sufficient degree to render dangerous a longer residence in Philadelphia I contemplate removing my Office to Trenton and mean to begin arrangement for that purpose tomorrow unless it should be thought right that a meeting of the heads of Departments should be held to determine on the Subject of a general removal In this case I will cheerfully wait the Result of Such meeting —

I have the honor to be with Great respect sir,

Yr obed Serv<sup>t</sup>

[Same letter sent to Secretary of the Treasury.]

[NDA. Sec. War, LB, 1798-1824.]

To Robert Goodloe Harper, Chairman, Committee Ways and Means, from  
Secretary of the Navy

[PHILADELPHIA]

Navy Dep<sup>t</sup>, 22<sup>d</sup> August 1799

ROBERT GOODLOE HARPER Esq<sup>r</sup>

Baltimore —

D<sup>r</sup> SIR I am honored with your letter of the 16th & 7 Inst — Young Yancy is on board of the *Constellation* — It would afford me pleasure to gratify your wishes in mentioning his Brother to the President immediately for the appointment of Midshipman, but upon my word we have already so many more Midshipmen than can be employed that I really am ashamed of it — Several have been appointed in South Carolina who must wait for months to be employed — The Charleston Vessel is more than full of Midshipmen. — I am now sending on to Portsmouth to go on board of the Frigate there two young gentlemen from Charleston altho in that quarter they think themselves qualified to furnish all the midshipmen necessary — Murray carried out 22 — 12 he ought to have had and considering the policy of creating good Officers 16 might not have been thought too many

As to M<sup>r</sup> Purcell I am informed that he is a Drunkard — If you know him well enough to say that he is not he shall be mentioned to the President for the Comm<sup>o</sup> he wants — Major Burrows has written you that there is no vacancy in the Marine Corps — When a vacancy happens M<sup>r</sup> Fenwick shall not be forgotten —

On the subject of coppering our Ships in London, dont you think it high time we should be out of leading strings — I hope the whole Copper for the 74s will be the produce & manufacture of our own Country and have made arrangements to that end which I believe will be attended with success —

I have the honor to be with great Esteem D<sup>r</sup> Sir

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

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

[22 August 1799]

Extract from a letter from an American at St. Sebastians, regarding granting of commissions to Privateers, by the French Government

ST. SEBASTIANS, *Sept. 3, '99.*

"The commerce of France has received great checks owing to the late transactions, which have taken place in that country. A Paris paper of the 22d August, gives the following account:

"The situation of Bordeaux, presents an aspect the most distressing: Commerce is at a stand; credit destroyed; indignation burns in every bosom; the expression of despair is pictured in every countenance; every one is anxiously attentive to the new crisis.

"The late order of the king of Spain requiring that his billets should be received as a legal tender, and not suffer a depreciation exceeding six per cent. has generally embarrassed and cramped trade. The billets are nevertheless at a depreciation of 34 per cent.

"The French government have again granted commissions for privateering, subjecting however the owners of privateers to a duty of 15 per cent. on the amount of the sales of their prizes. Seventeen privateers of a large and elegant construction mounting from 20 to 30 guns are daily expected to sail from Bordeaux."

[LC, "Claypoole's American Daily Advertiser" (Phila.), 16 Nov. 1799.]

[22 August 1799]

Extract of a letter from Captain Edward Hedge, of the American Schooner *Samuel*, to his owners in Boston

GIBRALTAR, *Aug. 22, 99.*

"With pleasure I inform you of my arrival here, after having an engagement of one hour and a quarter with two Spanish gun boats and three French boats. They fired three times before I fired a gun. My mainsail has 14 shot holes in it. Ensign seven. They once shot away the ensign and thought I had struck to them; but (they then being a stern of me) I gave them my stern chases 7 or 8 times, cut away one of their shrouds and jib stay, and they all sailed and rowed off as fast as they could. About 100 shot struck our sails, rigging and hull. One 24 pound shot went through the transom which knocked the mate's chest to pieces, and then rolled into the run, very near the boy (who passes the cartridges.) They cut away two of our main shrouds on the starboard sides, (the side they engaged us on) which was to leeward. Two strands of the sheet cable which lay on deck were also cut. None of our spars were hurt; but the rigging very much cut. The 24 pounder struck about 10 feet above water, and a nine pounder some distance from it. Several grape shot went through the bulwark, and lodged on deck, but no man got hurt. Mr. Taylor (the mate) and every one on board, behaved to my satisfaction. The engagement began about half past six o'clock in the evening. We fired away almost the whole of our powder."

[LC, Phila., "Claypoole's American Daily Advertiser", 18 October 1799.]

## 114 NAVAL OPERATIONS; AUGUST 1799–DECEMBER 1799

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 22 August 1799

Begins with cloudy squally Weather  
at 1 P M saw the Comm<sup>o</sup> with a prize Schooner —  
fir'd a gun & hois[t]ed the Signal for all the Captains of the Merchant vessels to come onboard for their Signals, at 5 got under way at ½ past 6 the Cap<sup>t</sup> went onboard the Comm<sup>o</sup> at 8 the Cap<sup>t</sup> returned.  
Middle part D<sup>o</sup> Weather at 10 A M the *Pickering* came out & part of the fleet, the Capt Went on board the Comm<sup>o</sup> who had anchor'd —  
Lay off & on, at Mer<sup>s</sup> S<sup>t</sup> Thomas town bore N by W 3 Miles —  
Ends pleasant —

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

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Extract from log book of U. S. Brig *Pinckney*,  
Thursday, 22 August 1799

Beings [Begins] with Cludy Wether and Light Breses took posen of the Schooner and Sent A Offecer — With 2 Hands ABord of Hur and [as?] did the *South Carlina* —

At 3 P M Shores of Rain at 6 the Moro Bore S b W ½ S Dist About 8 or 9 Leages

At Midnight fresh Breses and Cludey in two Refes in the Topsails att 4 A M in one Refe in the Mainsail the S<sup>o</sup> *Carlina* and the Prise in Compney Laying two Dispatching the Prise this 3 Hours Sent 2 More Hands on Bord of Hur

At 10 Parted with the Prise and Sent Hur to Charlston under the Command of Lieutenant Driscoll whore Ship to the Southard and Set the foresail and Main Stacle Sail Att Noon Strong Steadeys Breses the *South Carlina* in Compney

One Punchen of Watter Broched this Day

[Latt by Obser<sup>n</sup> 23° 50' N]

[MSB. New London, Conn.]

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To President John Adams, from Secretary of the Navy

[PHILADELPHIA]  
Navy Department. 23 August 1799.

SIR I have the honor to enclose a letter just rec<sup>d</sup> from Capt Little, who writes like a man of spirit & enterprize — and such I have no doubt, he will turn out to be.

The object of Our arrangement with Toussant was to come in for a share with the British, of the Trade of S<sup>t</sup> Domingo — The British seem intirely excluded — & indeed our own Vessels from British Islands are denied admittance — Ships belonging to the French, which were not to be suffered to enter the Ports, now sail under the protection of our Consul. I wish it may not turn out that we are no match for the French in the kind of game that seems now playing at S<sup>t</sup> Domingo.

I have enclosed copy of the Instructions given to Capt Perry — but it seems necessary that something should be said about these armed Vessels from France, they may affect to be subservient to the views



of Toussant — but I imagine their object is to get Coffee &c from Rigaud part of the Island, because it is cheap there — & that they will pay little respect to our Flag, when they have an opportunity of taking a prize.

Col Pickering is to furnish me with a copy of the agreement with Toussant, which I have never seen, — and I contemplate that it will be proper, to send additional Instructions on the subject of the Vessels from France, by the *Herald* — which I will do myself the honor to enclose to you.

I have no letters from M<sup>c</sup>Neill since the surrender of Surinam to the British — a letter from S Smith Baltimore, mentions that he has behaved Nobly.

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.

JN<sup>o</sup> ADAMS Esq<sup>r</sup>

*President United States.*

[NDA photostat.]

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To Lieutenant Archibald McElroy, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 23<sup>d</sup> August 1799*

Lieut ARCH<sup>d</sup> M<sup>c</sup>ELROY

*Schooner Retaliation.*

SIR I believe it will be best for you, as soon as you are releived from the performance of quarantine to drop the *Retaliation* down to Marcus Hook, and there discharge the Crew belonging to her — It may be proper to keep two or three trusty men on board just to take care of her —

You will pay the men you discharge the Wages due to them — M<sup>r</sup> Joshua Humphreys will be at Marcus Hook and he will supply you with money for this purpose, but if he should not get there so soon as you do you may draw on me to some Merchant who will furnish the money — If you can meet with none such at Marcus Hook M<sup>r</sup> Davis Bellam of Chester I have no doubt will do it — It is not yet determined what is to be done with the *Retaliation* nor will it be until I hear your opinion whether she is fit for a Cruiser — from her being so often taken I suppose she must be a dull sailer —

You can in getting money from M<sup>r</sup> Humphreys or in drawing on me include some money for yourself & for the Gentleman who acts as Lieutenant who I presume will stay by the Vessel until you can go to Trenton where I expect to be in a few days — When I see what shall be done with the Vessel. I do not think it safe that the order should be discharged at this place — You must make out a Pay roll and take receipts for the money you pay the men, and have your Acc<sup>ts</sup> ready to settle when you get to Trenton —

I am Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

Since writing the above I have thought it best to send you down 1000 Dollars which I suppose will be enough for your men. —

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

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

[PHILADELPHIA]

*Navy Department 23<sup>d</sup> August 1799*

Capt<sup>n</sup> RICH<sup>d</sup> V MORRIS  
Frigate *Adams* N York

SIR I have received your Letter of the 20 & am much pleased to hear that the *Adams* will be ready for Sea in a fortnight

It will not be practicable to furnish you with Guns from Philadelphia, those at N York must be made to answer — I hope you have made such arrangements that no Fever which may appear in New York can impede the completion of your Ship — Your next letters will find me at Trenton —

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

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

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

[PHILADELPHIA]

*Navy Department 23<sup>d</sup> August 1799*

Mess<sup>rs</sup> JAMES & EBENEZER WATSON  
New York —

GENTLEMEN — I hope the Fever which I hear & which I fear prevails in New York will not retard the sailing of the *Adams* or the *Norfolk* — Yet I am sure it will require great attention and good arrangements to prevent this evil — I wrote to Capt Morris early on the subject and he promised that the affairs of the *Adams* should be so managed as not to be interrupted —

He writes to me for Guns from hence it is impossible to send him any, and I am sure those at New York are quite sufficient At all events he can get no others — He says he shall be ready for his sailing orders the 4th of September — I hope he does not err in this —

Please to direct your next Letters to me at Trenton, whither I shall move my Office, tho I know not whether all the Offices will think it necessary to leave the City so soon as I shall —

I have the honor to be

Gentlemen

Y<sup>r</sup>. obe<sup>d</sup> 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 23<sup>d</sup> August 1799*

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>y</sup>  
Boston —

GENTLEMEN I am honored with your letter of the 18<sup>th</sup> I am sorry you had not rec<sup>d</sup> mine of the 13<sup>th</sup> by Capt Russel

The Accounts for expenses of the 8 prisoners in the District of Maine is enormous — Yet I know not how such accounts are to be avoided — If the prisoners brought in Merchant Vessels are to be landed at every little time [place] to which the Vessels may belong and the Merchants will not be at the trouble and Expense of delivering them elsewhere — I wish you would make the best arrangement, in your power to have all the Prisoners brought into Massachusetts conveyed to Boston or to whatever place else, you judge they can be kept at the least expense — You can arrange with some person at each port to send the Prisoners to the place you shall direct — I have contemplated to have the Prisoners taken by the Public Vessels sent to the Eastward, but I find they can be maintained cheaper in the middle States — This cannot be the case if the best measures are adopted with you, what these should be you can better judge than I can, and I must leave it with you to determine — Would not Springfield be a good place for them?

As to a greater allowance to the Prisoners than heretofore made, if the President thinks it right, the thing must be done — I thought the allowance sufficient before, But I am sure an addition of half a pound of Bread or a quarter of a pound of Beef will be ample I wish our People in the hands of the French fared half so well — I am far from wishing to revenge upon the people in our power the wrongs of their Nation, but if ever Prisoners deserved little commiseration, those captured by us making war upon our defenceless Commerce, and really no better than Pirates, are in that predicament

Please to direct your next Letters to me at Trenton — I have the honor to be

Gentlemen

Y<sup>r</sup> obe<sup>d</sup> Serv<sup>t</sup>

The acc<sup>ts</sup> I return — You must settle them as well as you can, but I do not think at the utmost more than 2 D<sup>rs</sup> a week should be allowed and nothing besides except for Blanketts.

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

To A. Giles from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 23<sup>d</sup> August 1799*

A GILES Esquire

SIR I have recieved your letter of the 21 Inst — If it can be done it will be best to remove the prisoners in your custody to a County Gaol where they can be supplied by contract and out of danger of the Fever — If this cannot be done I know of nothing better than to contract with the person whose proposals you enclosed — In this case you would stipulate for a sufficiency of vinegar tho humanity requires they should be put out of the way of the Fever —

I have the honor to be Sir

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

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

[23 August 1799]

**Articles of Agreement between Jacob Mark and Nicholas I. Roosevelt of New York, N. Y., and the Secretary of the Navy, for purchase of copper bolts, sheathing, nails, spikes, and other articles of copper**

Articles of Agreement made on the twenty third day of August 1799, between Benjamin Stoddert Esquire, Secretary of the Navy, for and on behalf of the United States of America of the one part, And Jacob Mark and Nicholas I. Roosevelt of the City of New York, Merchants of the other part.

FIRST, — The parties of the second part contract and engage that they will forthwith erect, or cause to be erected, suitable machinery for manufacturing Copper Bolts and Sheathing of the kind suitable to be used in the construction of public Ships of War, and equal in quality to the best Copper Bolts and Sheathing manufactured in Great Britain for Ships of War, of which bolts and sheathing samples are deposited in the Navy Office, and delivered to the parties of the second part, and mutually acknowledged to be of the kind and quality intended by this Agreement.

2<sup>nd</sup> — The parties of the second part contract and engage that they will manufacture from Copper Ore, found or to be found within the United States, Bolts, Sheathing, Nails, Spikes, and all other articles of Copper in at least sufficient quantities for the construction of six Ships of not less than seventy four Guns each, which Ships are directed to be built within the United States by an Act of Congress passed on the twenty fifth day of February last, entitled an "Act for the augmentation of the Navy."

3<sup>rd</sup> — The said Copper Manufactures shall be wrought according to such forms and dimensions, as shall from time [to time] be directed and prescribed by the said party of the first part, and shall be delivered either at New York or Philadelphia to such persons as may be designated for that purpose at the risque and expence of the parties of the second part.

4<sup>th</sup> — An Inspector shall be appointed by the party of the first part who shall be empowered to determine whether the said Copper Manufactures are equal in quality to the Samples herein before mentioned, and of the forms and dimensions which shall have been required; who shall, if necessary, reject or refuse the same. It shall however be allowed to the party of the first part to reserve for public use, any or all of the Articles which shall be rejected by the Inspector as aforesaid, for which Articles the said parties of the second part shall receive payment at prices proportioned to their value in the construction of Ships when compared with the samples herein before mentioned, which proportion of value shall be determined by Arbitrators mutually appointed.

5<sup>th</sup> — The parties of the second part shall be entitled to receive the following prices for Copper manufactures delivered by them in pursuance of this Contract, equal in quality to the Samples herein before mentioned, and to the best copper materials manufactured in Great Britain and used in the Construction of Ships of War, viz, For Sheathing, Bolts, Spikes, polished Nails, Clinch Rings, & bolt staves, and for rudder Braces each fifty Cents per pound weight. If any other Articles shall be required, the average Market prices for similar

Articles imported into the Cities of Philadelphia and New York, shall be allowed and paid by the party of the first part. —

6<sup>th</sup> — No delivery of Copper Sheathing shall be required to be made prior to the first day of January 1801, nor shall deliveries of any and all copper Manufactures, exceeding the Value of fifty thousand dollars be required within one year from the date of this Contract.

7<sup>th</sup> — In case suitable Machinery for fabricating Sheathing Copper shall not be compleatly erected within twelve months from the date hereof, or in case of a continued neglect for the term of four Months to make deliveries in pursuance of the requisitions of the party of the first part, of any other Articles, this Contract shall be deemed to be dissolved, & the parties of the second part shall be holden to reimburse the advance herein after mentioned within one year, thereafter, with damages at the rate of twelve per Centum per Annum to be computed thereon until the said reimbursement shall be completed.

8<sup>th</sup> — The party of the first part shall cause to be advanced to the parties of the second part, the Sum of Thirty Thousand dollars, which shall be reimbursed in the value of the Articles which may be last delivered during the time for which this Contract shall remain in force; so however that the said advance shall at all events be fully reimbursed by the delivery of Copper Manufactures including a due proportion of Sheathing on or before the first day of July in the year 1801, if the same shall be so soon required.

9<sup>th</sup> — If during the continuance of this contract the Security which may be given for the execution thereof, shall in the opinion of the party of the first part be impaired, the parties of the second part shall within one month after due notice, be holden to produce additional satisfactory Security, or on failure thereof this contract shall be deemed to be dissolved. —

10<sup>th</sup> — It being a principal object with the party of the first part, in forming this contract, to encourage the establishment of domestic manufactures of Copper on a scale proportioned to the probable demands of the United States for the Navy department, It is understood by the parties respectively, that if the parties of the second part shall open Mines and erect Works sufficient to supply the public demands, on terms equally advantageous both in respect to price and quality with any other terms which may be offered, in such case the parties of the second part will be equitably entitled to a preference in any future contract, which may be framed in behalf of the Navy dept. It is at the same time understood that this encouragement shall not be deemed to continue for any term beyond eight years from the date hereof, and that no damages shall ever be claimed of the United States on account of any thing contained in this Article. —

In witness whereof the said Benjamin Stoddert and Jacob Mark and Nicholas I. Roosevelt have hereunto interchangeably set their hands and affixed their Seals, on the day and year first above written.

Signed & sealed  
in the presence of }  
JO. PARROTT

BEN: STODDERT,  
*Secry of the Navy.*  
JACOB MARK  
CALEB LOWNES Agent  
for Nich<sup>s</sup> I. Roosevelt.

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 23 August 1799

Begins with moderate breezes & pleasant Weather employ'd lying off & on waiting for the fleet at 1 P M Cap<sup>t</sup> Brown came onboard at 6 D<sup>o</sup> the fleet got all out consisting of 19 sail, Crab Island bearing W  $\frac{1}{2}$  N 3 leag<sup>s</sup> at 8 left the fleet under Convoy of the *Pickering* & hall'd on a wind to the South<sup>d</sup> Sail Rock W S W 3 Miles, dist.

Middle part D<sup>o</sup> Weather at 5 AM S<sup>t</sup> Croix bore S E by S 5 leagues at 9 Cap<sup>t</sup> Brown went onboard the Commodore at Mer<sup>dn</sup> the town of S<sup>t</sup> Thomas bore North 3 Miles

Ends pleas<sup>t</sup> employ'd lying off & on —

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

Extract from log book of U. S. Brig *Pinckney*, Friday, 23 August 1799

Beings [Begins] with Clear Wether and fresh Breses the *South Carlina* in Compney

At 1 P M. Set the Squar Mainsail and Gibb and Stacles at 3 Set the Top Galansails at 4 Shortned Sail

At 11 A Sail in Sight at Midnight Spock his British Magest Frigot *Ampheon* of 36 Gunes

A 2 A M. tacked to the Southard

At 7 Sett the Top Gallansails and Gibb two Sail in Sight Under the Land

Att 10 Cap<sup>t</sup> Payne Came ABord in Top Gall Sails and Gibb at 11 two Sail in Sight to Lowerd at  $\frac{1}{2}$  Past 11 Cap<sup>t</sup> Payne Returned on Bord of His Vesel A Gain at Noon Came Up with the two Sail to Winderd of Hus thay Proved to Be an American Schooner and A Sloop from Afacrake Bound To the Havana ful of Negers fresh Breses

Broched one Punchen of Water this Day

[MSB. New London, Conn.]

To President John Adams from Secretary of the Navy

[TRENTON]

Navy Dep<sup>t</sup> 24 August 1799

JOHN ADAMS ESQ<sup>t</sup>

President of the U. S

SIR Cap<sup>t</sup> Talbot arrived at Hampton Roads on the 15 Ins<sup>t</sup> — He writes me that he had not two hours fair winds, from leaving Boston — He would leave Hampton for Cayenne in two or three days — I am moving this day my office to Trenton seeing neither Courage nor duty in remaining longer at Philad<sup>a</sup>, which I believe could not be done without very great and unnecessary danger —

I have the Honor to be with the highest respect & Esteem

Sir

Y<sup>r</sup> obed Serv<sup>t</sup>

[NDA. Nom. Appts. LB, 1798–1820.]

To Secretary of State from President John Adams

QUINCY August 24, 1799

SIR I have received your favour of the 16<sup>th</sup> and read the Letter of M<sup>r</sup> B. H. Phillips our Consul at Curacao of 20 July and the Papers inclosed with it which I now return.

It is right to communicate this Document to Mr. Van Polanen and to Mr. Murray, and to remonstrate in clear Language to the Government of the Batavian Government against the Partiality of the Governer & Council and the Scandalous Conduct of the Frigate.

But still I think we have Something to do, to teach our own American Seamen and especially Captains more discretion. At such a time and in such a place, the Sailors ought to have had more Prudence then to have gone, on Sunday or any other day into Nanny Houses or Dance Houses with French Sailors: and the Captains ought to have known that it was their duty to apply to the Government of the Place to suppress Riots rather than to do and join in them in Person, though in order to suppress them.

If any legal evidence can be produced to prove that the Governor and Council are, more or less, concerned in the privateers, it would be a ground of very Serious representations to their Superiours.

I think it, and always thought it unfortunate that when the Authority was given to interdict Commerce with the French Islands, it was not extended to others especially Dutch. I mention these in particular because the interested character and the humiliated condition in which they were known to be should have suggested the necessity of the Measure. The Motives and Reasons however for adding the Spaniards Sweeds and Danes were not much less.

If an Expedition to restore the Stadtholder, is undertaken in concert with the King of Prussia, it may succeed, if without him, it is more uncertain. I make no dependence on any such probable event. By the way, Some Weeks ago you gave me encouragement to expect a Letter from our Minister at Berlin which you had rec<sup>d</sup>. In the Multiplicity of Business, you have omitted it. I wish to see it as soon as possible.

If at the future Session Congress should authorize the suspense of Commerce with Sweedish & Danish Islands as well as Dutch, I should think it, worth while to send a Minister to that Court. But I will not promise it shall be M<sup>r</sup> Smith. In my opinion he ought to go to Constantinople.

I have the Honor to be Sir,  
your most obedient servant.

J. ADAMS.

SECRETARY OF STATE

[SDA. Misc. L. Jul-Dec. 1799.]

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

[TRENTON]

Navy Department 24 August 1799

Capt CHRISTOPHER R. PERRY

Ship *General Greene* —

SIR I am honored with yours of the 15 Inst —

The *General Greene* must not be delayed a single moment for any additional supply of men. — She has already as many of every

description as will answer the purposes for which she is at present intended — It is more than probable you will see nothing but small privateers, and if you do the Ship has as many men on board as nine out of ten of the British Navy of the same force — You will be pleased therefore as soon as the health of your present crew will permit proceed to sea immediately and govern yourself according to the instructions you have already received, and let no other circumstance than the health of your present Crew delay your sailing —

A M<sup>r</sup> John Warner a Lieutenant in the Navy now at Providence who has acted on board of the *George Washington* but got leave of absence in consequence of his ill health wishes employment — if you can conveniently receive him on board and without delaying the Ship you will be pleased to do so —

I have the honor to be

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

To Major Commandant William W. Burrows, U. S. Marine Corps, from Captain Daniel Carmick, U. S. Marine Corps

HAMPTON RHODES 24<sup>th</sup> Aug' 1799

Major W BURROWS

SIR We have been lying here Windbound ever since the 13 Ins<sup>t</sup> Its most probable we shall sail to morrow as the apperance of the Weather is very favorable for us this evening I wish it with all my heart as there is a report here of their being som 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 resagnation of Capt. Truxton but see in todays paper he will act as his own Trumpeter. I am sorry to informe of two Desertions I have had on the 21st Ins<sup>t</sup> which will surprise you when I inform you they were two Sergeants, Erastus Branson & 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, Serg<sup>t</sup> Burean [?] had 35 dol<sup>s</sup> stolen out of his Chest by them. I went on shore & took a guid with me to pursue them but was unsuccessfull 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 as I presume you will foward on advertisements to Connecticut & N. Carolina also as I have heard they were acquainted there you have their discription in the Size Role but very imperfect as I recollect perfectly that Branson has two of his front teeth out. you will observe that they make no remarks in the Size Role I have sent advertisements in one or two Directions. it will be a very extraordinary thing if they get off of this place as it is a Peninsula 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 Serg<sup>t</sup> Bunards [?] being made Master of Arms, he does the duty of Sergeant also & recieves 18 Dollars pr Month as Master of Arms, his pay as Serg<sup>t</sup> you





CAPTAIN DANIEL CARMICK, U. S. MARINE CORPS.



may grant him if you think proper as he cannot receive it on board. He behaves himself very well & is much liked by every body. I find it impossible to keep my men clean they must be granted a Sailor suit of Cloths 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 is recovering very fast. We are unmooring Ship & will be under immediatly I am

Sir

with esteem

Your Hum Sev<sup>t</sup>

DAN<sup>l</sup> CARMICK  
Capt Marines

25 AUG<sup>t</sup> 1799

[MCA. LR, 1799.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 24 August 1799

Begins with moderate, pleasant Weather employ'd lying off & on waiting for the Comm<sup>o</sup> to come out at ½ past 3 the Cap<sup>t</sup> came onboard Saw a Sail to the South<sup>d</sup> gave chase, at 5 P M came up with & boarded her the *Princess Royal* English privateer Brig from Martinico, on a Cruise. at 7 fir'd a Signal gun for the Comm<sup>o</sup> at 8 the Comm<sup>o</sup> came out, hall'd on a wind to the South<sup>d</sup> —

Middle part Squally with rain at 1 A M S<sup>t</sup> Croix bore S S W 2 leagues

Latter part steady breezes & pleasant Weather —

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

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Extract from log book of U. S. Brig *Pinckney*, Saturday, 24 August 1799

[Standing off and on the Harbor of Havana.] Fresh Steadey Breeses and Clear Plesent Wether at 2 P M taked to the No<sup>t</sup> and Easterd Standing Under Easey Sail A Sail in Sight to the Easterd att 5 [3 ?] taked to the Southard

At 5 taked to the N<sup>d</sup> at 8 the Moro Bore S b E Dis<sup>t</sup> about 3 Leages at 9 Cludey and Squaley with frish breses in two Refes Both Top Sails

At Midnight D<sup>o</sup> Weather with Shors of Rain

At 4. A M tacked to the Southard and E<sup>d</sup>

At 5 out the Secent Ref out of the Top Sails 4 Sail in Sight to Windert at 6 Set the Squar Mainsail Top Gall. Sails and Gibb in Chase of A Brig close in with the Land. At 8 Observing Hus to Gain Upon him fired 2 Gunes for us we AMidetley fired 3 Gunes [at] Him. A Boot 10 Minets one After the Other the Shot fall Close. ABord of Hur He Brought two found to be the Brig *Faney* Cap<sup>t</sup> Orman from Charlston out 16 Days bound to the Havana

Bore Up and Run Close to the Moro under Easey Sail. att 11 Squaley in the 2<sup>nd</sup> Ref of the topsails at Noon d<sup>r</sup> Wether with Small Rain the Moro Bore S E b E, Dis<sup>t</sup> About 1 Mile.

one Gang cask of 60 Gallans Broched

## 124 NAVAL OPERATIONS; AUGUST 1799–DECEMBER 1799

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Opening A Cask of Beef it was found by Survey to be unfet for use and was throing Over Bord

[MSB. New London, Conn.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 25 August 1799

Begins with steady breezes & cloudy weather at 1 P M hove too & boarded the Sloop *Lois* from Martinico bound to New London W<sup>th</sup> Russell Master. at 4 spoke the Comm<sup>o</sup> at 5 saw a sail to Wind<sup>d</sup> gave chase at 8 S<sup>t</sup> John's bore N N W dist 4 leagues

Middle part Squally with rain

Latter part Steady breezes & flying clouds. at Mer<sup>d</sup> S<sup>t</sup> Croix bore S by W 4 leagues

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

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Extract from log book of U. S. Brig *Pinckney*, Sunday, 25 August 1799

Fresh Breses and Cludey with Small Rain at 1 P M. Cap<sup>t</sup> Payne come ABord

At 5 Cap<sup>t</sup> Payne Whent ABord Again the *South Carlina* at 6 Whore Ship to the S<sup>o</sup> and E<sup>d</sup> at 7 Cludey with small Rain. Handed the fore and Aft Mainsail Whore Ship to the Nored at 8 Set M. Sail At Midnight Cludey at 4 A M. Whore Ship to the [end of day's entry]

[MSB. New London, Conn.]

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Extract from Log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 26 August 1799

At Single anchor in Lynhaven Bay

PM at 6 a light breeze sprung up from the southw<sup>d</sup> Weighd and made all Sail down the Bay

at 10 Came by the light house. at 11 Shortnd sail and brought too for the Pilot boat to come alongside at half past 12 Discharge the Pilot filld and made sail. Cape Henry W by N. ½ N, 14 miles

Middle part Moderate breezes and Cloudy

AM at 8 D<sup>o</sup> Weather at 9 Set studdingsails and Royals. saw several strange sail standing to the Eastw<sup>d</sup> Unbent the Cables and Stowed the Anchors Carpenters and Sailmakers employd as occasion-ally

at 12 Moderate and Cloudy.

[Latitude Observed 36. 32 North]

[NHSC, NYHS.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 26 August 1799

Begins with steady breezes & flying clouds employ'd plying to windward in company with the *Ganges* at 4 P M saw 3 Sail gave chase at 5½ brought too & Boarded an English Bark from Barbadoes

bound to St<sup>t</sup> Thomas' the *Ganges* Spoke an American Brig. at 8  
the Grand Virgin Gorda bore N N E 3 leagues

Mid. part moderate & cloudy

At Mer<sup>dn</sup> saw 2 sail one to the South<sup>d</sup> & one to the East<sup>d</sup> gave chase  
to the South<sup>d</sup> the Comm<sup>o</sup> in chase of the one to wind<sup>d</sup>

Ends pleasant all sail set

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

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To Lieutenant Archibald McElroy from Secretary of the Navy

TRENTON — NAVY DEPARTMENT

27, August 1799

Lieu<sup>t</sup> M<sup>c</sup>ELROY

SIR I did not receive 'till this day your Letter of the 24: — If this  
should find you at the Fort, you may move the *Retaliation* at once, up  
to Burlington — discharge the Men there and deliver the Prisoners to  
the Sheriff, who has already some under his charge. — But if you  
should receive this at Marcus Hook, in that case I would wish you to  
land your guns, and all your warlike stores, at that place, and in the  
care of M<sup>r</sup> Humphreys — and afterwards proceed with the Vessel and  
Prisoners up to Burlington, where you will discharge your Men, except  
two or three to take care of the Vessel, until it is determined what to do  
with her. —

I am &c &c.

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

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To Robert Patton, Postmaster, Philadelphia, Pa., from Secretary of the Navy

NAVY DEPARTMENT

Trenton 27 Aug<sup>t</sup> 1799 —

ROBERT PATTON Esq

Post Master Philadelphia

SIR M<sup>r</sup> Humphreys lives near the Buck Tavern — on the Lan-  
caster Road. — He said he would speak to you to contrive Letters  
for him to the Buck Tavern — but I am afraid this will give you too  
much trouble — I take the liberty however to enclose a Letter for  
him — which if not convenient for you to contrive to him, you will be  
pleased to let [it] remain in the office untill he sends by some of his  
neighbours for it. —

I am &c&c

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

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

TRENTON,

Navy Department 27<sup>th</sup> August 1799

JOSHUA HUMPHREYS Esq<sup>t</sup>

SIR I have Letters from Boston saying the Brig *Augusta* will be sent  
round very quickly to Philadelphia — I have written to Riddle &  
Bird at New Castle to stop her at Marcus Hook. The *Retaliation*,  
I presume, has this day fallen down to Marcus Hook — I now wish

she had been ordered to Burlington, as she is too dull a sailor to be sent acruising, and I mean to have her sold; and as she has French Prisoners on board, she could have delivered them at Burlington at once. — If she should be at the Hook, I would wish her guns to be taken out there — If they are fit for the *Augusta*, no doubt a slight Brig, — and also all her Warlike equipments — and afterwards she might proceed up to Burlington with the Prisoners. — The *Augusta*, as soon as she arrives, I would wish you to examine throughout — and if you think she will be a very fast sailing Vessel, and strong enough to bear 4- or 6 pounders — (& in my opinion she ought not to have more than 14, altho she has more Ports) in that case, you will please to take the necessary arrangements to have her prepared as soon as possible. — Before you begin, give me your opinion of the sized Guns she ought to mount, — the number — and the number of Men she ought to carry. — I suppose she must have some additional sails — and perhaps some Rigging — any thing of this kind, you will please to have provided in the way you thing best. — Remember that this Vessel being but slight, may not last more than two or three years — perhaps she may not be wanted so long — and that no great expense ought to be incurred about her — She has Copper and Nails on board. —

I am &c

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

[27 August 1799]

To the Collector of Revenue, Port of Philadelphia from Joseph M. Yznardi, Agent of the United States at Havana

[CIRCULAR.]

HAVANNA, Aug. 27, 99

SIR, Referring you to my respects of the 18th inst. I am now enabled to give you the definitive determination of this government, relative to the admission of foreign vessels into this port — which is, that Neutrals with provisions, will be permitted to an entry, for six months from the 18th inst. and with dry goods until Sept. next.

At the same time permit me to observe to you, that the exclusive privilege to TWO individuals of importing FLOUR is now revived and in force — vessels henceforward arriving with that article, will either not be allowed to enter, or obliged to pay an exorbitant duty.

Should any alteration take place, I shall be careful to advise you of it, for the information of the merchants of your port.

I have the honor to be,

Sir,

Your humble servant,

JOS. M. YZNARDI,  
Agent of the U. S.

The Collector of the  
Port of Philadelphia.

The duty on Flour alluded to in Mr. Yznardi's letter, laid by the New Intendant at Havanna, is Eight Dollars per barrel, beside the former duty of 21 and an half per cent.

[LC, "Norfolk Herald" (Norfolk, Va.), 24 September 1799.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 27 August 1799

Begins with moderate breezes & cloudy weather  
all sail set in chase — fir'd two guns at 2 P M came up with &  
boarded the Sch<sup>r</sup> *Tickler* from Antigua bound to Tortola John  
Shrowdy Master —

S<sup>t</sup> Croix bearing S W by S 4 leagues in T G Sails  
at 8 reef'd the T Sails

Middle part fresh Breezes & cloudy Squally W<sup>r</sup>

at 6 A M saw a ship to wind<sup>d</sup> at 8 out reefs & set T G Sails At  
Mer<sup>an</sup> Saba bore S E by E 6 leagues

Ends with fresh breezes & flying clouds the *Ganges* to Wind<sup>d</sup>

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

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding,  
United States Ship *Montezuma*, 27 August 1799

Moderate breezes & clear weather —

Saw a sail ahead —

She proved to be a British Frigate —

The S. E. point of Antigua bore N W 3 leagues distant —

Also saw two sail close in with Montserat —

During the Night plying off & on-Monteserat.

Came to in Basseterre Roads S<sup>t</sup> Kitts

[NA.]

To Secretary of the Navy from President John Adams

QUINCY Aug 28<sup>th</sup> 1799

SIR I have signed the commission for Joseph Whitmore, to be sailing master in the navy & have sent it in your letter to him, as requested in your favor of the 21<sup>st</sup>. I return his letter & recommendations — I thank you for the details in your other favor of the 21<sup>st</sup>, which are very agreeable to me. Curacao, Cayenne & Surinam must be watched with great care.

Inclosed is a letter from the supervisor of Rhode Island Mr. Jn. Dexter, recommending his son to be a midshipman. His name is Daniel Singer Dexter 2<sup>d</sup>

I have received your favor also, of the 22<sup>d</sup> with copy of your letter to Mr. Constable, in which the facts are candidly & handsomely stated, as far as I am acquainted with them. I return the papers inclosed in that. I dont recollect instances of resignations in the British or French service or Dutch or Spanish or Austrian or Prussian or Russian for the reason that a junior officer has been appointed over a Senior. In this case however, the Junior officer resigns, because he cannot be appointed over his senior.

With great regard.

SECRETARY OF THE NAVY.

[NDA photostat.]

To President John Adams from Secretary of the Navy

[TRENTON]

*Navy Department 28<sup>th</sup> August 1799*

JOHN ADAMS Esquire  
*Braintree,*

SIR I do myself the honor to enclose a letter to Cap<sup>t</sup> Sever, covering Warrants for John Lee, Sam<sup>l</sup> Folsom, John Varnum, Sam<sup>l</sup> W. Cushing, Thomas Homan, Henry Wadsworth & [J. W.] Woodward, to be Midshipmen in the Navy; which will require your signature, should you think fit that the Appointments should be made. They are all wanted for the *Congress* & have been selected & recommended by Cap<sup>t</sup> Sever.

I have the honor to be &c

[NDA. Nom. Appts. LB, 1798–1820.]

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

[TRENTON]

*Navy Department 28<sup>th</sup> Aug<sup>t</sup> 1799.—*

Cap<sup>t</sup> WILLIAM BAINBRIDGE

SIR The Confusion of moving from Philadelphia has prevented earlier attention to your letter of the 19<sup>th</sup> instant.

The whole appointments in our Navy have never yet been completed — When they are once completed, which is now nearly the case, the promotions will go on as in other service — according to seniority of Commissions. No Lieu<sup>t</sup> now in the service, will be promoted above you — nor no Master & Commandant — nor Lieu<sup>t</sup> Commandant — but for the Ships not yet in service, the President reserves the right of appointing from the Citizens at large the Officers — Should the Commanders of any of these Vessels be taken from the Officers now in service, you will be the first to be promoted — and it cannot be long before you have the Commission &c of a Captain — but in the mean time I think you ought to be satisfied, considering that you are a young man, and have time enough before you, and are high enough in Rank to expect to command the Navy. — I have a Letter from your first L<sup>t</sup>, Surgeon & Purser requesting furloughs, to attend to their private affairs — They have been a good while in service, and without an opportunity of seeing their friends — I should be glad therefore to indulge them all, — but I know not how it is to be done — I have desired Doct<sup>r</sup> [Henry] Welles of the *Baltimore* to join you, and if he arrives in time the Surgeon may have leave of absence — The Purser cannot so readily transfer to another, his Accounts so that I do not conceive that he could be indulged, even if there was another Purser, ready to enter on board, which is not the case — nor do I know how the Lieu<sup>t</sup> can be spared, as there is no Lieu<sup>t</sup> near enough to supply his place in time — If one of those belonging to the *Adams* should choose to change with him, I should not object — but I suppose this might not be agreeable to Cap<sup>t</sup> Morris — and probably not to yourself — These Gentlemen all want to get into a larger Vessel — In my opinion most honor & most profit are to be acquired in the small fast sailing Vessels — The



Norfolk is superior to any Enemy she is likely to meet with. — Please to communicate what I have said to the Officers — to whom I have not time to write.—

I have the honor &c &c.

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

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

[TRENTON]

Navy Department 28 August 1799

Captain JAMES SEVER

Frigate *Congress*

SIR Yours of the 18<sup>th</sup> Inst I have received, and am glad to hear that the *Congress* has so judicious a launch

You are right respecting the number of able Seaman, ordinary Seamen and Boys allowed the *Congress*, which is Two hundred and forty five instead of 145 as erroneously mentioned in my instructions of the 7 Inst The proportion of able Seamen not to exceed One hundred —

M<sup>r</sup> Little's warrant was dated and sent to the President for his Signature the 9<sup>th</sup> Inst however since he has been acting from the 1<sup>st</sup> he may draw his pay and Emoluments from that date — The Young Gentlemen you mentioned for Midshipmen I have nominated to the President —

I have the honor to be

Sir

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

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

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

[TRENTON]

Navy Department 28 August 1799

Captain WILLIAM COWPER

of the *Baltimore*

SIR I have delayed longer than I intended sending on your final orders for a Cruise — Now I am not sure that they will not arrive before you are prepared.

As soon however as you are ready which I hope will be quickly after the receipt of this, you will please to proceed to join our Squadron under the Command of Captain Tingey on the Guadeloupe Station. If there are Merchant Vessels at Norfolk bound for the Windward Islands you may take them under your Convoy, but you must not wait longer than two or three days after you are ready for them — You have already received full Instructions, for the Government of your conduct on a cruise — It is not necessary for me to add on this subject — I have no doubt you will do every thing proper to be done by an American Officer in the command of a good Ship, and I sincerely hope you will meet with frequent opportunities of distinguishing yourself, your Officers and Crew —

Wishing you great Success & Glory I have the honor to be

Sir

Y<sup>t</sup> obed<sup>t</sup> Serv<sup>t</sup>

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

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

[TRENTON]

*Navy Department 28 August 1799*

Capt<sup>n</sup> CHRISTOPHER R PERRY

*Ship General Greene —*

SIR If this should find you at New Port which I think probable from your Letter of the 15 Inst, you will be pleased to remain there until you hear again from me — Circumstances may render a change of your destination necessary —

I have the honor to be

Sir

Your obed Servt

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

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

[TRENTON]

*Navy Department 28 August 1799*

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

*New Port —*

GENTLEMEN I am honored with your Letter of the 11 Inst which contains a recommendation of Doctor Senter to the Superintendence of the Hospital to be erected at New Port —

The erection of Hospitals and all the arrangements relative to them are under the direction of the Secretaries of the Treasury and War to whom I shall refer your letter —

I have the honor to be

Gentlemen

Yr obed Servt

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

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

[TRENTON]

*Navy Department 28th August 1799*

NEHEMIAH HUBBARD J<sup>r</sup> Esq<sup>t</sup>

*Middletown Connecticut —*

SIR I am honored with your letter of the 22<sup>d</sup> August and am happy to learn that the *Connecticut* had got over all difficulties If Men cannot be got in Connecticut, I will endeavor to have some enlisted elsewhere, but it will be more agreeable to the men obtained in Connecticut as well as to the Officers and much more convenient if the whole can be had there —

The derangement occasioned by the removal of the Public Offices to Trenton will prevent me for two or three days from making the remittance you request —

I have the honor to be Sir

Your obe<sup>d</sup> Serv<sup>t</sup>

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

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

[TRENTON]

Navy Department 28 August 1799

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>  
Boston —

GENTLEMEN I am honored with your letter of the 21 Inst — We must furnish the French Prisoners with such articles of Cloathing as will be sufficient to hide their nakedness and protect them in a colder Season from the inclemency of the Weather — You will be pleased therefore to have furnished for each Prisoner, One Coat, a pair of Pantaloons, a pair of Woolen Stockings, two Shirts, a pair of Shoes, and one Blanket — The Prize Master Richard if a Commissioned Officer may Return to France on parole, but if not a Commissioned Officer he must share the fate of other prisoners

I am Gentlemen

Your 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, Wednesday, 28 August 1799

Begins with fresh breezes & cloudy employ'd turning to windward — at 4½ saw a sail at 5 spoke her, an English privateer from S<sup>t</sup> Kitts on a cruise at 7 Saba bore N E dist 5 leagues

Middle part moderate & clear at 4 A M squally, in T G Sails at 5 D<sup>o</sup> saw S<sup>t</sup> Kitts bearing N E by E 8 leagues at 10 Saw the *Montezuma* lying in Basseterre roads at 11½ the first Lieu<sup>t</sup> went on-shore at Mer<sup>de</sup> the Cap<sup>t</sup> went on board the Comm<sup>o</sup> —

Ends pleas<sup>t</sup> &c

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

Extract from journal of Lieutenant John Mulloyny, U. S. Navy, commanding, United States Ship *Montezuma*, 28 August 1799

[Basseterre Roads, St. Christopher.] At 10 A.M saw two ships in the offing standing in. At 11 recognized to be United States Ships, *Ganges* & *Merrimack* by their signals

[NA.]

Extract from log book of U. S. Brig *Pinckney*,  
Wednesday, 28 August 1799

Clear Plesent Wether with Modret Breeses Several Sail in Sight

At 1 P M. Came up with one of the Bore Sail Sent A Offecer ABord She Proved to Be the Schooner *Mary-Ann* Privateer of New Provens [Providence] Capererd By A Spensh Cruiser. [Writing almost illegible.]

At 4 the Mero Bore S S W Dist about 9 Leages

Att 4 AM the Vesels onder our Convoy and the *South Carlina* all close.

at 8 Light Breeses At ½ past 9 Saw the Flowered Keys Bering from the N b E to N W Dis<sup>t</sup> ABot 4 or 5 Leages

At Noon tacked to the S E the Land Extending from the N N E to N W B W the Nearest Key Dis<sup>t</sup> ABOUT 3 Leagues

1 Punchen of Watter Broched this Day

3 Men unfet for duty by Siknes

[Latt by Obser<sup>n</sup> 24° 33' N]

[MSB. New London, Conn.]

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To President John Adams, from Secretary of the Navy

TRENTON. 29. August 1799.

SIR The Offices are now all at this place, & not badly accomodated. Will you Sir, pardon the liberty I take, not in my official, but private Character, in expressing a wish, that it may not be inconvenient for you to Join them here, before our Ministers depart for France.

It may happen, that a knowledge of recent events in Europe, may be acquired just before the sailing of the Ministers, which would make some alterations in their Instructions necessary: and possibly these events might be of a nature to require the suspension for a time of the mission.

I could urge both Public considerations & those which relate more immediately to yourself, to justify the wish I have ventured to express — but I will only say, that I have the most perfect conviction, that your presence here before the Departure of the Ministers, would afford great satisfaction to the best disposed & best informed men, in that part of the Country with which I am best acquainted; and I believe, to the great mass of good men all over the United States.

I will only add that I write this letter without communication with any person; that if I err, the error is all my own — in my motives, I cannot be mistaken.

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.]

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

[U. S. S.] *Ganges*

*S<sup>t</sup> Bartholemews 29<sup>th</sup> Aug<sup>t</sup> 1799*

SIR After dispatch of the Original, (of which you have copy enclos'd herewith) which was immediate on my anchoring at S<sup>t</sup> Thomas — I was intent on delivering the promis'd articles from the captur'd Pilot. boat, when an offer from the Owners, sanction'd by the French Consul at S<sup>t</sup> Thomas, was made to ransom her —

She was extremely small, and her Cargo of little value, mounted no Guns; had only 13 men on board — and if any small arms they had been cast overboard, as was also her letter of Mart commission — I should of course have hesitated to take possession, but finding her "Roll d'equipage" it was there inserted under the hand of the Officers of Government at Guadeloupe, that she was fitted for War & Merchandize

In estimating her value the French Consul interested himself on the propriety of establishing a precedent, that vessels of either

Nation should in like case be liberated, on paying nett amount of Invoice and value of the vessel — at the option of the captur'd parties

We were however some time agreeing on the Sum, till finally by advice of two of the first Mercantile characters there, old friends of mine, 'twas fix'd at 3800 Dollars — which they paid me the ensuing day — when I deliver'd them their vessel and sail'd — She would probably have brought something more, (perhaps 20 per Ct) at S<sup>t</sup> Kitts, but the risque of losing her again on the way up, or being prevented from chasing something of more consequence together with the want of my Officers & men from her inducd me to accede.

After gaining to windward of Tortola, and the wind hauling in a far northerly direction, we found ourselves so far to the windward Yester-morning as would fetch into S<sup>t</sup> Kitts-road, and stretch'd in — I found there the *Montezuma*, and by Capt<sup>n</sup> Mullowny, rece'd your dispatches of 2<sup>d</sup> Aug<sup>st</sup> with copy of those of 13<sup>th</sup> July by the *Delaware*, Capt<sup>n</sup> Baker; who has not yet arrived.

Respecting your orders about the Prisoners, I went on shore & sent off 50 — As many, as can without much inconvenience indeed, be taken on board the *Montezuma* for of all the Ships I ever saw of her size, no one was ever worse adapted to such a purpose, they were instantly embark'd & we sail'd thence last evening.

It will be unnecessary Sir, to be in haste on the subject of sending out provisions; we have as yet ample in the hands of M<sup>r</sup> Clarkson, except Butter and cheese; of the latter we have had none for some time — that article ought to be in *very* good order, when ship'd for our use in this hot climate — A great part of that ship'd, by the Brig<sup>t</sup> *Florida* — was too much heated to take on board any of our Ships — it would not have been eaten. I therefore order'd M<sup>r</sup> Clarkson to sell that part which the Pursers refus'd.

I am sorry I gave opportunity, to my animadverting *Seniors*, to descant so much on my mention of the Hurricane months; But I trust we dread — nor enemy, nor hurricane, more than they — I feel little anxiety, provided I've *actual* opportunity to serve my country.

I shall look earnestly for the *Delaware*, hoping by her there are letters from my family — for such (*on that head*) has been my cruel state of suspense, that I know not I've any in existence since 4<sup>th</sup> March last — except verbal account by Capt<sup>n</sup> Bainbridge.

It is with much compunction I am enforc'd to tell You, Sir, that the fault why the accounts of the people sent home in the *Vainquere* & *Retaliation* was not with them, lay totally on my purser — but he has not been without sufficient admonition; and ample reprehension — They are all enclos'd herewith as far as I have been able to obtain them with rectitude.

Wishing to be clear of the detain'd Brig<sup>t</sup> *Young George* of Boston, which has cost me more trouble than vessel & cargo are worth — I stretched over for this Island during the night, with the *Montezuma* in order to forward her, under convoy of Captain Mullowny — The accounts of said vessel I enclose to our friends Willings & Francis, to do the needful.

I find it impracticable with our small squadron to cheque the progress of the French Privateers of Guadeloupe, equal to my wishes — but our endeavor shall not slacken — We want two or three active vessels more, with men used to the Islands — Barron — Bainbridge

& Campbell, were all anxious to remain on the station — and Mulowny wishes much to return immediately

Should opportunity *instantly present*, a suit of New Courses for the *Ganges*, say Fore-sail and Mainsail, should be sent out — those we have will hardly bear a squall by the time we get on the Coast — M<sup>r</sup> Dowers, the maker of those on board, might finish them in very few days, he knows the dimensions.

I shall be explicit in my next of whatever may now have escap'd me.  
In haste I have the honor to be

D<sup>r</sup> Sir &c &c

T: T: [THOMAS TINGEY]

To

The Hon<sup>ble</sup> BENJ<sup>n</sup> STODDERT  
*Sec<sup>y</sup> of the Navy: Philadelphia*

We shall want candles, but they should be made in part of Wax for this hot climate.

[NDA. Tingey LB, 1798–1800.]

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

[TRENTON]

*Navy Department 29 August 1799*

Cap<sup>tn</sup> T. TINGEY  
of the *Ganges*

SIR I think you may calculate on being relieved by the first, or early in October. The Fever prevails at present not in a very alarming degree in Philadelphia, and in a less degree in New York. Judging from past events, it is not very desirable that you should arrive till about the first of November.

This will be delivered by M<sup>r</sup> Cooper [Cowper] of the *Baltimore* who bears the Commission of Master Comm<sup>d</sup>. He is ordered to place himself under your command and when you leave the Islands, this Vessel & all the others now under your command must be transferred to your successor — There is nothing here worth communicating to you. Your family I understand are well.

I have the honor &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, Thursday, 29 August 1799

These 24 hours begin with moderate breezes & pleasant weather  
At 1 P M the Lieu<sup>t</sup> return'd at 7 the Cap<sup>t</sup> came onboard, at 8 bore away the *Ganges* & *Montezuma* in Comp<sup>t</sup> at midnight S<sup>t</sup> Kitts bore S S E 4 leag<sup>s</sup> Eustatia S W 2 leagues

At 2 A M S<sup>t</sup> Barth<sup>s</sup> bore N ½ E 2 leagues at 8 Spoke an English Sloop of War

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*, 29 August 1799

At 1 PM. the *Ganges* came to — Received on board 50 French Prisoners. At 7 Got under way in company with the *Ganges* & *Merri-mack* — At 8 AM came to in S<sup>t</sup> Bartholomews Harbour

[NA.]

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Extract from log book of U. S. Brig *Pinckney*,  
Thursday, 29 August 1799

Clear Plesent Wether the S<sup>o</sup> *Carlina* and the two Schooner under our Convoy in Compney

At 4 taked to the Nored Light Winds and Cludy att 7 taked to the Southard and Easterd

at 4 A M taked to the Nored at 5 Havey Shores of Rain at ½ Past 7 the florida Shor in Sight AHead Dis<sup>t</sup> ABout 7 or 8 Leges

At Noown Clear Plesent Wether the S<sup>o</sup> *Carlina* and the 2 Schooner in Compney

1 Punchen of Watter Broched this Day

2 Men unfet for Duty By Sicknse

[Latt by Obs 24° 48' N]

[MSB. New London, Conn.]

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

[TRENTON]

Navy Department 30 August 1799

NEHEMIAH HUBBARD J<sup>r</sup> Esq<sup>t</sup>

Middletown Connecticut —

SIR I am honored with yours of the 25 Inst —

All the necessary instructions will be forwarded to the Purser of the *Connecticut* this day — With respect to Charts & Maps, the Captains heretofore have procured them on their own private accounts — But this is unreasonable — Those wanted by Captain Tryon may be purchased on Public Account and attached to the Ship — Cap<sup>t</sup> Tryon may select them & you will please to pay or furnish him the money

Charts and Maps of the West Indies & the Continent of America will be those Captain Tryon will have most occasion for — He will want good Telliscopes — I think New York a much better place than Rhode Island to obtain men — I suspect Captain Tryon will find it difficult to get any at Rhode Island, in New York they can readily be obtained —

I have the honor to be Sir

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

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

[30 August 1799]

**Report of Captain Kingston, of the Ship *Terrific*, regarding encounter with French Privateer Schooner**

Capt. Kingston, of the ship *Terrific*, arrived the 30th ult. at New Castle, from Port Republican, informs, that off the Platform he fell in with a French privateer sch'r, mounting 4 nine pounders, manned with 50 or 60 men — the wind being light, their intention was to board him. He gave them two shot from the side, which they took little notice of, put out sweeps and rowed to go under his stern; he got two of his guns in the cabin, and let her come within half gun shot, and then gave them a dose that caused them to tack about and get off. He adds, that two of these picaroons are constantly cruising off the Platform.

[LC, "Salem Gazette", Vol. 11, Sept. 17, 1799.]

**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 30 August 1799**

First part moderate pleasant weather  
 2 sail in sight at 2 P M exchange'd signals with an English Brig  
 the other prov'd to be the *Pickering*  
 at 3 spoke her & Bore away at 5 hove too off S<sup>t</sup> Barth<sup>s</sup> at 7  
 hall<sup>s</sup> to S<sup>s</sup> on a Wind —  
 Mid. part Squally with rain  
 at 7 A M saw the Comm<sup>o</sup> under our lee  
 at Mer<sup>dn</sup> S<sup>t</sup> Bartholomews bore NW b W 5 Miles  
 Latter part fresh Breezes  
 [HS of Old Newbury, Mass., NDA photostat.]

**Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding, United States Ship *Montezuma*, 30 August 1799**

At 12 P. M. weighed anchor & proceeded to sea — having under  
 Convoy the Ship *America*, Cap<sup>t</sup> Micks, for S<sup>t</sup> Thomas's, Brig *Young*  
*George*, Prize to *Ganges*, for Philad. Schooner *Eliza* Cap<sup>t</sup> Teele [or  
 Tech] for Philad. Schooner *Warehouse point* for S<sup>t</sup> Thomas's —  
 ½ 10 AM. were joined by Brig *Margaret* for Portland  
 [NA.]

**Extract from log book of U. S. Brig *Pinckney*, Friday, 30 August 1799**

This 24 Hours Beings [Begins] with Stedy Breses and Cludey at  
 1 P M Made a Signal to Speck the S<sup>s</sup> *Carlina* at 2 Cap<sup>t</sup> Payne came  
 ABord at 6 He Returned AGain at 8 tacked to the Nored frish  
 Breses and Clear Wether  
 Att 3 A M in Top Galansails  
 [Latt by Obs<sup>n</sup> 25° 58' N]  
 [MSB. New London, Conn.]



To General Pickney from Secretary of the Navy

[TRENTON]

*Navy Department 31 August 1799*

GENERAL PINCKNEY

SIR I have endeavored to make the proper regulations with the Navy Agents as far as respects the recruiting, the Rations, Pay & Cloathing of the Crews of the Gallies —

Their employment being under your direction, and the direction of such Officers as you may think proper to charge with this duty I have desired the Agents & Captains to execute all your orders for augmenting or diminishing the number of men, for making any alteration in the Gallies adding Boats to them & providing them with additional Arms or Equipments —

In all these particulars and in every thing which you shall judge proper to make those Vessels more usefull & more formidable, as well as in every thing which respects their Employment permit me to beg the favor of you to give at once such orders as you shall think necessary and without any reference to me, for it is absolutely impossible for me to understand the subject, and if the Gallies are to be of any service it must arise from the Circumstance of your charging yourself with the direction of them but for this they would be a reproach to the Government.

I have the honor to be

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

To Tench Francis, Purveyor, from Secretary of State

DEPARTMENT OF STATE

*Trenton Aug<sup>st</sup> 31. 1799.*

SIR Captain William Penrose, who navigated the schooner *Skjoldebrand* to Algiers being returned with Capt. Geddis in the *Sophia* waits on you for the wages of himself and crew. I wish they may be settled with, as expeditiously as possible, as well for the satisfaction of the men, as to avoid a continuance of expence. If you should not have money enough on hand I hope you may be able to procure it of the bank of the U. S. to which the sum you draw shall be reimbursed as soon as you advise of the amount.

I am very respectfully

Y<sup>r</sup> ob<sup>t</sup> Servant

TIMOTHY PICKERING.

TENCH FRANCIS ESQ<sup>r</sup> }  
Philadelphia }

[Mass. HS. Pickering Papers, Vol. 11.]

Extract from Log of the Merchant Ship *Friendship*,  
Saturday, 31 August 1799

Begins with gentle breezes & Pleasant weather at ½ past 2 P.M. saw a Schooner Steering to the S'th<sup>d</sup>

at 6 gave her a gun she bore down for us got all ready for action she proved to be a Schooner from New London out 12 days bound to Barbadoes —

Middle part light airs & pleasant with flying clouds —  
 Latter part pleasant with flying clouds  
 at 12 Squally h<sup>d</sup> T G<sup>t</sup> sails & single Reef<sup>d</sup> the T sails &c Employed  
 occasionally

[Lat<sup>d</sup> Obs<sup>d</sup> 32°. 16' North]

[Essex Institute.]

Extract from Log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy,  
 commanding, Saturday, 31 August 1799

Light Airs and Cloudy, Employd as nessasary  
 Carpenters and Sailmakers Employd as occasionally  
 Riggd a Fore topsail Yard and Stowd it in the Starboard main  
 Chains.

PM at 6 Shortnd sail and double reefd the Topsails  
 at half past 6 saw a strange sail bearing N by E.

D. M.

Variation p<sup>r</sup> Amplitude. — — 4 22 West

At 9 Calm Ships head to the Eastward.

At 12 Cloudy with Thunder and lightning

Middle part D<sup>o</sup> Weather

AM at 4 Light breezes from the Northward

[At 7] Employd Rowsing up the Cables. Cutt 5 fathoms off of  
 the Small Bower Cable in the wake of the rounding it being Rubb'd,  
 at 11 Fir'd a Gun to bring too a strange sail that was passing the  
 Weather beam out boat and boarded the strange sail an American  
 Sloop from New london bound to Barbadoes

[Latitude Observed 34.02 North]

[NHSC, NYHS.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy,  
 commanding, Saturday, 31 August 1799

First part fresh breezes & hazey weather  
 Employ'd beating to windward under easy sail  
 at 2 P M the *Pickering* Sprang her Mainmast & went to S<sup>t</sup> Bar-  
 tholomews

Middle part fresh breezes & cloudy

at 5 A M saw a sail gave chase

at 6 Boarded her. the *Snow Fletcher* from Martinico bound to  
 Liverpool.

Latter part D<sup>o</sup> weather —

S<sup>t</sup> Bartholomews W S W 6 leagues

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

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding,  
 United States Ship *Montezuma*, 31 August 1799

Light breezes & pleasant weather

Moderate weather

½ 5 Took the *Ganges* Prize in tow —

Ship *America* & Schooner *Warehouse* P[oin]t stood in for S<sup>t</sup>  
 Thomas's, we abreast of the Harbour

[NA.]

Extract from log book of U. S. Brig *Pinckney*, Saturday, 31 August 1799

Clear Plesent Wether and frish Breses

At 2 P M. the flowered Shor in Sight Bering NW b W Dist 3 or 4 Leages taked to the Easterd

Our Surgen Return from on Bord the *S<sup>o</sup> Carlina* wher Had ben to Viset the Sick the Sick Man on Bord Sent on Bord By the Return<sup>d</sup> Boat 3 Negers Prisiners one of the Schooner Left Hus that Was Ounder our Convoy

At 8 taked to the Nored at 9 in Top Galansails

At Middnight Set both Top Galansails

At 6 A M. A Sail in Sight on our Wether Bro

At Noon Shortned Sail for the *South Carlina* to Cum up with Hus Parted with the Sch<sup>r</sup> Under Convoy fresh Breses

I find that wherever the Golf Seting to the Nored Wearfor I Allow one not [knot] and one  $\frac{1}{4}$  Par Hour North

[Latt by Obs<sup>n</sup> 28° 01' N]

[MSB. New London, Conn.]

[September 1799]

Dimensions of the hull, masts, spars, rigging, etc., of the U. S. Frigate *Congress*, built in Portsmouth, N. H.

Hull		feet	inch <sup>s</sup>
Extreme length of Keel.....		147	7
Length of Gun Deck taken from the fore side of the Stern Post to the outside of the Apron.....		183	7
Depth of the Hold, taken from the outside of the limber streak.....		13	3½
Breadth of beam including the thickness of the Black Streak.....		41	
Height from lower deck to Gun Deck.....		6	½
do " Gun do to Quarter deck.....		6	9¼
do in waist amidships from Gun to Upper deck.....		6	9½
Extreme length on Gun deck, from fore Side of main stem to after side of main stern post.....		168	
Extreme Length on upper deck from inside to inside.....		172	
Length of Keel payable, or for Tonnage, Carpenters measurement.....		136	
We the Subscribers do hereby certify, that we have admeasured the U.S. Ship <i>Congress</i> , and that the above are her true Dimensions, also, that she measures by Carpenters Tonnage = 1208-23/95 Tons — and by Custom House or Government Tonnage 1268-82/95 Tons. —		Signed	
Portsmouth September 1799.			
Present height of Fore Orlop to birthdeck forward.....		7	1
do do do do do aft.....		5	11

## Masts — Spars, &amp;c

Description	as in 1799.						as in 1810						as at present						Length proposed by Captain Morris	
	Length		Masthead		Diam		Length		Masthead		Diam		Length		Masthead		Diam			
Main Mast.....	93	4	12	9	2	6½	96		16		2	6	96		16		2	6	96	
Main Topmast.....	56		7	6	1	6½	57	6	8	9	1	6	57	6	8	9	1	6	54	2/10
									flagpole											
Main Top Gal <sup>y</sup> Mast.....	29	8				10	28	5				10	28	5				10	28	
Main Royal Mast.....	16						21	9	1	9		7½	21	9				7½	20	5/10
Fore Mast.....	84		12	6	2	4	87	4	14	7	2	4	86	4	2	4	14	7	86	
Fore Topmast.....	52		7		1	5½	54		8	3	1	6	54		8	3	1	6	49	
Fore Top Gal <sup>y</sup> Mast.....	26	6				9	27					10	27					10	27	
									flagpole											
Fore Royal Mast.....	15	6					20	5	1	7		7½	20	5	1	7		7½	19	3/10
Mizen Mast.....	81	6	9	8	1	9	86	4	13	3	1	9½	86	4	13	3	1	9½	85	
Mizen Topmast.....	43	11	5	8	5	8	46	1	6	10	1	2	46	1	6	10	1	2	41	
Mizen Top Gal <sup>y</sup> Mast.....	23	10				7½	22					8	22					8	20	5/10

Mizen Royal Mast	11	6					16	9	flagpole 1 5		6	16	9	flagpole 1 5		6	15	2/10
Bowsprit	60		keel 24		2	4	60		40	outboard	2	6		40		6		
Jibboom	45				1	3	45		30		1	11 1/2		30		1 1/2		
Flying Jibboom	18					7	60		20		1	9 1/2		20		1		
Spanker Boom	64					11 1/2	60				1	1				1	58	
Gaff	41					9	29	1				9 1/2				9 1/2		
Ringtail Boom							14	6				7				7		
d <sup>e</sup> Yard												3 1/2				3 1/2		
Main Yard	82	4	yard	3	1	6 1/2	88	4	4	10	1	7	86	4	4	10	7	90
Fore Yard	74					3 1/2	77	7		4	1	6	77	7		4	6	77
Cross Jack Yard	55	6		3	2	1	66		6		1	2	66		6		1	65
Main Topsail Yard	58	4		4	9	1	64	9	5	4 1/2	1	2	64	9	5	4 1/2	1	67
Fore Topsail Yard	62	5				11	58	3	4	11 1/2	1	1	58	3	4	11 1/2	1	58
Mizen Topsail Yard	41			3	2		43	8	3	7		9 1/2	43	8	3	7	9 1/2	41
Main Top Gail Yard	41	4		2	2		40	9	1	3		8 1/2	40	9	1	3	8 1/2	41
Fore Top Gail Yard	37	7		2	2		36	6	1	1		8 1/2	36	6	1	1	8 1/2	36
Mizen Top Gail Yard	31			1	7 1/2		26	7 1/2		11		0	26	7 1/2		11		6
Main Royal Yard	31			1	7 1/2		27	4 1/2	1			5 1/2	26	8	1	3		6
Fore Royal Yard	28	3		1	6		25	3		10		5 1/2	24		11		6	26
Mizen Royal Yard	23	3	1	3		5	18	10		8		4	16			8	4 1/2	18
Lower Studs Sail Booms							57					9 1/2						
d <sup>e</sup> Yard							25	10				5 1/2						
Main Top d <sup>e</sup> Boom							45	3				9						
d <sup>e</sup> d <sup>e</sup> Yard							25	10				5 1/2	the same				47	5
Fore d <sup>e</sup> Boom							40	9				9						
d <sup>e</sup> d <sup>e</sup> Yard							23	3				5 1/2						
Main Top G. d <sup>e</sup> Boom							34					6 1/2						
d <sup>e</sup> d <sup>e</sup> Yard							19	5				4 1/2	the same					
Fore d <sup>e</sup> Boom							30	6				6						
d <sup>e</sup> d <sup>e</sup> Yard							17	5				3 1/2						
Mizen d <sup>e</sup> Boom							23	8				4 1/2						
d <sup>e</sup> d <sup>e</sup> Yard							13	6				3						
Mizen Royal Studs sail Boom							15	2				3						
ditto ditto yard							8	8				2						
Main Royal d <sup>e</sup> Boom							22	6				4 1/2						
ditto d <sup>e</sup> yard							12	10				2 1/2						
Fore Royal d <sup>e</sup> Boom							20	3				4						
ditto d <sup>e</sup> yard							8	8				2						
Martingal Staff or Dolphin Striker to be double.							15 below Cap.											

*Tops, Caps &c*

	<i>feet</i>	<i>in</i>		<i>feet</i>	<i>in</i>
<b>Fore Top;</b>			<b>Mizen Cross Trees;</b>		
Breadth.....	19		Length after one.....	18	
Depth.....	12		forw <sup>d</sup> one.....	13	8
Thickness.....		4	Breadth.....		9
Square of the hole fore & aft.....	6	2	Thickness.....		4½
athwart ships.....	7	5			
<b>Main Top:</b>			<b>Fore Trestle Trees;</b>		
Breadth.....	20		Length.....	11	11
Depth.....	13		Depth.....	1	3¼
Thickness.....		4	Sided.....		7¼
Square of the hole fore & aft.....	6	7	<b>Main Trestle Trees:</b>		
athwart ships.....	7	9	Length.....	13	
			Depth.....	1	4¼
			Sided.....		8¼
<b>Mizen Top;</b>			<b>Mizen Trestle Trees</b>		
Breadth.....	16		Length.....	10	
Depth.....	10		Depth.....		11
Thickness.....		3	Sided.....		5½
Square of the hole fore & aft.....	4	10	<b>Main Topmast Cross Trees</b>		
athwart.....	6		Length.....	9	10
<b>Fore Cross Trees.</b>			Breadth.....		6
Length after one.....	19		Thickness.....		4
forw <sup>d</sup> one.....	16	4			
Breadth.....		10¼	<b>Fore Topmast Cross Trees</b>		
Thickness.....		5¼	Same as Main		
<b>Main Cross Trees;</b>			<b>Mizen Topmast Cross Trees</b>		
Length after one.....	20		Length.....	7	8
forw <sup>d</sup> one.....	17		Breadth.....		3½
Breadth.....		11	Thickness.....		2¾
Thickness.....		7	<b>Mizen Cap</b>		
<b>Fore Topmast Trestle Trees</b>			Length.....	3	6
Length.....	6		Breadth.....	1	9
Depth.....		9	Depth.....		9
Sided.....		5	<b>Fore &amp; Main Topmast Caps.</b>		
<b>Main Topmast Trestle Trees</b>			Length.....	2	6
Depth.....	6	6	Breadth.....	1	3
Sided.....		5	Depth.....		6
<b>Mizen Topmast Trestle Trees</b>			<b>Mizen Topmast Caps</b>		
Length.....	5	2½	Length.....	2	
Depth.....		5½	Breadth.....	1	
Sided.....		2½	Depth.....		5[7]
<b>Fore &amp; Main Caps --</b>			<b>Bowsprit Cap.</b>		
Length.....	4	6	Length.....	4	4
Breadth.....	2	3	Breadth.....	2	2
Depth.....	1		Depth.....		11

[LC, Mas Div.]

[1 September 1799]

Genealogical Memorandum concerning Captain James Sever, U. S. Navy, prepared by one of his descendants

James (Capt. U. S. N.). son of William b. Nov. 2<sup>d</sup> 1761 at Kingston, [Mass.] and d. at Kingston Dec. 16th 1845.

Married Jane Russell (sister of Nancy & wife of his bro: John, & dau: of his step-mother) who was b. Aug. 14th 1773 and d. June 5th 1840

In 1775 Oct: 14, he was with Gen<sup>l</sup> Thomas of Kingston, of the Revolutionary Army, at Dorchester Heights. Entered the Univ: of Cambridge and graduated in 1781

After close of the war he entered the Navy. Commanded the frigate "*John Adams*" [\*] on a voyage to Russia. Offered the position of Admiral by Empress Catharine, which he declined. She presented him with her portrait. He resigned & settled in Kingston. Remarkably handsome gentleman, — of great personal courage, & stern & austere in all his public and private relations. His estate, swords Etc. Etc in possession of his dau (1860) Jane R. —

Children:— James Warren b. July 1st 1797. Grad. at Harvard 1817.

M. Ann Carter of Boston. No children. —

Thomas R. b. 1798 d. at sea 1836. —

Jane R. b. Jan 13. 1802

Elizabeth P. b. June 5th 1803

Sarah Ann b. July 20th 1805.

[\*No record of his commanding the U. S. Frigate *John Adams*]

[LC. J. Sever Papers. NDA Photostat.]

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

First part fresh breezes & Cloudy weather employ'd turning to windward in comp<sup>y</sup> with the Commodore

Middle part Cloudy & Squally with rain

at 4 A M Antigua bore E N E 3 leagues

at 6 D<sup>o</sup> Saw a sail the Comm<sup>o</sup> hove out signals for chase, at 8 he exchange'd signals with her

She prov'd to be a British Frigate

Latter part pleasant, Antigua N by E 4 leagues

A large sail to Windward Suppose it to be an Eng<sup>h</sup> Frigate

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

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Montezuma*, 1 September 1799

Light breeze, Pleasant —

West end of S<sup>t</sup> Thomas's bore S. E. ½ E. 3 or 4 Leagues distant —

Weather fine —

Saw a ship on our Starboard Quarter

Spoke ship *Philadelphia*, from Martinico, bound to New Haven, Cap<sup>t</sup> Porter —

Fresh Breezes —

[NA.]

Extract from log book of U. S. Brig *Pinckney*, Sunday, 1 September 1799

frish Brees Spock the *S<sup>c</sup> Carlina* taked to the Easterd  
 At 4 P M in Top Galansails taked to the Nored and Easterd  
 At 1 A M Sounded in 55 fatham Watter Brown — Whit Sand  
 At 2 Havey Rains taked to the N<sup>d</sup> and E  
 At 5 Set Top Galansails A Sail in Sight on Wether Bow at 6  
 taked to the Nored and Easterd our Surgent Whent on Bord of the  
*South Carlina* to viset the Sick Lowsed all our Light Sails to dry at  
 8 Our Surgen Came ABord  
 At 10 two sail in Sight Ahead  
 at Noon Light Ares of Wind A Havey Swell from the N<sup>d</sup> and Easterd  
 Broched one Punchen of Watter this Day  
 2 Men onfet for Duty By Siknes  
 I find the Curent Seteing Strong to the Nored I A Low 1½ Miles  
 Par Hour Hus [?] on this Day Work  
 [Latt by Obs<sup>n</sup> 29° 34' N]  
 [MSB, New London, Conn.]

To President John Adams from Secretary of the Navy

[TRENTON]  
 Navy Department 2<sup>nd</sup> Sep<sup>r</sup> 1799

Jn<sup>o</sup> ADAMS Esquire  
 Braintree.

SIR, The Ship *Chesapeake* [later named *Patapsco*] building at Baltimore by the Citizens, is yet unprovided with a commander. The Citizens will not recommend a Captain; but I have understood that Captain Henry Geddes, who has long been an Applicant for a command in the Navy, and recommended by Doctor Latimer, his brother in law, M<sup>r</sup> Bayard & others, would be agreeable to them. He appears to be a man of understanding, and has been sometime in the public service in the brig *Sophia* to Algiers.

I have therefore the honor to enclose a Commission for Cap<sup>t</sup> Geddes which will require your signature, should you think fit that the appointment should be made.

I have the honor &c &c

[NDA. Nom. Appts. LB, 1798–1820.]

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

[TRENTON]  
 Navy Department 2<sup>d</sup> September 1799

Capt<sup>n</sup> W<sup>m</sup> COWPER  
 of the *Baltimore* Norfolk —

SIR I have rec<sup>d</sup> your Letter of the 23 August and am sorry your prospects were so bad for getting your Crew — Relying that a favorable change has taken place in consequence of arrivals at Norfolk I shall advise nothing on the subject of getting the Crew —

The *Baltimore*, if she was a British Ship would not be allowed more than 110 Men including Officers and every discription, and she would not be kept in port if she had 100 —



We must imitate them in things which tend to the Good of the Service — As soon therefore as your whole Crew amounts to 100 you must not unless you see that you can get the rest immediately wait for more but must proceed to Sea and in pursuance of the orders already sent you — If you go with a Crew short of the usual number you will have the more Glory in conquering an Enemy and I fear there is but little chance of your meeting an Enemy who will fight you with no more than 100 Men —

As to Signals the whole necessary for the *Baltimore* have been twice furnished for that Ship The Captain should never remove the Signals when they themselves move to another Ship — You will herewith receive directions by which you can have Signals made on board of your Ship — The Bunting M<sup>r</sup> Pennock can furnish — I shall be very anxious to hear of your Departure —

I have the honor to be

Sir

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

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

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

[TRENTON]

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

Capt<sup>n</sup> RICH<sup>d</sup> V MORRIS

*Frigate Adams New York — —*

SIR From your Letter of the 20<sup>th</sup> Ult<sup>o</sup> I should judge you would be ready to sail in three days — I now send on the instructions for your Government on a cruise, some parts of which will require your attention before your departure, but I shall delay sending your sailing orders pointing out your particular destination until I hear from you that you will in a day or two be ready to receive them — This information I hope to get by the return of the Mail —

I have the honor to be with Great respect

Sir

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

Have you rec<sup>d</sup> your Comm<sup>n</sup>? & have all your Officers received theirs?

See page 327. [“Enclosed \* \* \* Circulars of 29<sup>th</sup> December 1799 16 Jan<sup>r</sup> 12 March & 2 Circulars of 29 July, 1799”]

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

Circular to the Commanders of the Gallies, from Secretary of the Navy

[TRENTON]

*Navy Department September 2<sup>nd</sup> 1799*

*Circular to the Commanders of the Gallies —*

SIR The Naval Agent at [ ] has been directed to settle the Accounts with the Officers and Crew of the Galley under your Command up to the 1st of October next — You will take care to be ready with your Accounts and proper Vouchers to support them —

After the first of October you will furnish the Naval Agent with a compleat Muster Roll of the Crew on board your Galley at the expiration of every month, or as soon thereafter as you arrive in port —

You will consider General Pinckney, or any person whom he shall appoint for that purpose as your Commanding Officer and to whom you will make your reports —

I have the honor to be

List of the Captains to whom the above Circular was Sent. —

LAURENCE A DORSEY	}	North Carolina Gallies
WILLIAM MCKERALD		
GEORGE NICHOLLS	}	South Carolina D <sup>o</sup>
OLIVER PENDLETON		
JOHN F. RANDOLPH	}	Georgia — D <sup>o</sup>
JOHN HOWELL		

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

To William Crafts, and other Navy Agents for the Gallies,  
from Secretary of the Navy

WILLIAM CRAFTS Esquire  
*Charleston, S<sup>c</sup> Carolina*

[TRENTON]  
*Navy Department Sept<sup>r</sup> 2<sup>nd</sup> 1799*

Circular to  
W<sup>th</sup> CRAFTS  
*Charleston*  
EBENEZAR JACKSON  
*Savannah*  
&  
AMAZIAH JOCELIN  
*Wilmington*  
*North Carolina*  
Agents for  
the Gallies.

SIR I request you will have the accounts, including the mens pay and every expense of the Gallies at Charleston settled up to the 1st of October 1799 —

In settling up to that time you will probably be obliged in many instances to admit the accounts of the Captains in a form not very regular, there never having been given proper directions on the subject of pay rolls and Muster Rolls, but you must settle them in the best manner you can, admitting however nothing but what you deem just and forward the Accounts as soon as possible to William Winder Esquire Accountant of the Navy — It will be necessary to lay before Congress the Account of the Expenses of the Gallies up to the first of October — the sooner therefore you can forward on the accounts the better

In future the Captains of the Gallies must deliver to you on the 1st day of every month, or as soon thereafter as he arrives in port, compleat Muster Rolls and Pay Rolls agreeably to the forms enclosed — with which you will be pleased to furnish the Captains — These Muster Rolls must be signed by the Captain or Commanding Officer of each Galley — But as a check upon the Captain, I request that you will every time the Muster roll is delivered, to you, appoint some person of integrity to examine the men with the Muster rolls to see that there is no imposition on the Public in bearing on the Muster Rolls men unfit for Service, or men not in

Service — The person so appointed should sign a Certificate on the Muster Roll that it contains a just and true account of the men belonging to the Galley — I do not mean that you should employ only one person to do this duty, But you may employ a different person every month, and allow him a reasonable compensation for the Service which I suppose would be two or three Dollars for each time he is employed —

On the subject of rations — I have already been as explicit as necessary —

The officers & crew may be paid quarterly, the beginning of January, April, July and October, and as soon as they are paid the Muster Rolls, pay rolls and receipts should be transmitted by you to the Accountant of the Navy —

The former regulations as to recruiting the Crews when men are wanting may be continued, except as to the number of men which may be increased or diminished as General Pinckney shall direct from time to time.

Any directions he may think proper to give on the subject of any alterations in the Gallies to make them more usefull or more formidable or to provide them with more or different arms must be attended to in the same manner as if they were from this Department — Every thing which he directs may be supplied with you as far as you can supply the articles — For what you can not furnish, you will apply to me, but make your application for every thing wanted at once — If you can draw on me to the Collector or any other person for all the money necessary to pay the whole expenses to the 1st of October it will be agreeable — After which if you will give me in due time estimates of the money you will want at every end of every quarter, I will take care to have it remitted you in time — But remember I shall always wait for your Estimates in which it is not expected you can be accurate to a Dollar — Every thing relating to the employment of the Gallies is with General Pinckney and such Officers as he may appoint — To him I beg the favor of you to give frequent information of the conduct of the officers, particularly if you observe them

too long in port, an evil which I fear it will  
be found very difficult to prevent —

I have the honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

[Note: This letter is placed between 21 and 23 September, 1799, in the original manuscript book, and perhaps is meant for 22 September, 1799.]

[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, Monday, 2 September 1799

First part Steady breezes & pleasant W<sup>t</sup> Employ'd beating to  
windward in Comp<sup>y</sup> with the *Ganges* at 2 P M Guadaloupe bore S E  
dist 7 leagues — took in T G Sails at 8 d<sup>o</sup> Antigua bore North 3  
leagues

Middle Part D<sup>o</sup> Weather, at 3 A M Spoke the Comm<sup>o</sup> at 5 D<sup>o</sup> the  
East part of Antigua bore North 5 leagues

Latter part Pleasant & Moderate

At Mer<sup>dn</sup> the East part of Antigua bore N W by N 3 leagues

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

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Extract from journal of Lieutenant John Mullooney, U. S. Navy, commanding  
U. S. Ship *Montezuma*, 2 September 1799

Wind fresh & Strong, Pleasant —

½ 5 Cast off Brig *Young George* —

Squalls attended with rain —

Pleasant agreeable weather

[NA.]

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Extract from log book of U. S. Brig *Pinckney*, Monday, 2 September 1799

[Latt by Obs<sup>n</sup> 30° 20' N.]

[MSB. New London, Conn.]

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To President John Adams from Secretary of the Navy

[TRENTON]

Navy Department 3<sup>d</sup> September 1799

JOHN ADAMS Esq<sup>r</sup>

President of the United States

SIR I have the honor to enclose the Copy of a letter just received  
from Captain Fletcher — Captain Little of the *Boston* ought to have  
arrived at Cape Francois at the date of this letter — Captain Perry  
in the *General Greene* will be directed to proceed from Rhode Island,  
and when they are joined by Captain Talbot which will be about  
the 10<sup>th</sup> of October — Our force will certainly be sufficient to pro-  
tect that Trade — I wish it may turn out to be worth the Cost —

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.]

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

[TRENTON]

*Navy Department September 3<sup>d</sup> 1799*

Capt<sup>n</sup> CHRISTOPHER R. PERRY

*Ship General Greene*

SIR Instead of proceeding to the Havana as heretofore ordered, you will as soon as possible after the receipt of this proceed to Cape Francois in Saint Domingo and assume the command of the American Vessels on that Station, until you are joined by Captain Talbot who will then take the command and to whom you will deliver over these Instructions —

Immediately on your arrival at Cape Francois you will have an interview with Doctor Stevens the American Consul, and M<sup>r</sup> Nathan Levy the Navy Agent, and learn from them particularly from Doctor Stevens, the exact state of the existing arrangements with General Touissant which you will cause to be observed by the vessel under your command and to be respected by the Government and People of the Island with whom however you will by all proper means cultivate a good understanding —

So far as the Government has received information on the subject of this agreement the American Vessels are to be permitted freely to enter and depart from the Ports of Cape Francois & Port Republicain & from those two Ports to carry on a Coasting Trade with other parts of the Islands under the Command of General Touissant, conforming to such regulations as he may adopt and in order to afford all possible security to our Trade, General Touissant is to permit no French Vessels to be fitted out, in that part of Saint Domingo under his controul nor to suffer an Asylum to be afforded to any such wherever they may have been fitted or equipped — Vessels which General Touissant may Cause to be fitted for the purpose of making war upon the party in rebellion on the Island cannot while they respect our Commerce, be considered as belonging to this description, but those sent out by the other side will depredate upon our Commerce & these it will be your duty to restrain, capture or destroy —

You will find the *George Washington* Captain Fletcher, and the *Boston* Captain Little on the Saint Domingo Station and you will in a little time be joined by some smaller fast sailing vessels — You will endeavor so to direct their operations as to give perfect security to our Trade, this perhaps will be best effected by keeping the vessels constantly employed in cruising, for conveying a part of the Trade seems to have the effect of exposing other parts to greater danger, Still however you will afford convoy in all cases where you judge it to be necessary, but judge for yourself, and do not suffer yourself to be influenced by the intreaty, the clamor, or the threats of the Captains or owners of Vessels, for each individual will urge you to secure his own Vessel, at the expense of the capture of hundreds in which he has no Interest, and your object must be the security of the whole Trade, and this object can only be accomplished by keeping in port or capturing the Cruisers which annoy it —

It is not certain that we shall keep up a constant force at the Havana — the probability is that we shall not — The Officer commanding on the Saint Domingo Station must until he is informed of other arrangements pay the necessary attention to the Havana by detaching one or more Vessels, as often as they can be spared to scour the North Side of Cuba and indeed any part of the Island where they may be a chance of meeting with French Privateers, and whenever any of our Public Vessels return to the United States they should be ordered to Return by way of the Havana and to cruise along our Coast from Georgia to their destined port

Our Vessels not being allowed to trade with that part of Saint Domingo in possession of Rigaud, any of which may attempt that Trade may be siezed and sent to the United States for condemnation under the Law of the 9<sup>th</sup> Febr<sup>y</sup> 1799 “further to suspend the Commercial Intercourse with France & the Dependancies thereof” and altho it is more particularly enjoined on you to protect our authorized Trade, yet you are not to be inattentive in preventing that of a different character but on the contrary you should as often as possible send Vessels to scour the South side of the Island as well to capture Enemy Vessels which depredate on our fair trade as to sieze those of our own Country concerned in illicit commerce —

I have received late letters from Captn Fletcher speaking of the arrival of two Vessels from France and the expectation of two Frigates and several armed Merchant Vessels.

It may therefore be judicious in you to keep your force within cooperating distance for a time until you see whether there be any grounds to expect this threatened arrival

On this subject however you will be better able to judge when you are on the spot and you must act as circumstances require — Your force before you are joined by Captain Talbot will be equal to the capture of two Frigates, but upon the whole it does not to me appear probable that such an Arrival may be expected and without pretty strong appearance of necessity for the measure our Vessels will be rendered less useful by being kept together — Should the civil War now raging in Saint Domingo terminate to the disadvantage of General Touissant the American Property in the Islands may be exposed to Seizure and confiscation by the victorious party — I know not what to advise in a contingency the effects of which cannot precisely be foreseen and can only say that you must judge with sound discretion what is best to be done and to employ if necessary your whole force for the security of the persons, vessels and property of our Citizens in port as well as at sea —

Such supplies as may be absolutely necessary for the Squadron under your command you will obtain from M<sup>r</sup> Nathan Levy the Navy Agent at S<sup>t</sup> Domingo, giving him Bills on me for the amount including his Commission of 5 p<sup>r</sup> Cent, but it is not expected that you will have occasion to obtain supplies to any considerable amount, it being intended to send Provisions &c. from hence to be deposited with the Agent, but to lessen as much as practicable the expense of sending provisions from hence in Chartered Vessels it will be proper in every case where a Vessel is to be sent to the United States to cause a return of the provisions on board to be made to you & the whole quantity over & above what may be necessary for the voyage home, to be delivered to the Vessels which remain on the Station I must beg

that in no instance you omit this very necessary and oconomical arrangement —

I request you will by all safe conveyances inform me of the operations of the Squadron under your command, — and give me timely notice of the supplies you will stand in need of — It is intended that you remain on the Station with all the other Vessels already there or hereafter to be sent with the exception of such as you may find it necessary to send to the United States until further orders — The time for which the Crew of the *George Washington* engaged will be out the last of October & November — I presume she should leave the Island on her return which must be to New Port about or before the middle of October — Having been full in former instructions on all necessary points not comprehended in this letter, I have nothing to add but my bestwishes for your Success & Glory —

I have the honor to be

Sir

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

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

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

[TRENTON]

Navy Department 3<sup>d</sup> September 1799

Captain W<sup>m</sup> BAINBRIDGE

Brig *Norfolk*—

Sir I am honored with your letter of yesterday containing the agreeable intelligence that you are nearly ready for Sea — I am apprehensive that neither the Lieu<sup>t</sup> from Rhode Island nor the Surgeon from Baltimore who have been ordered to repair on board the *Norfolk* to relieve your first Lieu<sup>t</sup> and Surgeon will arrive so as to prevent delaying the Vessel if they should be waited for Under such circumstances the Patriotism of the Gentlemen will I doubt not readily prompt them to consent to another cruise in the *Norfolk* & without reluctance —

You will please therefore as soon as you are prepared to proceed with the *Norfolk* to Cape Francois in the Island of S<sup>t</sup> Domingo & there exert your utmost force & ability to protect our Trade & to capture or destroy the French armed Vessels which molest it — You will find on that Station, the *George Washington* Capt Fletcher the *Boston* Capt<sup>n</sup> Little & probably the *General Greene* Captain Perry — With these vessels you are to cooperate & under the Command of the Senior Officer —

You will by all proper means cultivate a good understanding with General Touissant & the people belonging to that part of the Island over which he has the Command — M<sup>r</sup> Nathan Levy is the Navy Agent at Cape Francois & Doctor Stevens the American Consul From the former you may obtain any supplies you may stand in need of, tho you should on account of the Expense of obtaining supplies in the Island be as frugal as practicable — From the latter you may obtain (Should Captain Fletcher and Captain Little be absent from Cape Francois at the time of your arrival) information which may be useful to you in your early Operations —

Wishing you great Success and frequent opportunities of distinguishing yourself, I have the honor to be with Great Esteem

Sir

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

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

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

U: S. Frigate *Insurgent* 3<sup>d</sup> Sep<sup>r</sup> 1799  
5 Leagues North of Eyal.—

BENJ<sup>r</sup> STODDERT ESQ<sup>r</sup>

SIR I had just time to transmit you a few lines by a Vessel we boarded on the 20<sup>th</sup> Ult<sup>o</sup>. bound to New York and am now in Chase of two Vessels standing to the Westward by whom I hope to have the Honor of sending you this.

We intend cruising on leisurely from hence to the Continent of Europe, till we judge it time to fill up our water & to proceed for the West Indies.

All the Vessels we have yet boarded, belonged to Friendly Nations, but as is ever the case, there will be many blanks to a prize, we are still in hopes of better success.

Our Ship proves staunch & in good order, so far as well as doth the Crew, who are all in good health, & we have been favored with uncommon fine weather since we left America, we made the Azores in 17 days, and our prospect is yet very favorable, & I hope you will soon hear from me either from Lisbon or Gibralter, one or the other place I expect to water at.

New Disappointments! the Chase proves to be Portugues, from Brazil for Lisbon, so that I shall continue to inform you from time to time, of the Occurrences of the Cruise.

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

Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 3 September 1799

Moderate breezes and Cloudy, In chace, at half past 12 fresh breezes and Squally shortnd sail. at  $\frac{1}{4}$  past 1 Moderate Made all Sail. at half past 4 Fird a Gun to bring too the chace

At 5 P M Shortn'd sail and boarded the chace a Danish Brig from Cape Francois bound to Copenhagen

At  $\frac{1}{4}$  past 6 Wore and Made Sail to the E S E

At 8 Moderate breezes and Cloudy, Set Fore and Foretopmast Studdingsails

At 10 Departed this life Lyman Amsden seaman occasion'd by falling overboard, out Cutter and crossd the Ships wake in different directions without success at 11 In boat filld and made Sail, At 12 Moderate breezes and Cloudy,

Middle part fresh breezes and Squally made and shortnd sail as nessasary, at 4 Moderate breezes and made and Shortnd sail as nessasary

At half past 5 Saw a strange sail bearing W  $\frac{1}{2}$  North Supposed to be the Sloop which we had cast off to Pursue a chace the 2<sup>d</sup> of Septem-



ber 99. At 6 Saw another strange sail bearing N N W. at 7 Made all sail to the Eastw<sup>d</sup>

Employd Working up Junk and Cleansing Ship

At 12 Moderate breezes and Clear weather

[Latitude Observed 33.56 North]

[NHSC, NYHS]

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

First part pleasant & Moderate breezes — at 5 P M Point Chateaux bore S E by S 5 leagues. Antigua N W 4 leagues

Mid. Part fresh breezes & Cloudy W<sup>t</sup> at 5 A M Deseada bore S E 4 leagues at 7 Saw a sail, gave chase at 10 Saw another sail, fir'd 2 Shott att our chase

Latter part pleasant, Still in chase of the Ship

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

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

[U. S. S.] *Ganges* OFF DESEADA  
4<sup>th</sup> Sept<sup>r</sup> 1799

SIR I embrace this opportunity merely to inform you of our situation & all being well.

Nothing material has occur'd since leaving S<sup>t</sup> Bartholemews, after dispatching Capt<sup>n</sup> Mullowny by whom my dispatches, would inform you of all particulars

I have as yet seen nothing of the *Delaware*. The *Merrimack* is in company — We have been these four days, and intent on a few more to traverse Guadeloupe pretty closely — So far however 'tis without good effect — 'tis hop'd it will not be long so —

I have the honor to be &c &c

T: T: [THOMAS TINGEY]

Hon<sup>bl</sup> BENJ<sup>n</sup> STODDERT

P: S: The half pay of Ambrose Biddle, left by power of Attorney to Robert Allen — you'll please order the payment of to cease — said Biddle having lately deserted. — The *Pickering* having again sprung her Main Mast — was order'd to S<sup>t</sup> Bartholemews to resecure it —

[NDA. Tingey LB, 1798–1800.]

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To Captain George Cross, U. S. Navy, from Secretary of the Navy

[TRENTON]

*Navy Department* 4<sup>th</sup> September 1799

Captain GEORGE CROSS

Frigate *John Adams* Charleston —  
S<sup>t</sup> Carolina.

SIR Letters which I have lately received from M<sup>r</sup> Crafts give me reason to fear that you will not be in a situation to proceed to Sea on a Cruise as soon as I was induced to expect by former letters — You

have I presume already received your instructions which I sent on some time ago in hopes you would be able to proceed to Sea by the time this reached you — The Duty you are ordered upon is of great importance and will not admit of your absence one moment longer than necessity compels it —

You will not therefore wait for your full complement of men, but if you have not already procured two thirds of your Crew, you will make every exertion to obtain that proportion immediately and without waiting for any more, proceed immediately to the duty assigned you in your Instructions — The British often sail without so large a proportion of their crew and never appear deficient in men when important service is to be performed — Let us not be outdone by them —

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> 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

[TRENTON]

*Navy Department 4th September 1799*

Captain JOHN RODGERS  
of the *Maryland* Baltimore

SIR I have the honor to enclose a discriptive sheet of the private Signals of our Navy, and a list of the distinguishing Flags, Also the private Signals between American & British Public Ships of War — I am not certain that the latter are in use, however you will discover whether they are or not on falling in with a British Ship of War —

Should you be already supplied with discriptive Sheets of these Signals, you will be pleased to return those now sent you

I ordered colors to be shipped from Philadelphia the 8th June last — I suppose you have received them, but if you have not M<sup>r</sup> Yellot will supply you with Bunting and You must have them made on board — I shall tomorrow send on the General Instructions for your Government on a cruise —

I enclose a Warrant for your Purser M<sup>r</sup> Peter Garts. — You will require him to take the enclosed oath and return it with a letter of acceptance to this Office —

I have the honor to be Sir

Y<sup>r</sup> obe<sup>dt</sup> Serv<sup>t</sup>

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

To Nathan Levy, Navy Agent, Cape Francois, from Secretary of the Navy

NAVY DEPARTMENT  
Trenton 4<sup>th</sup> September 1799

NATHAN LEVY Esq<sup>r</sup>  
Navy Agent at Cape Francois —

SIR I am honored with your letter of the 11<sup>th</sup> Ult<sup>o</sup>, announcing your arrival at Cape Francois and enclosing some French publications for which accept my thanks, with a Request that you will continue to favor me with all such Communications as to you may appear essential for my information or that of the Government of the United States —

With respect to your duty as Agent for the Navy Department it is simply to supply the public Armed Vessels of the United States who may stand in need, with such articles of provisions and other Supplies as on the Requisitions of the Pursers countersigned by the Captains or those of the Captains alone may be required as also to have executed any Repairs which such vessels when with you may want — for the payment of all which together with 5 p<sup>t</sup> Cent Commissions on the Amount you will please take the Bills of the Purser on me endorsed by the Captains — Or if no Purser should be annexed to the Vessel the Bill of the Captain alone which shall be duly honored and promptly paid —

I am much pleased at the reception you met with by the Government of the Colony and hope you will continue to experience its countenance & support —

I have the honor to be with great respect Sir

Your most obed. 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, Wednesday, 4 September 1799

First part pleasant & Moderate breezes employ'd turning to Wind<sup>d</sup> in Comp<sup>t</sup> with the *Ganges*, in Chase of a Ship at 1 P M came up with & Boarded the Ship *Pomona* from N York bound to Martinico John Beek master 31 days out, Spoke an American Schooner from Norfolk for Antigua at 8 the Comm<sup>o</sup> boarded a Sloop Antigua bore West 8 leagues

Middle & Latter parts pleasant & light breezes at 6 A M Deseada bore S E by S 4 leagues

Several sail in Sight

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

Circular to Captains, U. S. Navy, from Secretary of the Navy

NAVY DEPARTMENT

*Trenton Septem<sup>r</sup> 5. 1799.**Circular to Captains in the Navy.—*

This Circular sent to Cap<sup>t</sup> PERRY &  
 Cap<sup>t</sup> BAINBRIDGE } 5 Sept. 1799  
 Cap<sup>t</sup> RODGERS of the *Maryland* } Sept<sup>r</sup> 6<sup>th</sup> "  
 Cap<sup>t</sup> MCNEILL of the *Portsmouth* } "

By an Act of Congress, passed on the 22<sup>d</sup> day of March 1794, entitled "an Act to prohibit the carrying "on the Slave trade, from the United States to any "foreign place or Country", it is directed, "That no "Citizen or Citizens of the United States or foreigner "or other person coming into, or residing within the "same, shall for himself or any other person whatso- "ever, either as Master, Factor or owner, build, fit, "equip, load or otherwise prepare any Ship or Vessel, "within any port or place of the said United States, "nor shall cause any Ship or Vessel to sail from any "port or place within the same, for the purpose of "carrying on any Trade or Traffic in Slaves, to any "foreign Country; or for the purpose of procuring, "from any foreign kingdom place or Country, the "Inhabitants of such Kingdom, place or Country to "be transported to any foreign Country, Port or place "whatever, to be sold or disposed of as Slaves; — and "if any Ship or Vessel, shall be so fitted out as afore- "said, for the said purposes, or shall be caused to sail "as aforesaid, every such Ship or Vessel, her tackle "furniture, apparel and other appurtenances shall be "forfeited to the United States; and shall be liable to "be siezed, prosecuted and condemned in any of the "Circuit Courts, or District Court for the District, "where the said Ship or Vessel may be found and "seized." —

It being represented to me that infractions of the Act above resited, have of late been frequently committed, and it being the duty of all public Officers to lend their aid in supporting the just authority of the Laws, you are hereby particularly instructed and required to report to this Department the names, and description of all Vessels, whether American or foreign, which shall have been fitted out in Ports of the United States, or which shall at any time be discovered by you to have contravened, the above resited Act, in your said Reports you will be pleased to specify in respect to American Vessels, their Tonnage, the names and residence of their owners, the Ports of departure from the United States, the number of Slaves on board, and to what port destined for sale. —

I am &amp;c &amp;c.

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

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

DEPARTMENT OF STATE  
Trenton Sept. 5. 1799.

Nº 10.

SIR, Yesterday I had the pleasure to receive your letters dated June 17. 23. 24. and August 16<sup>th</sup> with their inclosures. The last accounts for the delay of the three former, for which I had felt anxiety and impatience. The short notice I have had of this opportunity by a vessel of war of the United States, with other pressing business, obliges me to be very brief.

I am very happy to find that the supposed mistake as to the opening the ports for trading to St Domingo will produce no ill consequences, & to learn that the British cruisers have of late manifested a conciliatory conduct toward American vessels: but this is doubtless confined to those trading to St Domingo: for elsewhere I do not know when, since 1793 & 1794, they have been more eager to capture, or certain of their judges more prompt to condemn, American vessels, than at the present time: it is producing, as well it may, much uneasiness and heart-burning.

The temporary supplies for Toussaint from Jamaica, to which you consented in June, were unquestionably necessary for him, and your consent consequently is perfectly approved.

The desire of the American Government to be on good terms with Great Britain, and particularly to harmonize in the commercial transactions with St Domingo cannot fail of securing to you the President's approbation of your undertaking a temporary agency for the protection of the British trade with that island.

I do not see how the objection which you made to the original draught of the secret convention between Gen<sup>l</sup> Maitland & Gen<sup>l</sup> Toussaint, & which I repeated, has been obviated in the final arrangement: "*des articles de contrabande de guerre*" still remain excepted. It is very true that the exception imposes an equal restraint on *British and American* vessels: And it is also true that the laws of the U. States at present forbid the exportation of *arms and military* stores in general: but there are divers other articles which by the 18<sup>th</sup> article of our commercial treaty with Great Britain are declared contraband, the exportation of which our laws do not prohibit, and some of which will be very useful in St Domingo.

I have received a letter from Gen<sup>l</sup> Christophe informing that he has commissioned M<sup>r</sup> Tho<sup>s</sup> Shullcross [or Shallcross] to procure various articles for Gen<sup>l</sup> Toussaint; among which are large quantities of arms and amunition. — M<sup>r</sup> Shullcross [or Shallcross] well knew that *such* articles could not be exported from the U. States; and so he should have informed Christophe: or rather he should not have undertaken the business without your privity, when the ill effects of a disappointment would have been prevented. — This prohibition by our own laws renders it more important that Toussaint should keep on good terms with the British, who alone can insure him a supply, and on whom I had placed reliance for that object. General Maitland discovered here an inclination to facilitate such a supply. It may yet be obtained, I presume, from Jamaica. There are in store there about three thousand muskets the major part of French manufacture, which Lord Grenville has offered (with brass field pieces &c. &c.) & a large

quantity of gunpowder to sell to the U. States. We want none of them, except the brass artillery, & we can do without that. — I repeat, that it is of the greatest importance for Gen<sup>l</sup> Toussaint to be on good terms with the British; and he should prevent the Agent Roume from using, in his public acts, the offensive language which appears in his arret for regulating the imposts on commerce. Or is that style premeditated, *to answer a certain purpose?*

A letter from M<sup>r</sup> Ritchie at Port Republican of the 16<sup>th</sup> ult. mentioned his want of your passports: that many vessels were waiting there to coast along to other ports in the Island: I doubt not you soon sent him a supply.

I presume you will see the American news-papers, and learn the state of the European War & Politics, which must be very interesting to S<sup>t</sup> Domingo. *Barras* only remains of the old Directors: the rest have been cashiered & compelled to resign, by the two Councils. New Directors are appointed: but I doubt not there will be at least *one more revolution*, which will land the *Great Nation* where it was when without sufficient ballast or faithful pilot it embarked on "the tempestuous sea of liberty."

I am very respectfully,  
dear sir,  
Your ob<sup>d</sup> Servant

TIMOTHY PICKERING

EDWARD STEVENS Esq.

Consul General of the U States S<sup>t</sup> Domingo.

[Mass. HS Pickering Papers, Vol. 12.]

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

[TRENTON]

*Navy Department 5<sup>th</sup> September 1799*

Captain JOHN RODGERS  
of the *Maryland* — Baltimore —

SIR The moment the *Maryland* is ready for Sea, and you should not wait for a few men, You will please to proceed to Surinam where you will join Captain M<sup>r</sup>Niell of the *Portsmouth*, and other American Vessels on that Station, with which you are to cooperate and under the command of the Senior Officer on that Station — Captain M<sup>r</sup>Niell as long as he remains will be the Commander —

Your object must be to give all possible Security to our trade by Capturing Enemy Vessels wherever to be found on the high Seas and by occasionally convoying our own, tho the most protection is afforded to the whole trade by capturing the Vessels which annoy it — You will take under Convoy any Merchant Vessels ready as soon as you are to proceed to Surinam I have nothing to add but the Presidents assurances of confidence in your activity Zeal & Bravery & my own good wishes for your success and glory —

I have the honor to be

Sir

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

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

To General Samuel Smith, Baltimore, Md., from Secretary of the Navy

[TRENTON]

Navy Department 5. Sep<sup>r</sup> 1799. —

Gen<sup>l</sup> SAM<sup>l</sup> SMITH

Baltimore.

D<sup>r</sup> SIR I have mentioned to M<sup>r</sup> Yellot, that Cap<sup>t</sup> Rodgers destined to Surinam, would take any Vessels ready at Baltimore under convoy to that place. — I shall tomorrow send his sailing orders. —

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

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

[5 September 1799]

To Secretary of State from James Buchanan. (Extract from postscript to letter of 5 September 1799, regarding U. S. Sloop of War *Maryland*)

[P. S.] — The American Sloop of War, *Maryland*, laying Ten miles down our River (My old Captain Ro[d]gers Commander, & by & Thro' whom we lost \$20,000 & upwards when taken by The French in our Ship *Hope* — Condemn'd very early at L'Orient — For want of That [word illegible] *adopted* Paper, The Rolle D'Equipage) I was on Board of a Few days ago. She had Then on B<sup>d</sup> within ab<sup>t</sup> 22 men I think Captain Ro[d]gers told me, of Her Compliment 162 Men.

She is Sir a Charming Little Ship, Exceedingly well fitted w<sup>h</sup> The best Materials I ever Saw — looks most Beautifull, & has only Two Faults in my opinion — Tho' The first is certainly not esteem'd So, by The Builder, or Designer, — a *whole* Deck laid over Her Guns, in place of Gang Boards, & a Partial Deck only — all British & French Ships (not 2 Deckers) having The Deck *open*, From The Quarter Deck. to The Foremast — But The other is irremediable — Viz: Swimming too low in The Water. & Her Gun-Ports being too near The Waters Edge — a Fault The *Constellation* had, in a *Great degree*, & indeed every American Man of War, I have yet Seen which I am sorry For, as it makes Them allways *Crank*, or *Tender*, & even Dangerous Ships, either in a Gale of Wind — or in Battle if any Sea is Going, or an observing Enemy Compells Them, to Fight their Lee Guns —

The order on Board was *Great*, & *Probably* too much *all a mode L'Truston* — & Too distant, For Officer to Officer — & more Than I ever Saw in any Ship of War before, of any *Rate*, or any Nation! & I Rather Fear, that Favorite Systems may be Carried too Far. I will however hope for the Best!!!

Yours &<sup>c</sup>

J: B:

She sails in a day or two, & when I own She is as handsome as any Ship of Her Rate — I ever Saw, Men who know me, will believe The Assertion! Green Timber, or too much of it — or Carrying heavier Mettall Than British Ships of Same Scantling or Dimmension may occasion this misfortune of carrying Guns too low.

For instance most English Sloops of War, are Generally Fully equal to The *Maryland* in Point of Tonnage, Proportions, & Scantling, & only carries — 14 — & Sometimes 16. Six pounders, & Water, &

Provisions for 80 or 90 Men — whereas This Ship carries 20 — Nine Pounders, & 6 Six pounders, & Stores for 162 Men & of Course more Liable to Load beyond Her Bearings. — I am no Seaman — but I have been at Sea, & made Some observations! — Such as they are!!! —

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

To Lieutenant Henry Kenyon, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department Sep<sup>r</sup> 5. 1799. —

Lieu<sup>t</sup> KENYON

New York.

SIR You were right as to the mistake in your Commission. — You were appointed and confirmed by the Senate, the 5<sup>th</sup> February [1798] — Your Commission is altered accordingly — and a new one should be sent but I have no blanks and you must make the old one serve for the present cruise. —

I am &c &c

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

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

[TRENTON]

Navy Department 5<sup>th</sup> September 1799

Captain DANIEL McNEILL

Ship Portsmouth —

SIR Altho I have not heard from you, I have frequently heard of you, and always to your honor — Besides the *Scammel* which was sent to join you the 5<sup>th</sup> of July I have ordered on your Station and to act under Your Command the *John Adams* Captain Cross of 32 Guns from Charleston, and now the *Maryland* of 24 Guns Captain Rodgers — I know not that I can quickly send more tho I am anxious to do it, your Station being a very important one —

Captain Talbot on the Frigate *Constitution* left the Chesapeake the 25<sup>th</sup> August to scour the Coast from Cayenne to Surinam, but he will remain but a little while with you and will not interfere with your Command — Captain Murray in the *Insurgente* will be with you soon after Talbott leaves you, but he will not remain long without necessity —

Your provisions will be nearly out by the time this reaches you — As I understand provisions can be had at Surinam as cheap as they can be sent from hence, I shall send none for the present — You must procure at Surinam what supplies you find necessary for your own and the other Vessels under your Command, in doing it you will attend as much as possible to oconomy

M<sup>r</sup> Tufts I presume will readily furnish the supplies you may want, and you may give him Bills on me for the Amount including his Commission of 5 p<sup>t</sup> Cent — But if you should find difficulty with M<sup>r</sup> Tufts, you are at liberty to deal with any other person —

It is highly desirable that you should if possible keep the French Cruisers from entering into or issuing out of Cayenne This would be



the most effectual way of securing the Trade to Surinam, and as soon as you find yourself able to spare a Vessel from Cayenne & Surinam you should detach one to Curracoa & you must consider your Cruising Grounds to extend all the way from Cayenne to Curracoa, for we have not Vessels enough to spare a Squadron for the latter place —

I presume you will find yourself under the necessity of commencing your return Voyage early in December on account of your mens time of Service — You will remain however as long as you can with justice to them — Perhaps they will consent to lengthen their time of Service a month or two — Whenever, however you find it necessary to depart you will give these Instructions to your Successor in Command, which he is then to consider as his instructions and to govern himself accordingly —

The Vessels on this Station are never to leave it unless compelled by superior force, & in that case, they are to join the Squadron in the Neighbourhood of Guadeloupe, I Say never to leave it unless compelled by a superior force, but this must be understood with the exception of those whose men's time of Service is about to expire, & of any that the Commanding Officer may think proper to send with dispatches — Provisions can always be had at Surinam & the want of Provisions must never be a pretence for returning —

I have the honor to be

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

To Thomas Fitzsimons, Chairman of Committee for building the *Philadelphia*  
from Secretary of the Navy

[TRENTON]

Navy Department Sep<sup>r</sup> 5. 1799. —

THOMAS FITZSIMMONS Esq

SIR I am honored with your Letter by the last mail — I presume of yesterday — and have in consequence, directed a remittance of 10,000 Dollars to be made to you, as Chairman of the Committee &<sup>e</sup> —

Under the circumstances detailed in your Letter, it is impossible that the public could hesitate about furnishing any sums necessary to complete the Frigate [*Philadelphia*] — leaving it with the subscribers to refund the money hereafter — or otherwise as they shall judge proper. — Altho you mention that 5000 Dollars might suffice for the present, I send 10000, in order that every thing may go on as rapidly as money can make it. —

I am &<sup>e</sup>

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

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

[TRENTON]

Navy Department 5<sup>th</sup> Sep<sup>r</sup> 1799. —

JEREMIAH YELLOT Esquire

SIR The *Montezuma* I presume may be expected by the 15<sup>th</sup> Septem<sup>r</sup> in Baltimore, with French Prisoners. — Pray inform me where they can be best kept in Maryland and cheapest. — It is intended that Lieutenant Shaw and Lieu<sup>t</sup> Banbury [Bunbury] shall command the two Schooners — which ever you please may be

placed in the one nearly ready for sea — inform me which you prefer, that I may have time to give the orders. — I have ordered a Lieu<sup>t</sup> Cruft from Boston to repair to Baltimore immediately to enter on board of the first Schooner — if the *Montezuma* should not arrive as soon as he, he can take charge of the Schooner until the Commander arrives — I send a Warrant for M<sup>r</sup> Garts as purser of the *Maryland*. — Cap<sup>t</sup> Rodgers' destination will be Surinam — and he may take under convoy, any Vessels at Baltimore ready for sea, of which it may be proper to give notice. — I shall send his sailing orders tomorrow. —

The Schooner nearly ready may be called the *Experiment* — the other, the *Enterprize*. —

I am &c &c &c

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

To William Gray, Chairman, Merchants' Committee, Salem, Mass., from Secretary of the Navy

[TRENTON]

N. Deptm<sup>t</sup> 5 Sep<sup>r</sup> 1799

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

Salem

I am honor'd with yours of the 25th Ult<sup>o</sup> —

You will please whenever you think it necessary, to call into service a person to act as third Lieu<sup>t</sup> of the *Essex* — and such inferior officers as you judge proper — They will be named to the President and no doubt will be appointed — in the mean time their pay & Emoluments will go on from the commencement of their services. — These Officers may under your direction open a rendezvous, and enter 50 or more men, to be employed in aiding the equipment of the Frigate. — Lieu<sup>t</sup> Joseph Strout of Salem has been some time in the service — If you think proper you may employ him in aid of the Lieu<sup>t</sup> you mean to nominate. — The persons recruited should engage for one year from the time the Frigate *hoists* [Note: Written over the word "hoists" is the word "weighs" in same writing.] Anchor on a Cruise — they will however be paid from the time they are inlisted. — I have written to Cap<sup>t</sup> Waters to employ such Men as you may recommend. —

I am &c &c

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

[5 September 1799]

Protest of James Blake, commander of the American Schooner *Mary*, captured by a French Privateer commanded by Vicente Garzias

BAHAMA ISLANDS }  
New Providence }

BY THIS PUBLIC INSTRUMENT of Attestation and Protest, Be it known and made manifest to all to whom these presents shall come or may in any wise concern That on this eighth day of October in the Year of our Lord 1799 and in the thirty ninth year of His Majesty's Reign, Before me William Vesey Munnings Notary Public by lawful

authority duly admitted and sworn residing in the Town of Nassau in the Island of New Providence personally came and appeared James Blake Master William Mulloy and Jonathan Hayes Seamen late of and belonging to the American Schooner *Mary* of the Port of Falmouth in the State of Massachusetts one of the United States of America, and being duly sworn on the Holy Evangelists of Almighty God did jointly and severally depose and say, THAT on the first day of August last they sailed from Falmouth aforesaid in the said Schooner ladened principally with Provisions, manufactured Tobacco and Lumber bound to the Island of Trinidad, That they proceeded on the Voyage without any material Occurrence untill the twenty eighth day of August last, when they made the Island of Tobago and being becalmed the Schooner drifted to leeward as far as the Island of Margarita: That when the said James Blake found in what situation the Schooner was he endeavored to beat to windward in order to weather Margarita and fetch St Croix. But on the Morning of the fifth of September being then two or three Leagues from the Beach abreast of Pampata Forts on the Island of Margarita, two Boats with armed Men on board came off from the Shore and boarded the said Schooner — That the Mate of the said Schooner was so ill treated by some of the Men who came on board that he was provoked to knock one of them down with a Handspike, upon which one of the Men who had boarded the Schooner made a Stab at the Mate, another cut him in the Legs, and a third Shot him, which was the immediate occasion of his Death. That the Crew of said Schooner *Mary* were then ordered below, and she was taken Possession of by the Crew of the said two Boats and carried into the Harbour of Pampata aforesaid. That this Deponent James Blake was kept confined for three Days on board his Vessel and during that time was so ill treated and threatened, that he thought his life was in great Danger. That the said Master was then taken before the Governor of Pampata, who upon learning the Schooner was bound to Trinidad, told him he could afford him no Protection as the Schooner was not taken within Gun-Shot of the Fort: — That the said Master was then desired to go again on board his vessel and stay 'till she could be sent to Guadeloupe for trial, as she could not be condemned at Pampata, and he was promised that some Soldiers should be sent on board the Schooner to see that this Deponent or his Crew were not ill treated, and that no Plunder should be committed of the Cargo by the Captors: That notwithstanding the Presence of the Guard this Deponent James Blake and some others of the Crew were still abused and threatened to so great a Degree, that he was every moment afraid his life would be taken from him by the Captors: And these Deponents further say the boats by which the said Schooner *Mary* was captured were belonging to a French Privateer then at Anchor in the Harbour of Pampata commanded by one Vicente Garzias: That on the Morning of the tenth of September the American [Merchant] Brig *Essex* arrived in the Port of Pampata and this Deponent James Blake explained his Situation to Captain Rolando who commanded said Brig, who immediately wrote a Memorial to the Governor of Pampata, to allow the said James Blake and his Crew to embark on board the said Brig, that some Opposition was at first made to this Request, but upon a second Memorial being presented it was complied with, and on the Morning of the twelfth of September these Deponents sailed from

Pampata in the Brig *Essex*, not conceiving there were any Hopes of recovering the Schooner or Cargo if they had staid there: That these Deponents understood it was the Intention of the Master of the said Brig to have gone to S<sup>t</sup> Thomas's, but that falling to leeward the first Land made was Crab Island at the South East End of Porto Rico, and the said Brig being on the nineteenth of September last plundered by a Privateer Schooner, which these Deponents verily believe to have been a British one, the said Captain Rolando was forced to bear away for the Island of New Providence where the said Brig arrived on the afternoon of the sixth Instant.—

WHEREFORE the said Deponents have desired me to Protest as I the said Notary did, and by these Presents do publicly and solemnly protest against the Commander Officers and Crew of the said French Privateer, against the armed Persons or Crew on board the said two Boats, and against all others in anywise concerned in the Capture or Detention of the Said Schooner *Mary* and Cargo, for all Losses Costs Damages and Injury suffered or to be suffered by these Deponents, or by the other Mariners, or by the Owners Shippers Freighters Underwriters or Insurers, or by any other Person or Persons in anywise interested in the said Schooner *Mary* and Cargo or any part thereof —

Of which desired Act of mine I have given these Presents to serve and be of full force where of right they shall or may appertain —

JAMES BLAKE  
WILLIAM MULLOY  
JON<sup>s</sup> HAYES

IN TESTIMONY whereof I have caused the said Deponents to subscribe these Presents, and I the said Notary have hereunto set my Hand and affixed my Seal of Office the day and Year first hereinbefore mentioned. —

W<sup>m</sup> VESEY MUNNINGS

Not. Pub.

[SDA. Spol. Cl. SC, 1819, Vol. 56.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 5 September 1799

First part pleasant & Moderate Several sail in Sight, at 2 P M boarded the Ship *London Packet* of & Bound to Baltimore from Surinam, W<sup>m</sup> Anderson Master, with the Brig *Amelia* & Schooner *Maria* under her Convoy Deseada W by S 3 leagues

Middle part Squally at 6 A M Bore away & Made sail at 8 saw Dominico bearing W by S dist 8 Leagues

Latter part D<sup>o</sup> Weather, employ'd beating into Prince Ruperts Bay  
[HS of Old Newbury, Mass. NDA photostat.]

Extract from letter to Secretary of State, from John Culnan, U. S. Consul, Teneriffe

TENERIFFE THE 6<sup>th</sup> Sept<sup>r</sup> 1799

TIMOTHY PICKERING Esq<sup>r</sup>

SIR,

\* \* \* \* \*

Give me leave to repeat, & pray you will take into consideration the situation of an American Consul at the Canary Islands, & enable

me to relieve our distressed Countryman. — the many prizes brought in here, say into these Islands, by french privateers, makes it almost impossible to get the unfortunate Crews away, — at least some months pass before it can be accomplished — the french allow one quarter of a dollar per day to their own people, or English prisoners under their charge — but as Americans are not considered as Prisoners, they are left to provide for them selves.

In expectation of an answer for my government I remain — Respectfully,

Sir

Your most hble Serv<sup>t</sup>

JOHN CULNAN

[SDA. CL, Teneriffe, Vol. 1, 1795-1839.]

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

[TRENTON]

Navy Department Sep<sup>r</sup> 6. 1799. —

Major W. W. BURROWS

SIR If Judge Peters should order the removal of the United States Prisoners from Philadelphia Goal — you will please to furnish a Marine Officer, and a sufficient Guard, to conduct them wherever the Judge may order. —

It is of importance that the Prisoners should not be allowed to escape — it might be proper that you send one more Officer than usual, for the number of Men composing the guard. —

I am &c

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

[6 September 1799]

Capture of the Merchant Ship *America* (formerly the *Camilla*), by the French Sloop-of-War *Diligente*

Extract of a letter from St. Domingo, dated October 11, [1799], to a gentleman in Baltimore: "The French Sloop-of-War *Diligente*, commanded by Citizen du Bois, on her way from Rochefort to the City of Santo Domingo, with dispatches from the Executive Directory to the Agent and Commander-in-chief of this Island, captured the ship *America* (formerly the *Camilla*, of Philadelphia) of Hamburg, Captain Jacob Frederick Enjelbrecht, on the 6th September, 1799 — in Lat 28° 00' N., Long. 35° 00' W., from London; on her return home from Bengal, with a very rich cargo belonging to Mr. Jacob I. Chapperouse, of Hamburg.

N. B. The sloop-of-war arrived here the 26th September — but the prize (which was ordered for this port [St. Domingo]) has not been heard of since."

[LC, "Federal Gazette & Baltimore Daily Advertiser", Nov. 29, 1799.]

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

Fresh breezes & Squally at 1 P M came too in Prince Rupert's Bay in 8 Fath<sup>s</sup> water Sandy Bottom. the North point N W by N 1 mile, the South Point S W by S 2 miles dist. got our empty water cask on shore took onboard 1 Boat load of Ballast & 4 Casks of water —  
 Middle part Squally, took on board 27 Cask of water  
 Latter part D<sup>r</sup> Weather, took onboard 3 loads of Ballast  
 [HS of Old Newbury, Mass. NDA photostat.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Montezuma*, 6 September 1799

Pleasant —  
 Hard Gales. Thunder & lightning —  
 Saw a brig on our starboard Quarter — A Ship on the Stb<sup>d</sup> bow standing N. W. —  
 At N<sup>e</sup> spoke ship *Jane* from Liverpool, bound for Charleston —  
 Several sail in sight.  
 [No position obtained.]  
 [NA.]

To Lieutenant Peleg Tallman, U. S. Navy, from Secretary of the Navy

[TRENTON]  
 Navy Department 7 Sept<sup>r</sup> 1799

Cap<sup>t</sup> PELEG TALMAN

SIR, I am honored with yours of 31<sup>st</sup> Ultimo.  
 The Laws authorize only a certain number of Lieutenants; and the services of them all will be absolutely necessary: if, therefore, your private business compels your absence for six or eight months, another Lieutenant must be appointed in your place. Under these circumstances, I am sorry that I can not give you the Furlough you wish for; if, however, your private concerns are so pressing as to make your departure for England indispensibly necessary, your resignation must be accepted.  
 I have the honor &c.  
 [NDA. OSW, Vol. 2, 1799.]

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

[TRENTON]  
 Navy Department 7<sup>th</sup> Sept<sup>r</sup> 1799

Captain JOHN RODGERS  
 of the *Maryland*  
 Baltimore

SIR I am honored with yours of the 3<sup>d</sup> Inst — Doctor Polk of Somerset County has been instructed to join the *Maryland* as Surgeons Mate, and in the event of his not arriving by the day before

the Ship sails, Doctor Warfield has been requested to select a suitable person for his mate —

The number of men you have on board are amply sufficient to effect the object for which the *Maryland* is at present intended — I hope therefore you will sail on receipt of this and govern yourself by my instructions of the 5 Inst —

I enclose you two copies of an Act for the Government of the Navy, and two copies of Marine rules and regulations —

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

By sailing imm<sup>y</sup> on the receipt of this I do not mean that you should sail before the ship is ready but that the present deficiency of men should not be the cause of detention — The ship must be so prepared as to make it unnecessary for you to stop at Hampton. —

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

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

[In Prince Rupert Bay.] First part fresh breezes & cloudy Weather attended with rain, took onboard 29 cask of water

Middle part hard Squalls & abundance of rain

Latter part D<sup>y</sup> Weather took onboard 6 cask of water —

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

Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 8 September 1799

Light airs and Variable, Employd working up Junk and cleansing ship. Carpenters Employd fishing a Main Topsail yard. PM at 2 saw a strange sail bearing S by E. at 4 a light breeze sprung up from the N N E, Wore round and Set the larboard Studdingsails, at half Past 4 Gave chase to the Southw<sup>d</sup> at 6 light airs and Variable. the chase S by E 10 miles at half past 7 lost sight of the chase. at 8 Calm

At 10 light airs and Variable from Southw<sup>d</sup> Wore and came to the Wind to the Eastw<sup>d</sup> at 11 Calm

[At 12] Calm [Ships head to the Eastward.]

At 2 A M a light breeze sprang up from the S E Wore and came to the wind to the Westward

At 4 Moderate breezes and Clear weather at half past 4 Saw the strange sail which we lost sight of at sundown bearing S S W. made all plane sail and Gave chase to the S S W

At 8 light airs and Variable, Wore and tackd as nessasary to pursue the chase, she then bore up towards us.

Employd Cleansing and Fumigating between decks

At 12 light airs and Variable the chase S S E one mile

[Latitude Observed 27.31 North]

[NHSC, NYHS.]

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

[In Prince Rupert Bay.] First part fresh breezes & Squally with plenty of rain took onboard 7 Cask of water at 8 P M the *Ganges* parted her Cable & drove out to sea.

Middle part D<sup>o</sup> Weather at 5 A M got down T G Yards & close reef'd the Topsails & handed them

Latter part fresh Breezes & cloudy At Mer<sup>dn</sup> got under way — 7 sail in sight

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

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Extract from Journal of Lieutenant John Mulloyny, U. S. Navy,  
commanding, U. S. Ship *Montezuma*, 8 September 1799

Light breezes, & Clear weather.

Began sounding  $\frac{1}{2}$  hourly.

Half 3 obtained bottom in 27 fathom water.

[At 4 " " 30 d<sup>o</sup> d<sup>o</sup>

Saw Cape Hatteras bearing N.W. by N. 3 or 4 Leagues distant.

Half 9 Cape Hatteras bore N. W by N  $\frac{1}{2}$  N, 6 or 7 leagues Half 10 sounded in 40 fathoms, Coarse red & black sand, with small red shells. Spoke a sloop bound to Edenton, Sounded in 43 fath<sup>s</sup> Coarse Grey sand.

[NA.]

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To Secretary of the Navy from President John Adams

QUINCY Sept. 9<sup>th</sup> 1799

SIR I thank you for yours of the 3<sup>d</sup> and Capt. Fletchers letter inclosed in it. I wish as you do that the trade to St. Domingo may turn out to be worth the cost. To speak in the style of a Frenchman I have never felt any very sublime enthusiasm on that subject. If ten merchantmen are expected at St. Domingo from France it is ten thousand pitties that our cruisers have not authority to avail themselves of them & their cargoes. — Toussaints armed vessells with Dr. Stevens's passport! what can they be cruising for in the Bite? Is it to intercept supplies to Rigaud? Have they passports from Col. Maitland too? Multa desunt desiderata. The Arrett for the discouragement of trade to St. Domingo as Fletcher marks it you did not inclose nor the proclamation for the suspension of piracy.

I am dear Sir yours

SECRETARY OF THE NAVY.

N. B. I am somewhat concerned about Capt Little. One of the bravest men in one of the finest ships in the world I am afraid has been driven out to sea, as the circumstances of the time would have it, without a proper complement of seamen & with few marines. Yet we did right to hasten him away & oblige him to go.

[NDA. Photostat.]



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

[TRENTON]

*Navy Department 9<sup>th</sup> Sept<sup>r</sup> 1799. —*

Capt THOMAS TINGEY

DEAR SIR This will be delivered to you by Captain Morris, who goes out to succeed you in the Command on the Guadaloupe Station. — You will be pleased to communicate to him what useful information your experience will enable you to give him in relation to his command, after doing which you may return as soon as you please to the Delaware and by what route you think proper, tho' if there be no powerful reason to prevent it, I would wish you to call at Cape Francois on your way and afterwards at the Havanna, taking under your convoy such American Vessels as may be ready to return from these places — and that you would cruise along the Southern Coast from Georgia as far as Charleston, where I would wish you just to shew yourself — if entirely convenient and you have full time — not otherwise — The Fever prevailing both at Philadelphia and New York renders it the less desirable that you should arrive at Philadelphia before about the 10<sup>th</sup> of Novem<sup>r</sup> — but it is desirable that you should not be latter, as there should be full time to give the Ship any repairs she may need, & to get her out again before the River is blocked up by Frost. — As to yourself more agreeable arrangements will be made for you, than going out again in the *Ganges* — and you have been so long absent from your family, that you ought now to spend some time with them. — I have the pleasure of assuring you that your conduct has given great satisfaction to the President, and I doubt not to your country — and that he joins me in wishes that your commission was of older date, tho it is not a junior one. —

I frequently hear of your family, who are very well, tho very impatient for your return. — All the Vessels under your command are meant to be continued with Cap<sup>t</sup> Morris. — If you can bring 40 or 50 Prisoners with you I shall be glad. —

I am & c.

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

To Captain Richard V. Morris, U. S. Navy, from C. W. Goldsborough for Secretary of the Navy

[TRENTON]

*Navy Dep<sup>t</sup> 9 Sept<sup>r</sup> 1799*

RICHARD V MORRIS Esquire

SIR I do myself the honor to Enclose your commission as Cap<sup>t</sup> in the Navy, also a comm<sup>n</sup> for your first lieutenant M<sup>r</sup> Ellison.

I am &c

C W G

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

[9 September 1799]

To Alexander Campbell & Co., Merchants at Newburyport, Mass., from Thomas Witham, Captain of American Schooner *Sally* at St. Thomas

ST. THOMAS Novemb<sup>r</sup> 28<sup>th</sup> 1799

GENTELMAN By this you will Be Informed of the Loss of the Schooner *Sally*. We Ware Captored on the Ninth September after a passage of thirty two Days on the Coast of Suranan in Sight of the Land by a Cayenne privateer [*Le Importe* mounting seven guns and ninety-five men] — they Kept five of Us on bord Six Days, then put Us on Shore to traval to Cayenne a Distance of one hundred Miles — without Shoes or Stockings [“They robed Us of all our Cloaths and Everything they thought Worth takeing.”] —

In five Days after our Departure for Cayenne — the french Burnt the Schoonar *Sally* with all her Cargo on bord — After Being plundered of Every thing and put in jail and Kept Six or Seven Weeks they Saw fit to Let me Depart for St. Croix in a Daneish Sloop Where I arived on the Eighteenth Instant —

I have taken out a protest att St<sup>e</sup> Croix a Coppy of Wich I Send you By this Convanee — allso I have Drawn a Bill on you for forty Dollars Beareing Date the 20<sup>th</sup> of this present month in favour of Charles Rogars Esq<sup>r</sup> to Defray the Charges of protesteing — wich you Will Be pleased to Honor att Sight and place it to Account of — Gentelman

Your Humb<sup>e</sup> Serv<sup>t</sup>

THOMAS WITHAM.

[HS of Old Newbury, Original.]

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

[TRENTON]

Navy Department 9<sup>th</sup> September 1799

Captain RICHARD V MORRIS  
of the *Adams*, New York

SIR Having already sent you all the instructions necessary for the general Government of your conduct on a cruise, it only remains for me in this Letter to direct your particular destination, and to add such observations as may result from the nature of the Service in which you are to be employed. You will as soon after the receipt of this as practicable proceed with the *Adams* to join our Squadron on the Guadeloupe Station — Their place of rendezvous is Saint Kitts — The Squadron at this time consists of the *Ganges*, Captain Tingey

The *Merrimack* Capt<sup>n</sup> Brown, but this Vessel will probably be detached on a different service before your arrival

The *Delaware* Captain Baker

The *Pickering*, Lieut Hillar.

The *Eagle*, Master & Comm<sup>d</sup> Campbell

The *Baltimore*, Master & Com<sup>d</sup>, Cowper, will probably arrive about the same time that you do — The *Ganges* will return when you arrive to relieve Captain Tingey — You are to assume the command of the remaining Vessels on this Station and use your utmost efforts to keep them constantly cruising and in the same manner you will

employ your own Ship for the protection of our Commerce, which will be best effected by capturing or destroying the Enemy Vessels which issue out of Guadeloupe and other places in the vicinity of that Island Still you are to grant convoy to American vessels when you judge it to be essential, but by no means to employ your whole force in this kind of Service, for that would be to protect only a part of the Trade at the certain expense of the Residue Nor are you to grant convoy to the inportunity of Captains or Owners of Vessels when opposed to your judgement, which ought alone to govern you in this particular, for every individual Merch<sup>t</sup> or Captain will wish security to his own property although a much greater amount belonging to others may be exposed from the circumstance of the very partial aid given to him — But in all cases when any Vessels belonging to your Squadron is returning to the United States you should be pointed in your endeavours to get as many Merchant Vessels as possible under you convoy, and whenever the Merchant Vessels collect in Fleets you should afford them convoy, to a safe Latitude — In short you are to render all the service in your power consistent with the greater object of protecting the whole of the Trade, by capturing or destroying the Enemy Vessels which annoy it —

Our Commerce is often infested by Privateers issuing from Porto Rico and they will now be encreased to pray upon our trade to Saint Domingo, it will be necessary that you frequently send one or more Cruisers to scour the whole Coast of that Island — But your greatest attention must be given to Guadeloupe and the small neighbouring Neutral Islands from whence our Trade is most distressed — If your force should be so increased as to admit of it you should sometimes send a Cruiser to Curracoa — you cannot well be too adventurous — We have nothing to fear but from want of Enterprize, and it almost amounts to reflection on our Navy that not a single small Vessel has yet been seriously engaged, which shews too great a degree of caution — it has not I am sure proceeded from want of Spirit — Let it be your endeavor to wipe off this seeming reproach from our Smaller Vessels by encouraging a Spirit of enterprize & by giving every Commander opportunities of distinguishing himself by daring at least if they are still so unfortunate as not to meet an Enemy with force and courage to fight them we cannot help it —

The French Privateers never cruise in company — nor should we in company pursue them — By dispersing our Vessels the chances will be greater of meeting them and the rest may be safely trusted to the Superiority of American Valor and Skill —

It is uncertain how long you may continue the Commanding Officer, and how soon a Senior Officer may be sent on that Station You will I have no doubt make the best use of your time of Command —

Should it so happen that you are driven from the Station assigned you by a superior force, which however is far from being probable you will endeavor to join our squadron at Saint Domingo, where the force with the addition of yours will be too powerfull for anything the French can now spare for the Islands — Captain Talbot will be on that Station with several other strong Vessels —

On the subject of Supplies, Provisions have heretofore been sent to Mathew Clarkson of Basseterre St Kitts and it is meant to continue sending to the same place so as to prevent the Return of any of our Vessels for want of provisions, they should return only unforeseen

events excepted, when justice to the Crews who engage only for 12 Months renders their return necessary —

You will obtain from Capt<sup>n</sup> Tingey who has been a long time on that Station all useful information in his power to give you in relation to Your Command. It will be proper before his return to ascertain the quantity of provisions on board of the different Vessels and at Saint Kitts that I may know when to send more — No Vessel should return with more provisions than necessary to bring her home. The residue should always be left with the Vessels most in want and no Vessel should return without Prisoners if there are any on hand for every prudent means should be taken to avoid the expence of supporting them in the Islands where you should procure no Supplies of any kind, on account of the expense, but absolute necessities — Every Vessel returning should come by the way of Havana and along our Southern Coast, calling at the Havana as long as they continue to receive our trade to convoy any American Vessels returning & should cruise along our Southern Coast from Georgia to their place of destination shewing himself if practicable at Charleston, unless in cases where powerfull reasons make a different rout necessary —

With Captain Tingey however you will not interfere, I shall myself give him his orders — Whenever a prize vessel is sent in some of the persons taken on board of her and all her papers should be sent with her — Every Person belonging to the Navy sent with the Prize should bring the Pursers certificate of the Balance due him the day of his leaving his own Ship. Pray attend to this —

Although I have already said so much on the subject I cannot conclude without again attempting to impress on your mind the disadvantages of suffering our Vessels to cruise in company — Cruising in Squadrons for small privateers seems of all means the best to avoid capturing them, it teaches the Comm<sup>rs</sup> of the small vessels a reliance on force, not their own for their protection it is enough to make them Cowards — It prevents all means of knowing who are brave among them, because more unexposed to danger — I pray you not to fall into this error — It is better to have our Vessels sometimes beat than to let them cruise for months without meeting or beating an Enemy — even the smallest Vessel we have Should cruise by herself — at least this should be the practice until the Enemy cruise more in Squadrons than singly — Your Command will be distinguished or otherwise as you avoid the two common error we have fallen into and which must be remedied —

Should any casualty compel your return earlier than you recieve orders to that effect, you will deliver these Instructions, to the Officer next in Command — who will in that case assume the Command of all the Vessels that may remain on the Station, & consider these Instructions as his own —

I shall expect to hear from you by all opportunities, the operations & employment of the vessels under your Command — Wishing you great success & Glory and adding the Presidents assurances of high confidence in your ability, Bravery & Zeal for the honor of your Country —

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

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

First part fresh Breezes & Squally attended with rain at 1 P M spoke the Comm<sup>o</sup> hall'd to the North<sup>d</sup> on a wind employ'd Laying off & on P Ruperts Bay at 6 the Cap<sup>t</sup> went onboard the Comm<sup>o</sup> at 8 he return'd onboard —

Middle part D<sup>o</sup> weather at 5 A M got up T G Y<sup>ds</sup> at 10 came too in Prince Ruperts Bay in 7 fath<sup>s</sup> water took onboard 1 load of Ballast & 10 Cask of Water

Moderate with Rain Squalls

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

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

[TRENTON]

Navy Department 10<sup>th</sup> September 1799

Captain JAMES SEVER

Frigate *Congress* Portsmouth N H

SIR I am honored with yours of the 2<sup>d</sup> Inst — With respect to the fastenings of the Launching Gun attached to the Ship, being on the spot you can best judge the proper method of relieving her from them —

I ordered M<sup>r</sup> Marshall the 30th Ult<sup>o</sup> to repair to Portsmouth & place himself under your command He was then at Norfolk, having been disappointed in going out in the *Insurgente* — I hope he will join you in time —

In the confusion of removing from Philadelphia, the promised remittance of 3,000 Dollars escaped my recollection — You will however receive it by this Mail —

M<sup>r</sup> Varnum declining his appointment you will be pleased to Return his warrant You will receive enclosed a List of all the Officers grade allowed your Ship with their pay & rations set opposite their names —

The circumstances you mention in favor of moving the ship to Boston are conclusive, and you may move her to that harbour as soon as you think it best to do so.

I have the honor to be with great respect

Sir

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

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

To Lieutenant Charles C. Russell, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 10<sup>th</sup> September 1799

Capt<sup>n</sup> CHARLES C RUSSEL

Ship *Herald* Boston —

SIR From your own opinion when you were in Philadelphia & the subsequent information I have lately received from M<sup>r</sup> Higginson I judge that the *Herald* must be nearly ready to sail — At all events she must be prepared in all respects in 5 days after you recieve this, by which time your sailing orders will be sent —

Your Ship must be watered for two months only so as to admit of her receiving six months provisions, but if she can stow six months provisions & three months water, in that case you may have so much water put on board, but at all events you are to take six months provisions and as much more as you can with three months water —

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

I can see no possible circumstance to prevent your being ready by the time I have mentioned —

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

[10 September 1799]

Extract of a letter from the Supercargo of the Ship *London Packet*, to her owner, H. Goldsborough, dated 28 September 1799, concerning her engagement with a French Privateer

"On the 10th of this month we had a very severe engagement with a French privateer of 16 guns, and 150 men. She engaged us one hour and three quarters, one half of which time she was close alongside. Considering the desperate attempt they made we got off well. A little before she attempted to board us, they hoisted the bloody flag, which proved a bloody one to them, as every man who attempted to board suffered instant death. I am sorry to inform you that we had three men killed, one of whom was our second mate, Mr. Lindsay, a spirited and active officer; and two wounded, one of whom was captain Anderson, who received a ball in his right breast.

It was 8 o'clock at night when the privateer sheered off from us, unable to effect her point. Some of her sails were on fire from the wads from our guns, and some of our own sails being likewise on fire from a similar cause, prevented our capturing her. Had it not been for that circumstance we should have lashed her to the ship, and made a prize of her.

"On the whole, we had a providential escape from being blown up, as several of the wads of their guns were blown into our cabin, which was in a blaze of fire, and would have then reached the magazine had it not been for the exertions of those who attended it."

The pilot who was on board the *London Packet*, was told, that it was their opinion, the Frenchmen must have lost at least fifty men in his repeated attempts to board on the quarter deck. The jolly boat was 6 times filled with Frenchmen, and its contents were as often plunged into the ocean, and every man killed.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 4 October, 1799.]

[10 September 1799]

Narrative concerning the capture of the French privateer Schooner *Alliance* by the British Brig *Fame*. The *Alliance* had previously captured the American Schooner *Sally* of Boston

NEW-YORK, Oct. 17.

~~By~~ We are indebted to Capt. Fitch, of the Brig *Two-Sisters*, for the following Narrative:

October 13th, '99, Barnegat bearing W. N. W. distant 3 leagues, spoke the schooner *Polly*, of Boston, Capt. John Hills, from Demarara

bound to Boston, and took from on board capt. Drake, and four seamen. Capt. Drake relates, that on the 10th of Sept. he was on board the Brig *Fame*, of Bermuda, Daniel Morgan, master, when they fell in with and captured the privateer schooner *Alliance*, from Porto Rico, being then in lat. 25, N. long. 67, 40, W. citizen Thomas Lewis Baron, appeared as captain by the commission at the time; who was taken out with all the French by captain Morgan. This schr. had previous to this, captured the schr. *Sally*, of Boston, Captain Downe, bound from Martinico to Boston, and sent her into Porto Rico; that when capt. Drake went on board, he questioned the people to know who they were. Capt. Love, who in reality commanded the privateer when she was captured by the *Fame*, substituted the name of Captain Downe, and then appeared among the people, which were left on board as master of the *Sally* of Boston; Mr. Flemming who was afterwards his first officer, appeared as a passenger taken out of the *Sally*, substituted the name of Murphy, and passed and answered that he was an Irish gentleman, a planter in Martinico; and that he was going from thence to Boston to recover his health; the real mate of the schooner *Sally*, was a Mr. Josiah Nuttage, of Boston, Caleb Thomas, of Charleston, Zephaniah King, of Welfleet, Ebenezer Long, of Harwich, Seamen, all belonging to the *Sally*; and Benjamin Nuttage, brother to the mate was cook; those people were all on board when capt. Drake took charge of her, with John Harriot seaman, and five black sailors to navigate her to Bermuda. Capt. Drake had had very bad weather, and being much fatigued, mentioned to capt. Love who still appeared as capt. Downe, his desire of getting some rest, Love told capt. Drake that he would remain on Deck, and see that the schooner was steered her proper course, and that he had had sufficient rest, and he thought it would be a benefit to him. Shortly after capt. Drake had laid down, the negroes belonging to Captain Drake called out and said that the people on Deck had taken the Schooner from them. Captain Drake immediately sprung up, and ran towards the cabin door, on which Flemming, who was laying on the arm chest in the cabin, ran and presented a pistol at him, and told him that if he was not quiet that he was a dead man; however, captain Drake burst open the cabin door, and got partly on deck, on which Captain Love came up and snapped a pistol at his breast which only flashed, and presented the second, which Captain Drake took hold of, it went off and the ball lodged in the thick of his hand; at the same time Flemming discharged a pistol at capt. Drake, and the ball just grazed his back; as soon as he got fairly on deck, they endeavored to get him into the hold; going down the hatchway, Flemming made a lunge with a large Spanish knife, which cut his arm badly, and grazed his breast; on his telling that he was wounded in several places they desisted. At the time Captain Drake came on deck, his negroes burst the hatches; one of them named Toby, got the cook's axe, and made a stroke at Flemming; one of the negroes says, he saw at that moment Mr. Nuttage stab Toby, which caused his death in about four hours afterwards; another of the negroes says, that Caleb Thomas run a boarding pike into his head and wounded him badly as he was going down the hatchway; and a few moments previous to this Caleb Thomas hove him overboard, and that he got in by the boom-tackle. Capt. Drake says, those Americans informed him afterwards, that captain Love promised them that if they would call him capt. Downs,

and allow him to pass as such, (telling them at the same time, that if the English got him they would hang him) he would give them a handsome sum of money.

[LC, "Independent Chronicle", (Mass.), 24-28 October, 1799.]

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

First part Squally with rain at 5 P M got under way & made sail on a wind to the North<sup>d</sup> in Comp<sup>y</sup> with the *Ganges* at 8 D<sup>o</sup> the Saints Bore W by N 5 Miles

Middle part fresh Breezes & cloudy at 5 A M the East part of *Mariegallante* bore N E by E dist 5 leagues at 6 hard squalls of [rain] Reef'd the T Sails

Latter part fresh Breezes & cloudy Employ'd Beating to wind<sup>d</sup> in Comp<sup>y</sup> with the *Ganges*

[Current setting strong to leaward.]

[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*, 10 September 1799

Light winds & pleasant weather

Sounded in 18 F<sup>th</sup>

D<sup>o</sup> " 16 D<sup>o</sup> Spoke Brig *Diana* Cap<sup>t</sup> Barnham from Charleston, for Norfolk — Squalls attended with thunder & light<sup>ng</sup>

Sounded in 14 fathom water

Saw the land bearing N. W. & S. W.

Got bottom in 13 fathoms w<sup>t</sup>

Spoke Schooner *Speedwell* of N York bound to Charleston — Sounded ½ hourly in the night —

[NA.]

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To President John Adams from Secretary of the Navy

[TRENTON]

Navy Department 11<sup>th</sup> September 1799

JOHN ADAMS Esq<sup>r</sup>

President of the U States

SIR I do myself the honor to enclose a Letter to Captain Tryon covering Warrants for Loudon Baley, Sailing Master, Joseph Dorr, George Tryon, Owen Tudor and Matthew Talcott for Midshipmen which will require your signature should you think proper that the appointments should be made — These Gentlemen are wanted for the *Connecticut* and have been named to me by Captain Tryon —

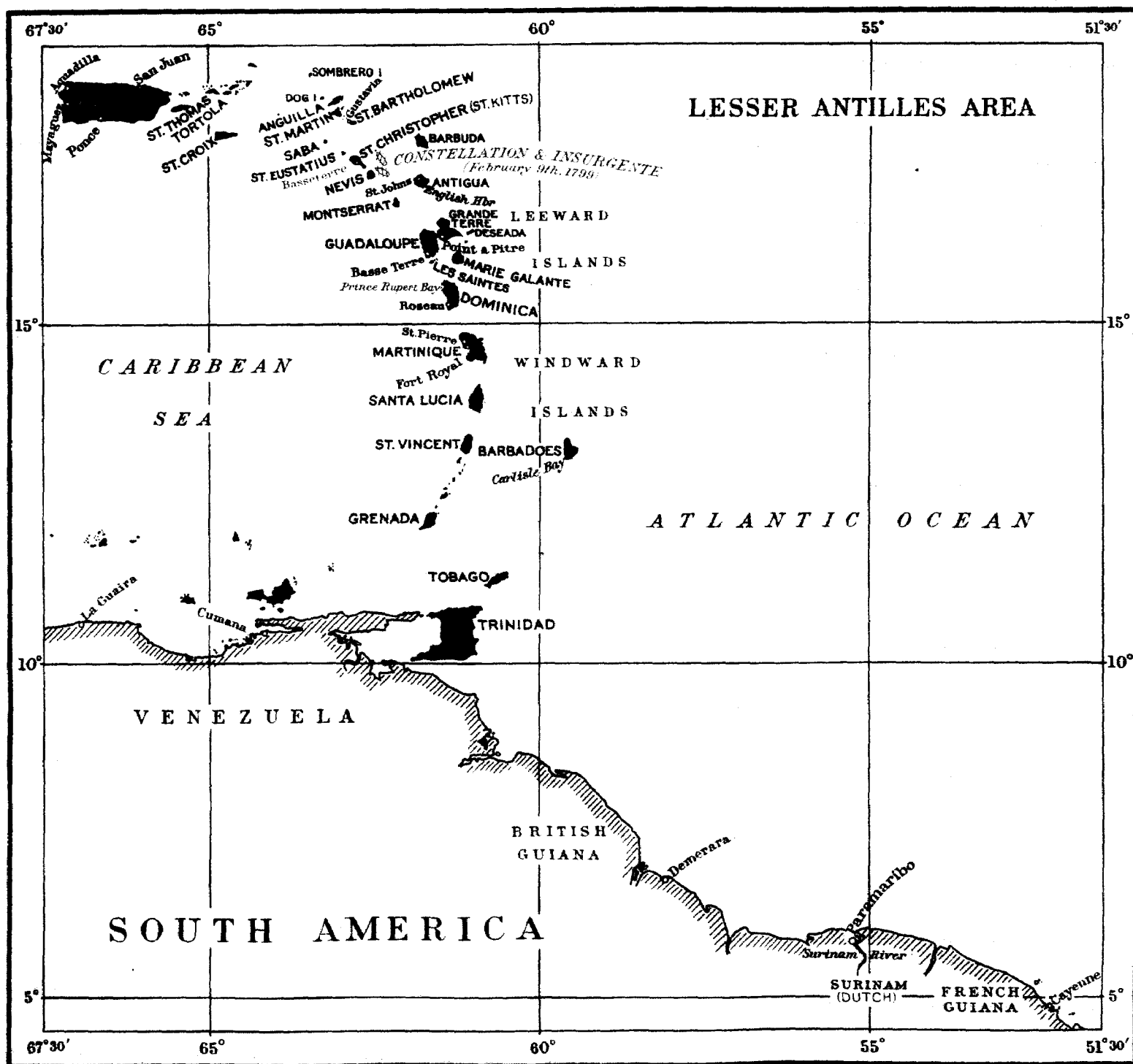
I have the honor to be with the greatest respect & Esteem

Sir

Y<sup>r</sup> obed Serv<sup>t</sup>

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





MAP OF LESSER ANTILLES AREA.



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

[TRENTON]

Navy Department 11th September 1799

Captain MOSES TRYON  
Ship *Connecticut* —

SIR I enclose a descriptive sheet of the private Signals of our Navy by day and night also a list of the distinguishing flags assigned each Ship —

Colors have been twice shipped for the *Connecticut* from Philad\* I presume you have received them —

Warrants for John Haynes, boatswain and James Ricard Sail Maker, shall be sent on as soon as I receive some blanks with the Presidents Signature — In the mean time they may act and will be entitled to the same Emoluments as if they had Warrants — You will require each to take the oath enclosed and transmit it with a letter of Acceptance to this Office —

I have the honor to be

Sir

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

B[ENJAMIN] S[TODDERT]

P. S — If you have not received the Colors, M<sup>r</sup> Hubbard will supply Bunting, as you must have them made in conformity to the descriptive sheets now sent —

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

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

First part fresh Breezes & cloudy weather

At 8 P M the East part of Mariglante bore N E by N 4 leagues —

Middle part Squally with Rain took in & made sail as necessity requir'd

Latter part steady breezes & cloudy the Body of Deseada bore N by W 7 leagues at Meridian —

A Strong lee Current

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

Extract from journal of Lieutenant John Mulowny, U. S. Navy, commanding U. S. Ship *Montezuma*, 11 September 1799

Clear weather, moderate breeze — Saw several sail standing for the land

$\frac{1}{2}$  11 Spoke Ship *Sally*, Snell Master from Norfolk, for Jamaica

Sounded  $\frac{1}{2}$  hourly during the night. —

Saw 2 sail bound out — —

Light winds —

[NA.]

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

[TRENTON]

Navy Department 12th Sept<sup>r</sup> 1799

Captain RICH<sup>d</sup> V MORRIS

Frigate *Adams* New York —

SIR It has been suggested to me that it would be very practicable to cut out of the harbour of Basseterre Guadeloupe a number of Vessels — privateers and others —

That this might be best done in the night in the absence of the Moon, that the Batterys which are relied on for the protection of the Vessels are at a considerable distance from the Roads where the Vessels anchor, very much elevated, and even in the day time could not with certainty prevent the operation of this Enterprize and in the night could probably do no injury to the Vessel attempting it —

It would be honorable to the character of the Navy to attempt this enterprize, and would cover with Laurels the Officer under whose auspices it should be atchieved — I give you the hint, to pursue to otherwise as you shall find expedient on a full view of all circumstances when you shall be able to judge for yourself both of the difficulties in the way and the prospect of Success — I will however suggest that as no attempt has ever I believe been made by the British or ourselves to cut out Vessels from this harbour, the probability is that the Vessels so situated are generally off their guard reposing in security, and that in the night it would be near an hour before the men in the Fort would be awakened and brought to their guns—That in the night, thousands of shot might be fired without effect, particularly from Guns greatly elevated above their object —

I have the honor to be with great Esteem Sir

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

B[ENJAMIN] S[TODDERT].

It is said too that if the Cables are cut, the Vessels will be driven out of the Harbour by the Wind without other aid —

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

To Captain James Sever, U. S. Navy, from Lieutenant Joseph Saunders,  
(or Sanders) U. S. Navy

BOSTON 12<sup>th</sup> September 1799

SIR I was Honor'd with Yours of the 6<sup>th</sup> By Doct<sup>r</sup> Fields Which Gentleman arrived almost too late to Inspect the Men particularly But his Opinion of them in General is favourable, being all Sound & in good Condition. I Ship'd 29 on board of Cap<sup>t</sup> Shapley last Thursday, but the Wind persisting from the Eastw<sup>d</sup> they have not been able to proceed untill to Day to Morrow I shall (weather permitting) send off[f] the Greater Number of what remains as I have this Evening 57 on the Articles — You gave me Liberty should a Candidates offer for Masters Mates with good Character to Ship Them. I have therefore sent M<sup>r</sup> W<sup>m</sup> Williams who has been particularly Recommended (He is the Man who applied for the Gunners office But has since declin'd) Also M<sup>r</sup> Davis who has Entered as Boatswain's Mate, but wishes if agreeable to you to Serve as Gunners Mate, I make no

doubt You will find him Deserving of Either Station, My not haveing any Officer here renders it Extremely Difficult to keep the Men together, I shall send You a List of the Men by the Captain or Officer if any, I agreed to pay Cap<sup>t</sup> Shapley 3 \$ p<sup>t</sup> Man for conducting them on Board the Ship, but as he was Confin'd 4 Days with them on Board he thinks some Recompence should be made him, I have advanced him forty Dollars here, The other Men will come by Cap<sup>t</sup> Tricker with whom I have agreed for 3 \$ p<sup>t</sup> Man and find them allowance of Liquor — A M<sup>r</sup> Copeland who has served on board the *Constitution* will take Charge of Them, he wishes to be assigned the Office of Master at Arms, my agreement with him is if no Officer is appointed for that Station if you approve of his Conduct he will be instated. After I have completed the Complement of Men mentioned by you agreeable to Your Directions, I shall join the Ship, M<sup>r</sup> Higginson has furnished me with a Sufficient Sum of Money for the present Recruits without Difficulty — The Enclosed Attestations have come duely to hand & have been attended to Agreeable to Your Directions. —

I am Sir Your Obedient Servant

JOSEPH SAUNDERS —

NB. the Eve of this date I have shipd 19 men on [board of] Cap<sup>t</sup> Tricker which I hope will arrive safe their names will be handed you by the above M<sup>r</sup> Copeland —

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

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Extract from Journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy. commanding, Thursday, 12 September 1799

First part steady breezes & cloudy weather, employ'd beating to windward

At 8 P M the Island of Deseada bore N by W 8 leagues

Middle part moderate & pleas<sup>t</sup> at 4 A M in T G Sails

Latter part D<sup>r</sup> weather all sail set on the wind, at Mer<sup>dn</sup> Deseada bore W S W 6 leagues —

[Latitude Observed 16.24 N.]

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

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Extract from Journal of Lieutenant John Mulloyny U. S. Navy, commanding U. S. Ship *Montezuma*, 12 September 1799

Moderate weather. —

Sounded in 9 Fathom. Stood from land

Pilot came on board.

At the Capes of the Chesapeake —

[NA.]

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To President John Adams from Secretary of the Navy

TRENTON 13. Sept<sup>r</sup> 1799.

SIR I am honored with your letter of the 4<sup>th</sup> Ins<sup>t</sup> — and can not but lament that the accomodations to be obtained here, are very far inferior to such as would be suitable for the President of the United

States. Indeed I am afraid none could be obtained which would not be extremely inconvenient & disagreeable to both M<sup>r</sup> Adams & yourself. Yet having no motive unconnected with your honor & that of the Government I hope you will pardon my freedom, in adhering to my wish that you would Join the officers here, before the Departure of the Mission to France — or if that should be suspended, that you would not give the order for the suspension, before your arrival here. Col Pickering has addressed a letter to you on this subject with the concurrence of the other Departments. If you should be determined on the measure, nothing will be lost by delaying to take it, for a month, for I am sure the Com<sup>rs</sup> will not sooner than that time be ready to sail, & M<sup>r</sup> Davie who will leave North Carolina the 20. Sept<sup>r</sup> could not be stopped much short of Trenton, if you were to give orders for stopping him. On the other hand, if you should consider the measure as a questionable one, you might a month hence decide it, with the advantage of the lights which all the advices to be rec<sup>d</sup> for a month, which may be very important, might throw on the subject. Whether it be decided to suspend the Mission, or otherwise, the decision may & will be important. It will be a great measure either way, & will be attended with consequences in proportion to its magnitude. All the solemnity possible, should perhaps be given to the decision. Gen<sup>l</sup> Washington, one of the most attentive men in the World to the manner of doing things, owed a great proportion of his celebrity to this circumstance. It appears to me, that the decision in question would be better supported throughout the Country, if it be taken when you are surrounded by the officers of Gov<sup>t</sup> & the Ministers; Even if it should be against their unanimous advice.

I will state as briefly as I can other reasons which influence my wishes, on the subject of your coming to Trenton.

I have never entertained the opinion prevalent with many persons, that we would not during the present War in Europe maintain Peace with both France & England — tho' I believe it will be a difficult matter. There are already indications that England looks at us with a Jaundiced Eye, arising in part perhaps from the effort to Treat with France — in part from the representations made by their Com<sup>rs</sup> & their Minister, on the subject of the commission under the 6<sup>th</sup> Article of the Treaty. No doubt their Com<sup>rs</sup> have for a long time been prejudiced & soured, & have in some instances acted as if it was their desire to plunge the two nations into War — our own I believe have been actuated by pure views — but the difference between them on almost every question, has been so wide that it is difficult to conceive that both sides could have been rational, & at the same time possess a desire to bring the business to a just conclusion. M<sup>r</sup> Liston, mild & reasonable as he may appear on other subjects, has not been so on this and M<sup>r</sup> Rich who is to return to England in the Packet has written a letter to our Com<sup>rs</sup> sufficiently indicative of a mind highly irritated.

We have a right to make Peace with France without asking the permission of England — and we are not to submit to unreasonable & unjust constructions of the Treaty for fear of her resentment. It is our inclination & our policy to yield to no injustice, & to do none. Acting on this system, if England insists on a quarrel, however we

may lament the Calamity, we need not fear the result, if our own People are satisfied that the Government has acted in all instances right. But amicable & candid explanations are due to England & to ourselves — I should presume it would be very proper to assure her immediately, that to obtain Peace with France, we would sacrifice no just right of England: — and that a fair & candid representation of the true grounds of difference between the Commissioners should be immediately furnished to M<sup>r</sup> King, with assurances of the sincere desire of the Government to execute justly the Treaty according to its true meaning — perhaps it might be found that some constructions of our Commissioners might be yielded, & that England might be told on what fair ground we could meet her.

Col Pickering is certainly too much occupied with the business of his Department to find time to understand this subject so well as our Commissioners & the Attorney General must do, and it has therefore appeared to me that the best course would be to call these Gentlemen — at least the Attorney General to the seat of Government to prepare the representation, which should afterwards be pruned by the heads of Departments of every thing like acrimony & of any argument, if any such found admittance, calculated to confute rather than convince. — thus corrected, it might be submitted to the President. Now, it seems to me, that this course could not be adopted without the direction of the President — nor indeed so well executed, without his presence, and I think the Peace of the Country may depend upon taking the true ground now, & upon promptly carrying into effect the proper measures to prevent a misunderstanding, where it is so much our Interest to be understood.

The great number of captures & condemnations at Providence & Jamaica, of our Vessels have produced a sourness among the best of our Merchants, which will increase. If they arise from the avarice & iniquity of the Judges without any agency on the part of Government, they would cease on a representation of the injury. If they are countenanced by the Government, they would probably cease & reparation be made, if misrepresentations and prejudices are removed — at all events it is degrading to our Government to suffer them to continue, without an effort to prevent them.

On the subject of the Mission to France, your Character is known throughout the whole of the Country, the Gent<sup>l</sup> who fill the great offices more immediately connected with the President, however high their merit, & however respected where known, not having before acted on the great Theatre in conspicuous stations, are not enough known to inspire the same degree of confidence — and it may not be believed, that the Instructions to the Ministers will wear exactly the same complexion if you are at Quincy when they are delivered, as they would have done, had you been on the spot.

As to the considerations, which I meant as more immediately relating to yourself, I have been apprehensive that artful designing men, might make such use of your absence from the seat of Government when things so important to restore Peace with one Country & to preserve it with another, were transacting, as to make your next election less honorable than it would otherwise be.

I have thus, Sir, in a very tedious letter indulged myself in great freedoms. I have given my opinions with candor, but with great

diffidence, for I am sensible that I am but a poor politician. I hope you will not think the trouble of an answer, at all necessary. Whatever course you take, my inclination will prompt me to think right, & my Duty to support. I will however observe, that if you should come to Trenton by the 10<sup>th</sup> of October, it will be in time to see the Ministers, should they proceed on the Mission — In one month later, it will be safe to go to Phil<sup>a</sup> where I presume you would choose to be, about that time.

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 Thomas Bulkeley, U. S. Consul, Lisbon, Portugal, from  
Captain Alexander Murray, U. S. Navy

U: S. FRIGATE *Insurgente*

13<sup>th</sup> September 1799. *River Tagus*

THOMAS BULKELEY Esq<sup>r</sup>

SIR My Nephew M<sup>r</sup> Dan<sup>l</sup> Murray will have the Honor of handing you this, by whom I have the pleasure of informing you of my arrival here, with the *Insurgente* under my Command, he is a young Gentleman of Respectability, and one of my Midshipmen to whom I must request your civilities.

As this is a casual Visit (having an extensive power to cruise in any direction I chose) I have merely call'd in here to fill up my Water Casks, & to procure a few refreshments, which I must beg the favor of you to aid me in & that you will without delay, send me down a proper Craft to take in my empty Casks, to have them fill'd, as my time is very circumscribed, & can only be with you 'till this business is completed, the intention of my Cruise is to give protection to our commerce, & your Advice on this head, will be very acceptable, & should be very happy to renew our old Acquaintance in Philadelphia better known to you, & your Father, under the firm of Miller & Murray.

I beg you will favor me with a line, or should be more highly gratified with your company on board the *Insurgente*, as I wish much to be informed with regard to any particular etequette, that is required from public ships, with regard to salutes, or other matters, previous to my going any higher up the river, for I cannot give a salute without an assurance of a return of the like number of guns; for we being the first American man of War that was ever at Lisbon, I am induced to be the more circumspect.

If M<sup>r</sup> Smith has return'd from Constantinople, I beg my respects to him, & a communication with him respecting my public situation, may not be amiss, for tho' but in our Childhood with regard to our navy, we feel a degree of consequence.

With great respect

I am

Your most Obed<sup>t</sup>

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



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

[TRENTON]

*Navy Department 13th September 1799*

M<sup>r</sup> JOSHUA HUMPHREYS

SIR By mistake the Brig *Augusta* has come up to the City but is again ordered to Marcus Hook where I presume she will be tomorrow — Lieu<sup>t</sup> M<sup>r</sup> Elroy is ordered to take charge of her and to pay Cap<sup>t</sup> Bird the extra wages & expence for provisions of himself and a few hands for carrying her down — In the event of M<sup>r</sup> M<sup>r</sup> Elroy not arriving in time I am to request the favor of you to make the payment in question, discharge the people & receive the Brig —

I am Sir

Y<sup>r</sup> obed. Serv<sup>t</sup> —

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

To Lieutenant Archibald McElroy, U. S. Navy, from Secretary of the Navy

NAVY DEPARTMENT

*Trenton September 13 — 1799*

Lieut ARCH<sup>d</sup> M<sup>r</sup> ELROY

SIR The Brig *Augusta* is ordered to Marcus Hook to be fitted out as a Cruiser if in the opinion of M<sup>r</sup> Humphries she is fit for it — You will therefore be pleased to repair to that place and receive her from the hands of Captain Comfort Bird agreeably to the Inventory inclosed — You will also be pleased to pay Captain Bird and such hands as he may employ their wages for carrying her down from Philadelphia & for such provisions as Captain Bird may find it necessary to purchase —

I am Sir

Y<sup>r</sup> obe<sup>d</sup> Serv<sup>t</sup>

Please return the Inventory —

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

To Secretary of War from Secretary of the Navy

[TRENTON]

*Navy Department — — Sept<sup>r</sup> 13 — 1799*

THE SECRETARY AT WAR

SIR By the enclosed letter from Major Burrows you will perceive that the Marine Corps is not adequate to the purpose of furnishing a Guard for the Sixty Prisoners at Norris Town and the other Services to which they are and may be appointed — —

Will you be pleased therefore to issue an order that the guard at Norris Town may be relieved by a competent number of the infantry of the Army — —

With the greatest respect I have the honor to be Sir

Yr Obed Serv<sup>t</sup>

[NDA. Sec. War, LB, 1798-1824.]

Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 13 September 1799

These 24 hours begin with moderate breezes and clear weather  
At 1 Set Royals at half past 1 Set Studding sails. at 3 In royals  
Staysails and Studdingsails and outer Jib at half past 3 In top  
gallant Sails and up Courses. backd the Main and Mizen topsails  
Spoke with and boarded the Brig *Bayonne* of Norwich bound to  
Surinam Elisha Hutchinson Master out 14 days. at 4 Made Sail,  
at 6 In first reef in Each Topsail

At PM Tackd Ship to the Southw<sup>d</sup> and Westward. Moderate  
breezes and Clear weather

At 2 Cloudy In Stay Sails

At 5 Moderate and Clear

[At 7] Light airs and Clear weather Employd as nessasary  
hoisted out two of the Starboard Pumps. Carpenters Employd  
Repairing the pumps and Fishing a Main topsail Yard.

[NHSC, NYHS.]

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

First [part] steady breezes & pleasant Weather employ'd turning  
to windward —

at 1 P M the Comm<sup>o</sup> came on board

At 7 Deseada bore W by S 7 leagues

at 8 the Comm<sup>o</sup> went onboard

Middle Part D<sup>o</sup> wind & cloudy took in & made sail as necessary

Ends pleasant employ'd beating to windward in Comp<sup>y</sup> with the  
*Ganges*

[Latitude Observed 16 . 17 N.]  
[Longitude Observed 60 . 09 W.]

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

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding  
U. S. Ship *Montezuma*, 13 September 1799

At 8 P.M. Came to, below Fort M<sup>e</sup> Henry, nothing material having  
occurred, during the passage up the Bay —

[NA.]

To Secretary of State from William Smith, U. S. Consul, Lisbon, Portugal  
(Private)

LISBON, Sep. 14. 1799

DEAR SIR The day before yesterday the *Insurgente* Frigate arrived  
here from a Cruize in 29 days from Hampton Roads during which  
time She cruized off the Western Isles & as far north as Vigo, but  
met no frenchmen. She will sail the day after tomorrow, & after  
looking perhaps into Cadiz & Gibraltar go to the West-India Station.  
From various acco<sup>ts</sup> we had been led to expect two frigates to be  
stationed in the Mediter<sup>n</sup> but Cap<sup>t</sup> Murray says the project will not  
take place. A British frigate arrived here two days ago, having on  
board Lord Elgin the new Ambass<sup>r</sup> for Constant<sup>n</sup> He has just left

me, after a visit of an hour, during which he stated the conversation he had had with M<sup>r</sup> King on the subject of my mission & proffered the politest tender of his services; sho<sup>d</sup> I go to Const. it will be very agreeable to me to have made a previous acquaint<sup>s</sup> with a gentleman, whose influence will be very great & whose acquirements & manners will make him an interesting acquaint<sup>s</sup> — From him I learn that the British Troops had landed on the Island of the Texel after an engagem<sup>t</sup> with the french troops, in which the former lost about 400 men & the latter a much greater number: two Ships of the Line & 5 frigates had already surrendered & it was supposed the remainder would do the same, as the English had a command<sup>s</sup> position & the Dutch were well disposed. I sent you lately a copy of some observations made to me by a friend in London who had conversed with Count Woronzow on the subject of our negot<sup>s</sup> with the Porte; L<sup>d</sup> Elgin who has lately had some conversation with the Count informs me that our late nominat<sup>s</sup> of Envoys to France has consid<sup>r</sup> displeased the Russ. Gov<sup>t</sup> & that the Count expressed himself on the subject with warmth. I observ<sup>d</sup> to L<sup>d</sup> E. that the conduct of our Execut. had been much misunderstood, that so far from shewing any propensities to french principles, we were at open war with them, as well as with France, that our Execut. had said nothing more than the Executive of Eng<sup>d</sup> after the return of L<sup>d</sup> Malmesbury from Lisle, viz., that we were still disposed to renew our connexions of amity with France, whenever she sho<sup>d</sup> shew a disposition to treat on terms rational & honorable, that after our Envoys had been refused a reception, the Presid<sup>t</sup> had made a public declaration that he would send no more Envoys till he sho<sup>d</sup> receive the fullest assurance of their being rec<sup>d</sup> & t<sup>e</sup> & t<sup>e</sup>; that our gov<sup>t</sup> not satisfied with the assurances rec<sup>d</sup> would not, (tho Envoys were nominated, which was unavoidable as the Senate were about to adjourn till Dec<sup>r</sup>) send them forward till further assurances of the most satisfac<sup>r</sup> nature were transmitted by the Directory, & that unquest<sup>r</sup> no accomod<sup>n</sup> would take place between the U. S. & F. until such a change of conduct & principles sho<sup>d</sup> take place in F. as would ensure a safe, honor<sup>bl</sup> & lasting peace. I added some other observ<sup>ns</sup> tending to remove every suspicion that we had a secret hankering after french principles & to prepossess him favorably respecting our policy & views. On my observ<sup>t</sup> that tho we were always ready for war to defend our just rights, yet no wise nation would wantonly seek war, when peace was attainable on proper conditions; he said, that was true generally, but the present views of F. were so hostile to all regular Gov<sup>ts</sup> that they required the hostility of all regular gov<sup>ts</sup> to defeat them; I ans<sup>d</sup> I agreed with him, & was convinced that no accomod<sup>n</sup> wo<sup>d</sup> take place between the U. S. & F. while the present views of F. predominated, nor until such a change sho<sup>d</sup> occur as would ensure the safety of our gov<sup>t</sup> from Jacobinism. He seemed pleased with this explanation & renewed his offers of service in the friendliest terms. —

The french papers will give you an insight into the internal state of the great Nation. Nothing material since my last as to their external state, except some tempor<sup>r</sup> advantages of Massena, which are greatly exagg<sup>d</sup> in those gazettes, & which the Russians have by this time rectified.

I am D<sup>r</sup> Sir with gr<sup>t</sup> resp<sup>t</sup>

Your obed Servt

W[ILLIAM] S[MITH]

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

[TRENTON]

*Navy Department 14th September 1799*

WILLIAM CRAFTS Esq<sup>r</sup>

*Charleston South Carolina*

SIR I am honored with your letter of the 30th Ult<sup>o</sup> on the subject of the French Schooner [*Adelaide*] sent into Charleston by Captains Haywood & Payne — It is a transaction much to be lamented as she undoubtedly was what she professed to be, a flag from General Touissant — You will receive enclosed the copy of a letter from M<sup>r</sup> Iznardi our Consul at the Havana to the Secretary of State on the subject of this vessel — Some explanation seems necessary from Captain Haywood in relation to the charge of plundering the crew or passengers —

This Vessel not being armed, not even having Muskets or Pistols on board could not be considered an armed Vessel within the meaning of our Laws, nor of the Instructions Capt. Haywood had received, yet if he had tolerable grounds to believe that she had been armed and had thrown her Guns overboard, it was justifiable in him to capture her — On this subject it is expected he will be particular in detailing the information he received & the source from whence he obtained it —

I have now by the authority from the President to request that you will cause the Vessel to be delivered up immediately to her Commander, and (as I presume Captains Haywood and Payne are now at Charleston) every article taken from her, her Crew & Passengers to be scrupulously restored, that you will furnish her with such supplies of provision as will be fully sufficient to take her back to S<sup>t</sup> Domingo & that you will give all necessary aid to the Captain to expedite her departure — any other expenses besides Provisions necessarily incurred at Charleston by this Vessel must be paid by the Public — You will please to transmit to me a particular account of this expenditure — I have enclosed a Passport which be pleased to deliver to the Captain —

I have the honor to be Sir

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

B[ENJAMIN] S[TODDERT].

“I have not enclosed the Passport — If the Secretary of State should not send you one in time, give the Captain a paper signed by yourself which will insure her good treatment from the American Vessels — Pray enquire about the Dispatches from the Governor of the Havana.”

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

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To Lebeus Loomis at St. Thomas, presumably from Benjamin Hammell Phillips,  
U. S. Consul at Curacao

*CURACOA 14<sup>th</sup> Sep<sup>r</sup> 1799*

LEBEUS LOOMIS Esq<sup>r</sup>

SIR I take the liberty of addressing you having been informed that you have been appointed Consul for the United States at S<sup>t</sup> Thomas — If I am wrong, I beg you will pardon me, in one thing however I cannot, and as the friend of America I presume to claim your assistance, the subject is momentious & urgent.

I enclose a Letter w<sup>h</sup> I have this day sent a Copy to the Sec<sup>y</sup> of State & by w<sup>h</sup> you will perceive the nature of the case.

My request is that you will endeavour by your influence to save a large number of your countrymen *from distruction*, by prevailing on Two of the United States Cruisers to come here immediately & in my name assure them of every mark of friendship from this Government, & every assistance w<sup>h</sup> they may from time to time stand in need of — to Commanders of the United States Cruisers no other motive is necessary than being placed in a situation to serve & protect their countrymen — but independent of that consideration, they will have many opp<sup>t</sup> of capturing property of the common Enemy.

I beg to recommend the subject to your pointed Attention & Energy in application

I am most respectfully

Sir!

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

[SDA. French Spol. CA Curacao, 1797—1801.]

[Enclosure]

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

14<sup>th</sup> SEP<sup>r</sup> 1799

Brig care Foulke Per *Charlotte*

THE SEC<sup>y</sup> OF STATE

I had the honour to write you on the 20<sup>th</sup> July & have now to refer you to its contents because I have heard of the arrival of the Ship *Traveler* who carried it.

It is much to be lamented that no American Cruisers have visited this neighborhood — The Trade carried on here with America is extensive, the property employ'd large & its Citizens residing here & transient are numerous, & it appears to me Merit attention & protection; of the latter the Trade here has had no share but by accident.

Agreeably to what I have already written on this subject, the danger of our lives & fortunes is hourly increasing, not from the Government, but a vile set of designing villians, a number of these with the French General Deveaux at their Head had formed a Plot to sieze on the Gov<sup>t</sup> & to new model it, w<sup>h</sup> effected the Officers not in their interest were to have been Murdered & every person who spoke the English language (who they call Aristocrats) were to have fallen in the same way & their property siezed & applied to their impious purposes & altho' this scheme is discovered & a number of the principals have been secured, yet the danger is not by any means over, because there is well grounded reason to believe that a number of small vessels will convey Troops here from S<sup>t</sup> Domingo to further their plan & to *destroy us*.

I conceive that it cannot be necessary to say any thing by way of argument to induce the Government of the U. S. to give protection to its Citizens & their property situated as such is in this place & Trading conformable to the Laws.

I declare in the most soleumn manner that unless *Two Vessels are immediately* sent to our relief that I am of the opinion that we are *ruined & lost*.

P. S. I am requested to forward under your care a Letter w<sup>th</sup> is inclosed herewith, & to pray that it may be forwarded with as much speed as possible — I design to write further in a few days — when I shall communicate an affair w<sup>th</sup> took place between the Dutch Frigate *Ceres* & Cap<sup>t</sup> V[ridenbur]g of the Brig *Sukey* of Philadelphia.

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

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

First [part] moderate & cloudy weather employ'd beating to windward in Company with the *Ganges*

Middle part D<sup>o</sup> Weather, at 10 AM set T G Sails

Latter part Moderate pleasant Weather —

[Latitude Observed 17.53 N.  
Longitude Observed 60.05 W.]

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

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[15 September 1799]

Extract from a letter concerning the visit of U. S. Frigate *Insurgente* to Lisbon, Portugal

“We have had the *Insurgente* frigate here for a few days; the appearance of so fine a ship under the American flag, recalling the glorious heroism by which she was added to the American navy, has greatly exalted the American character, and will, no doubt, render our government more respectable and our navigation more safe — All nations will be disposed to show more respect than they have hitherto done, for a flag which waves over such a ship.

“Yesterday, Mr. Smith (attended by Mr. Bulkley, the consul of the U. S.) and his secretary, went on board the *Insurgente* to breakfast with capt. Murray; the regulations of the port not permitting a salute, every other mark of respect was shewn — on the minister's arrival the yards were manned, the officers and marines were drawn up on deck, and presented their arms while the music played the President's march. After breakfast, and Mr. Smith had visited every part of the ship, the men were exercised at the great guns, and went through all their manœuvres; amongst others, those of the pikemen or boarders, all of which were performed with great skill and activity — On the minister's departure the yards were again manned, and the officers drawn up on the poop gave three chairs, which were repeated by the whole crew and answered by the minister and the company in the boat, who returned to Lisbon highly gratified by the excellent discipline, good order and fine appearance of the crew, and the gentlemanly deportment and judicious regulations of the gallant captain and his brave officers.

I introduced captain Murray to the British captains of men of war, and they have exchanged signals.

[LC, “Claypoole's American Daily Advertiser” (Phila) 6 Nov. 1799.]

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

NEWPORT Sep<sup>r</sup> 15 1799

The *United States* frigate Commodore Barry arrived here on the 12 Ins<sup>t</sup> the supplies required for her we will duly furnish — The *Gen Greene* is yet in Port. Cap<sup>t</sup> Perry informs us, that he intends sailing the 18 Ins<sup>t</sup> — The supplies required, and which we have furnished for the *Gen Greene*, have been larger than we expected, considering the very full manner she was provided when she sailed — We expect to have the remainder for our accounts for them made up this week, to be included in our next weekly statement. — We shall be obliged in your ordering Ten thousand dollars, to be remitted us in a draft either on this place, Providence New York or Boston, as most convenient, either of which being equally convenient to us. —

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

[Newport HS, Gibbs & Channing LB.]

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Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 15 September 1799

Moderate breezes and Clear weather. PM at 1 Saw a sail to the Eastward Made Sail and Gave chase

At 5 Set Studdingsails and Royals.

@ 6 took in Studding sails, at 9 came up with the chase and boarded her found her to be an English Schooner from Newfoundland bound to Martinique out 20 days

At 12 Moderate breezes and Clear weather

AM at 2 Fresh breezes and hazy weather In Top Gallant sails, at 3 fresh breezes and cloudy Split the Main Topsail. Sent it down and bent a new one

@ 8 Set T G<sup>t</sup> Sails. Saw a sail to the Eastward Gave chase made all sail by the wind

@ 10 fired a Gun at 11 came up with the chase found her to be a Hamburgh Ship from Bengal in possession of the French, had been taken by a French National Corvette bound to S<sup>t</sup> Domingo ten days ago —

[Latitude Observed 20.29 North]

[NHSC, NYHS.]

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

First part moderate breezes & pleasant the *Ganges* in Comp<sup>r</sup> at 1 P M in T G Sails

at 8 bore away under Easy sail

Middle part cloudy & Squalls of rain, at 5 A M wore Ship to the South<sup>d</sup>

Latter part fresh breezes & hazey standing on a Wind to the South<sup>d</sup>

Distance per Log 120 miles

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

[16 September 1799]

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

U: S. FRIGATE *Insurgente*  
Lisbon Sep<sup>r</sup> 16<sup>th</sup> 1799.BENJ<sup>s</sup> STODDERT Esq<sup>r</sup>

SIR I have never had but one opportunity of writing to you since I left America, which was by a Vessel we had boarded, bound to New York, I have now the Honor of advising you of my having put in here on the 13<sup>th</sup> inst for the purpose of filling up my Water, and to get a few necessaries, as well as to obtain information respecting our commerce, & this day I shall sail again to cruize off Cadiz & Algesiras, & from thence to Madeira, where I hear, our vessels have been much hamper'd of late, by French Cruisers from thence, I shall proceed to the West Indies, and have no doubt but it will have a good effect, our shewing ourselves here, & on the European Coast, as it seems to give General joy to see an American Frigate in these Seas.

I hope it will not be displeasing to the President & yourself the rout I have taken should I not succeed in capturing any of the enemies Vessels, and shall really leave this with regret if I do not fall in with some of them, for be assured they shall be industriously sought after; I have boarded near thirty sail of Vessels, of different nations, since I pass'd the Azores, & met but with one British Man of War; the most of them British Vessels, so that Trade appears to be very unprotected, and we are now told that there are vast numbers of Corvettes & privateers, flocking out of the ports of France since the Fleets got into Brest.

I had thirty days passage to this port but could have been here in three weeks, but for the chasing of every thing we saw, & came up with them all but one that we lost sight of in the night.

It may appear strange to you that I should so soon put into Port to water, but as it was necessary that I should go into some Port in Europe before I set out for the West Indies and being near this, I concluded that we should lose less time by calling here than any other place, and more likely to obtain the information we wanted but I very much regret that from my not having Petty Officers for the different departments, till the day of my departure (& at last come away without a Carpenter to make me out proper indents) that we have since found ourselves deficient in several Articles, & which I have been obliged to obtain here, as to the charge of small spars & boards, which you will find in the account that will be transmitted to the naval department, it has arose from accident, having carried many of them away in chase, being dry rotten, which was the case with our half ports for which the boards are designed, I am induced to be thus particular, because I would not like to be deemed an extravagant Commander, and have in consequence signed an account in favor of Mess<sup>rs</sup> Jn<sup>o</sup> Bulkely & Son for 406\$112

I have been very politely treated by M<sup>r</sup> Smith our Envoy, as well as M<sup>r</sup> Bulkeley our Consul, they are both highly gratified in seeing us here, & are anxious to see our Nation assume a consequence among other naval Powers, & tho' our present abilities are not paramount to our inclinations yet a little dash abroad, may not be amiss, I have



endeavour'd to assume all the consequence in my Power, and have been very politely received by all the British Commanders I have met with at Lisbon, & have distributed our signals among them, with their Promise to furnish all the cruisers on the station with Copies which may be serviceable to any of our ships you may send here in future, and indeed I think they would be well employ'd on the European station at any time.

I hope to have the honor of writing to you again soon & am with great respect

Your most Obedt —

[Note: See letter to Secretary of the Navy from Captain Alexander Murray, U. S. Navy dated 26 September 1799.]

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

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

[TRENTON]

Navy Department 16<sup>th</sup> Sept<sup>r</sup> 1799

Captain WILLIAM BAINBRIDGE

Brig Norfolk — New York —

SIR On receipt of this you will please to proceed to the Havana where you will find or where you will soon be joined by the Brig *General Pinkney* [Pinckney] Captain Haywood who will act under your command —

You will employ those two vessels in protecting our Trade to the Havana & in capturing the Privateers which molest it and consider your Cruising Ground to extend to the whole of the North side of Cuba & wherever else in the vicinity of Cuba you can be useful, appearing off the Havana frequently for the security of our Vessels going in or coming out of port.

You will get any Supplies you find necessary from the American Consul & the Governor of the Havana will receive you with Hospitality & Friendship — I am informed that the French privateers have possession of a little place called Sugar Key in the old Channel of Bahama. — I need not urge you to activity & Enterprize — Let me hear from you by all opportunities —

I have the honor to be

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

[16 September 1799]

Extract from letter to the Editor of "New Hampshire Gazette" from Captain George Little, U. S. Navy

[U. S. S. Boston — at Sea]

"I have just spoken the *Carnatic*, an English 74, which had on board the crew of the schr. *Violet*, of Baltimore, John Conway, master; which was upset in lat. 27, 30, long. 62, by a water spout, and her crew taken up by the *Carnatic* in long. 72, fourteen days after they left the schooner. Four men perished with hunger, and the residue are too weak to be removed. The *Carnatic* is bound to Jamaica.

"The *Boston* exceeds even the most sanguine expectations of Bostonians in sailing. We see nothing which we do not overtake, and

although we have spoken four English frigates, and one 74, we could out sail them all — the latter we had a trial with this afternoon, and outsailed her."

[LC, "N. H. Gazette" (Portsmouth, N. H.) 6 Nov. 1799.]

Letter to Lieutenant Charles C. Russell, U. S. Navy, from Secretary of the Navy

[TRENTON]

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

Captain CHARLES C RUSSEL

Ship *Herald* Boston —

SIR I believe you have already received all the Circular Letters & Instructions herewith except the last, But you may destroy those you have & substitute those now sent you for your Government

I rely that you will be ready for sea by the time this gets to your hands, you will therefore please to proceed with the *Herald* to Cape Francois in the Island of Saint Domingo and there exert your utmost force & ability to protect our Trade & to capture or destroy the French Armed Vessels which molest it —

You will find on that Station the *George Washington* Captain Fletcher, the *Boston* Captain Little, the *Norfolk* Captn Bainbridge & probably the *General Greene* Capt Perry — With those vessels you are to cooperate under the command of the Senior Officer —

You will by all proper means cultivate a good understanding with General Touissant and the people belonging to that part of the Island over which he has the command —

M<sup>r</sup> Nathan Levy is the Navy Agent at Cape Francois & Doctor Stevens the American Consul — From the former you may obtain any supplies you may stand in need of tho' you should on account of the expence of obtaining supplies in the Island be as frugal as practicable, and from the latter you may obtain should Captain Fletcher & Captain Little be absent from Cape Francois at the time of your arrival information which may be useful to you in your early operations

The *Herald* is one of our oldest Vessels in Service, and she has been so unfortunate as never to have been in Action nor to have captured any thing — Now that she is altered and a Fast Sailer, I hope that you will raise her Character as well as that of the Officers & Crew to be as high as any in our Service —

If there be any Merchant Vessels ready at Boston bound for Saint Domingo you may take them under convoy, but dont wait more than two days for this purpose —

Wishing you great Success & frequent opportunities of distinguishing yourself —

I have the honor to be with Esteem and regard

Sir

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

Enclosed in this Letter Circulars of 29 Dec<sup>r</sup> 1798 — 16 January — 12 March & 2 Circulars of 29 July 1799 — Also Circular dated 5th September 1799 — —

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

To the Commanding Officer of the United States Vessels of War off Saint Domingo  
from Secretary of the Navy

[TRENTON]

Navy Department 16<sup>th</sup> September 1799

The Commanding Officer  
of the United States  
Vessels of War off Saint Domingo

SIR It was imagined that the Havana would be Shut against our Trade, and that therefore there would be less occasion for us to keep Cruisers on that Station. But by late advices it appears that the ports are open to our Vessels with provisions — You will be pleased therefore to direct Captain Bainbridge of the *Norfolk* to proceed to the Havana in pursuance of the orders herein enclosed — You will receive this by Captain Russel who will join you on your Station and act under your command —

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

[TRENTON]

Navy Department 16 September 1799

WILLIAM CRAFTS Esquire  
Charleston

SIR I am honored with your Letters of the 27, 30, & 31 Ult<sup>o</sup> — As to the frames for the 74 Gun Ships I can only observe that it will lead to embarrassment and delay more than they are worth to make Contracts which are not to be fulfilled — Captain Cross writes me the 31<sup>st</sup> August that he expects to be obliged to go to New York for men — The fever unfortunately prevails there and would interpose difficulties, But if he cannot get his Crew at Charleston he must go to New York — The *General Pinckney* [Pinckney] I make no doubt is in Charleston, pray send her off to the Havana again as soon as possible & with orders to the Captain not to Return again to the United States for want of provisions which might have been supplied at the Havana as the Consul informed the Captain It is probable Captain Bainbridge of the Brig *Norfolk* will be the Commanding Officer on that Station whose orders or whatever Senior Officer the Captain of the *General Pinckney* finds on that Station he must obey.

The *South Carolina* as I before wrote you must return to the Service for which she was originally destined —

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

[TRENTON]

*Navy Department 16th September 1799*

Mess<sup>rs</sup> STEPHEN HIGGINSON & Co.

*Boston —*

GENTLEMEN Concluding from late letters of Captain Russel as well yourselves that he will be ready for Sea by the time he can receive any communications from me I have this day forwarded his orders — Should there be any Vessels bound for Saint Domingo from the Eastern ports Captain Russel will take them under convoy provided they are ready for Sea — Touissant is very much in want of Lead, and if any vessels could take it out as Ballast, it would certainly go to a very advantageous market —

If Captain Russel can take with him Mess<sup>rs</sup> D. Beck & Davidson they can sail for this cruise without warrants with which they shall be furnished on their return.

I have the honor to be Gentlemen

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

[TRENTON]

*Navy Department 16th September 1799.*

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>

*Boston —*

GENTLEMEN You will be pleased to pay Solomon Munro, Adm<sup>t</sup> of Jn<sup>o</sup> Lewis D<sup>r</sup> 18 58/100 Dollars due him for pay in the *Constitution* and take his receipt on the Certificate enclosed which will be passed to your credit with the Accountant.

Mess<sup>rs</sup> J. & E. Watson made a Contract last winter with the same person who before supplied anchors — I am waiting with anxiety to have the first delivered — to be delivered in this month well examined that a stop may be put to the Contract if the Anchors turn out inferior The one of 6400 which you can buy cheap is too heavy for the Frigates — too light for 74<sup>s</sup> M<sup>r</sup> D. Beck & M<sup>r</sup> Davidson shall be attended to —

I have the honor to be

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

[16 September 1799]

Account of sales of Schooner *Atalanta* and Cargo, captured by the U. S. R. C.  
Brig *Pickering*

Sales of Schooner *Atalanta* and Cargo, captured by the U. S. Brig *Pickering*  
Benj Hillar Esquire Commander.

1799 Sept 16.	Jas Bradley & Co.....	10 hhds Sugar 10092 nt 66/6.	£335	11	2
	Ben Amory Jr.....	10 ditto 9342 nt 62/.	289	12	-----
	Benja Amory Jr.....	10 ditto 10170 nt 65/.	330	10	6
	Benja Amory Jr.....	10 ditto 9702 nt 66/6.	322	11	9.
	John Bradley & Co.....	10 ditto 10386 nt 66/6.	345	6	8
	Benja Amory Jr.....	9 ditto 9162 nt 60/6	277	3	-----
	John Bradley & Co.....	7 ditto 6515 nt 72/.	234	11	6.
	John Bradley & Co.....	3 ditto 3542 nt 45/.	79	13	11
	Mary Bancher.....	4 barrells 1084 nt 52/	28	3	8
	Saml Gould.....	1 ditto 246 nt 140/.	17	4	5
	Benja Amory Jr.....	1 ditto 243 nt 116/.	14	1	10
	Benja Amory Jr.....	1 ditto 207 nt 130/.	13	9	1.
	Saml Gould.....	1 ditto 260 nt 133/.	17	5	9½
	D L Abarbunel.....	1 ditto 260 nt 100/.	13		-----
	W <sup>m</sup> Ferrey, [or Terrey].....	1 ditto 240 nt 94/.	11	5	7½
	Cash.....	13 hhds Mollasses 1290 q <sup>u</sup> 2/2	139	15	-----
	ditto.....	1 Cloathes.....	4	2	6
	Samuel Gould.....	The Schooner & tackle.....	330	-----	-----
			£2 803	8	5
	----- Charges -----				
	Canoes to land Cargo.....	19. 16.			
	Cooperage & Nails.....	2. 8. 6			
	2 Men taking care Vessel 9 days each.....	11. 2. 9			
	Commission, Portorage & Storeage—				
	@ 7¼ pr Cent.....	210. 5. 1	243	12	4
	One half amount paid to Captain Hillar April 26 <sup>th</sup> 1800.....	carr <sup>d</sup> forward £1 279. 18. 1.	£2 559	16.	1
	One half carried to Credit of the United States Pr Acc <sup>t</sup> Current.....	1 279. 18. 1.	£2 559	16.	1

Errors Excepted

Saint Kitts August 31<sup>st</sup> 1800

DAVID M CLARKSON

[NDA, XZ.]

Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy,  
commanding, Monday, 16 September 1799

Moderate Breezes and Clear Pleasant weather, Rec<sup>d</sup> ten french  
Prisoners from the Prize Ship *Amelia* Sent on board the *Amelia*  
Lieutenant Bosworth. One Quarter Master and 16 men. Also Sent  
on board the prize

one Barrel of Beans	}	Fortyfive Gallons of Vinegar
Two Barrells of Beef		Ten Gallons of Molasses
one Barrel of Pork		Twentyfive Gallons of Rum
one Barrel of Flour		and 25 pounds of onions.

With orders to make the best of their way for New York

[At 10] Fresh breezes and hazy weather

At half Past 11 Set Top Gallant Sails

[At 2] Fresh breezes and Clear weather

AM at half Past 6 Set the Staysails

Latter part fresh breezes and Clear weather, People employd as occasionally

Sailmakers employd repairing a Main topsail

Set Up the Mizzen Topmast Shrouds

[Latitude Observed 18. 46 North]

[NHSC, NYHS.]

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

First part fresh breezes & hazey weather at one P M the Cap<sup>t</sup> went onboard the Comm<sup>o</sup> at 6 D<sup>o</sup> return'd

Middle Part Steady breezes & pleasant weather at 9 A M set the Courses

Latter part D<sup>o</sup> Weather, Set T G Sails —

[Latitude Observed 17' 34° N.]

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

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

KINGSTON JAMAICA 17<sup>th</sup> Sept<sup>r</sup> 1799

SIR On the 9<sup>th</sup> Instant, I had the Honor to receive your letter of 3<sup>d</sup> July, with another paper under the Seal of the United States, designating me the Agent for the States, also Instructions for my government which I shall attend to —

I have on all occasions given my best advice and every humane attention has been paid to the American Seamen, many of whom have experienced much distress —

In my capacity as a Magistrate I have been fortunate in liberating many Seamen that have been impressed on Shore, but when they are once on the water my power ceases; Admiral Parker pays no kind of attention to my applications, and in a Letter I received from him a few days since, he expresses his surprize, that I should make any further applications for the release of American Seamen, after the letter he wrote me under date of 7<sup>th</sup> July, a Copy of which I did myself the honor to transmit you — my motive for application was to releive eleven unfortunate Americans in the Naval Hospital at Port Royal, whose names are distinguished in the list that accompany's this, by the letter N in red Ink against them —

From the best information I have been able to collect, I have reason to beleive there are upwards of Two hundred and fifty Americans on board the squadron on this Station, the list is by no means so correct, as I could wish, which arrises from the verry imperfect manner in which the Individuals have represented themselves, and in many instances from the imperfect manner the protections have been fill'd up, by the Collectors of the different ports; I beg leave to recommend that the name of the Town be inserted where each person was born or last resided —

I hope and trust some measure may be adopted to give relief to this unfortunate class of men; but in the intermediate time, protections with a letter from M<sup>r</sup> Liston I have no doubt will have the desired effect —

I beg leave to inclose my Account made up to this time, with remarks thereon, amounting to the sum of £ [ ] which I may shortly have occasion to draw for —

I beg leave to observe that the Habeas Corpus for John Edes was made out in the name of Cap<sup>t</sup> Lott Crapo, master of the Ship *Thomas & Sarah*, belonging to Philadelphia, who repeatedly promised to call and refund the expences that had been incurr'd, but he verry improperly left the Country without fulfilling his promise.

I therefore presume you will give directions, that he is called upon to refund the Government this advance, one of his owners was here, and interested himself in the Business and is equally liable; this business took up much of my attention and I cannot help expressing my disapprobation of Cap<sup>t</sup> Crapo's conduct —

I have the Honor to be with

Much Respect

Your Most Ob Hum<sup>e</sup> Serv<sup>t</sup>

W<sup>m</sup> SAVAGE

*Agent for the U States of America*

TIMOTHY PICKERING Esquire

*Secretary of State*

*Philadelphia*

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

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

UNITED STATES SHIP *Ganges*:

BASSE TERRE-ROAD,

*St Kitts 17<sup>th</sup> Sept<sup>r</sup> 1799*

DEAR SIR Should any of the United States Ships arrive here, with orders to place themselves under my command — You will please direct the Captain or Captains, without delay, to proceed and cruize to the windward of St Bartholemews, from four to eight Leagues distance, till they meet me or receive farther orders — I shall send in the *Merrimack* in a day or two, by which conveyance I shall be explicit on this business — 'till when the above is to be considered ample & conclusive

I am with regard

D<sup>r</sup> Sir &c &c

T: T: [THOMAS TINGEY]

To

D M CLARKSON Esq<sup>r</sup>

*U. S. Navy Agent. St Kitts —*

[NDA. Tingey LB, 1798–1800.]

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

[TRENTON]

*Navy Department 17<sup>th</sup> September 1799*

Captain RICHARD V. MORRIS of the *Adams*, New York

SIR I have just received intelligence respecting the *Adams* equally mortifying & unexpected, — Contrary to your own opinion, as well as the opinion of the Mess<sup>rs</sup> Watsons I learn she still remains in Port, and still wants the Carpenters —

I request that immediately upon receipt of this you weigh Anchor and proceed with the *Adams* to occupy the Station and Govern yourself by the instructions already sent to you, and let all the censure that may result from her departure in whatever situation she may be rest upon me —

I have the honor to be

Sir

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

[NDA. OSW, Vol. 2, 1799]

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

[TRENTON]

*Navy Department 17th September 1799*

Captain JAMES SEVER

of the *Congress* — Portsmouth

SIR I have seen Captain Preble, who seems to entertain a better opinion of Lieutenant Cordis than Captain Nicholson did — The Court Martial acquitted him, and I must find employment for him —

I have therefor ordered him to join the *Congress* under your command — He is said to be an able seaman, and a Brave man — If he should not conduct himself like an Officer should do, you must arrest him, and it is not likely he will be a second time acquitted — At any rate you must try him, and from the date of his Commission he will be the first Lieutenant — If he should turn out to be an indifferent officer, you will have two others who I hope will turn out good Lieutenants, Blair, and Saunders, and if you will name a fourth person you will approve of as 4th Lieut I will mention him to the President —

I am sorry to be thus compelled to put an Officer upon you, in whom you may not have confidence, but we shall never get clear of bad Officers unless they are called into service, and the Commanders should consider it an essential part of their duty to give their utmost aid in ridding the Navy of men who disgrace it —

You will please to employ Lieutenant Cordis in such duty as you think proper

I Have the honor to be with great Esteem

Sir

Your obed Servt

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

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

[TRENTON]

*Navy Department 17th September 1799*

Lieutenant J. B. CORDIS

*Boston* —

SIR The Court Martial of which Cap<sup>t</sup> Talbot was President have acquitted you of the Charges exhibited against you by Captain Nicholson

1<sup>st</sup> Violently and cruelly beating John Hunt an ordinary Seaman, being a violation & breach of the 8<sup>th</sup> Section of the "Act providing a Naval Armament"

2<sup>d</sup> "For sleeping when commanding officer of the watch and being disguised in Liquor when on duty, the same being not only utterly



subversive of all discipline but endangering the Loss of the Ship, and which is a breach of the aforesaid regulations furnished to the Commanders in the Navy in which it is provided that if any person shall sleep upon his watch or negligently perform his duty that shall be enjoined him or forsake his station he shall suffer such a punishment as a Court Marshall shall judge proper to inflict according to the nature of his Offence —

Upon these charges the Court has pronounced the following opinion — Viz: "That the part of the first charge "for beating John

"Hunt" is supported but that he did not beat him "cruelly" "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 by beating said Hunt Yet as he "received positive orders so to do from Lieut 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 on his Watch and being "disguised with Liquor when on duty that it is not supported"

I have examined with great attention the proceedings of this Court Martial and could not help remarking with pain that the evidence against you is positive that you slept upon your Watch & that you were disguised in Liquor when on duty —

The Court however disregarding this Evidence and inclining to levity have thought proper to acquit you on the testimony in favor of your general good conduct — You are therefore to consider yourself discharged from your arrest and to place yourself immediately under the Command of Captain Sever of the *Congress* on board of which Ship you will from the date of your Commission act as first Lieutenant — This station is very important and ought to be filled by an Officer not only able, but at all times qualified to do his duty and by no means by a person who indulges in any kind of Intemperance —

Captain Sever will be informed of the circumstances of your trial & will be informed to be attentive to your conduct, and nothing but a firm determination on your part that your future conduct shall be entirely correct will place your character in that high point of view in which it ought to stand or insure a continuance in the Navy —

I have the honor to be

Sir

Yr obed Servt

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

[17 September 1799]

To I. (or J.) R. Lauffer, Commander in Chief and Governor of Curacao from Benjamin Hammell Phillips, U. S. Consul at Curacao

His Excellency Governor I. [or J.] R. LAUFFER.

SIR In addition to what I have already had the Honour to say to your Excellency on the subject of the Robbery & Murders committed on the property & Persons of the *Nautilus* her Cargo & Crew, I am now under the necessity to enlarge, & in the name of the United States of America to call on you as Comander in chief & Governor

of this Island & its dependencies & for the reasons which I will state to you to demand *immediate* restitution & indemnification for the property so illegally siezed & taken, & competent satisfaction on the Persons of the Officers & Crew who committed the Murders of Captain Dixon, his Mate, Boatswain & Two of his Sailors and also for maiming, staving & plundering Four others of his Sailors.

1<sup>st</sup> Because the Murdered were American Citizens, & the property of the *Nautilus* & her Cargo, American Property.

2 Because the Murders were committed & the property siezed on within the limits of the Jurisdiction of this Gov<sup>t</sup>

3 Because the property so seized was brought into this Harbour & has been disposed of under the inspection & with the consent of this Gov<sup>t</sup> & the Commissioners appointed to direct in cases of Prize.

4 Because the Privateer alluded to did sail from this Harbour with insignias indicative of Bloody intentions & w<sup>h</sup> are not permitted to be carried by the Laws of any Nation.

5 Because the Cargo of the *Nautilus* has been sold & alianated previous to condemnation having been recco<sup>d</sup>

6 Because when the said Privateer returned to this Harbour conveying as her Prize the American Schooner *Nautilus* with the afore-said Colours flying & Saluted the constituted Authority here, the Salute was returned with as much respect as the Flag of a *Nation*, or has been practiced here on any occation.

7<sup>th</sup> & lastly, Because all & each of the preceeding articles are in direct contravention of an existing Treaty between the United States of America & the United Netherlands, but more especially the violation of the 5<sup>th</sup> Article in the said Treaty that relates to captures made within the jurisdiction of the Dutch Government.

It is not my design to irritate or promote a misunderstanding between this Gov<sup>t</sup> & my own but in conformity to my Duty & the instructions I yesterday recv<sup>d</sup> by the *Espanza*, to make the demand I have done, & not *Only* for the *Nautilus*, the property & Lives lost, but for redress of *every injury* w<sup>h</sup> has been permitted under the direction of your Government.

I am further instructed to make known to your Excellency that the American Government *will* be respected & require that the rights of its Citizens be not hereafter Violated.

I am in possession of an arret of the Directory of the Batavian Republic respecting the Ravages committed by French Privateers, a Copy of w<sup>h</sup> is at your Excellencys service if you are not already in possession of it.

I have the Honour to be most respectfully

Your Excellencys

Mo. Ob<sup>d</sup> Humb<sup>l</sup>e Serv<sup>t</sup>

B. H. PHILLIPS

Curacoa 17<sup>th</sup> Sep<sup>r</sup> 1799.

O Per *Charlotte*

C Per *George* — Dunkin

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

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

First part Steady breezes & pleasant Weather. at 5 P M saw a Ship & S[c]hoo<sup>r</sup> to leeward bore away & gave chase. at 9 spoke the Comm<sup>o</sup> who inform'd us the Ship was the *Bittern* English S. of War & had taken the above mentioned Sch<sup>r</sup> which was a French Privateer. Antigua N N W 4 leag<sup>s</sup>

Middle part fresh breezes & clear weather at 1 A M hall'd on a wind to the North<sup>h</sup> & parted with the *Ganges*, who run down for S<sup>t</sup> Kitts

Latter part Moderate & pleasant. at Mer<sup>dn</sup> bore away to the West<sup>d</sup>

[Latitude Observed 17. 47 N.]

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

To Captain Moses Brown, U. S. Navy, from Captain Thomas Tingey,  
U. S. Navy

[U. S. S.] *Ganges* OFF S<sup>t</sup> BARTHOLEMES  
18<sup>th</sup> September 1799 —

SIR Agreeably to the instructions I have receiv'd from the Secretary of the Navy (\*extracts from which; You have annex'd) I am directed to send you on the Duty therein specified.

You will please therefore to proceed without delay for S<sup>t</sup> Kitts, and there receive a supply of Provisions for the time you will be out — and proceed by such route, as you may deem most eligible to effect the essential services, therein pointed out.

But I beg leave to suggest to you that, as there will be, by the time you are ready to leave S<sup>t</sup> Kitts Six, or eight or more, homeward bound vessels ready also — it may add to the service, if you take all such (not waiting a single hour for any one or more) and see them safe through the passage by Samberero (the only danger I apprehend they have to fear, from French cruizers on their way homeward) And then proceeding by the North of Anegada; take the north coast of Porto Rico on your way — where, off S<sup>t</sup> Johns you may meet some success — Thence through the Mona passage down the south-side of S<sup>t</sup> Domingo, according to the purport of the orders \*

Should you effect captures, on either of these stations, it appears to me that, it will be most eligible to send them to Jamaica — unless they should be such, as you may deem it proper to send directly home where also, all the Prisoners, that you can possibly carry with safety, are to be taken.

I am instructed also to inform you, that should you call in at any friendly port, at, or about the time you turn your course homeward; You are to cause it to be generally understood that you will receive and take charge of any sum in specie, for delivery in the United States, to order of the Shipper at the port or place of your destination or arrival — And considering the advantage our Country may derive, from an accumulation of this circulating medium — You are to inform also that only one half per Cent is to be allowed you for your care thereof

These last orders are general, you will therefore please communicate them to the Commanders of any of our public ships, that you may meet

I cannot take leave of you Sir, without expressing my regret that, we are to separate, 'ere the complete termination of our cruize — And also to offer you my thanks, for the promptitude and alacrity with which all signals and orders have been put in effect — since I have had the honor to have you under command of the *Ganges*.

Accept my sincere wishes for your health glory & success, and that in due time you experience a truly happy meeting with your family & friends

I have the honor to be

Sir &c &c &c

T: T: [THOMAS TINGEY]

Capt<sup>n</sup> MOSES BROWN

U: S: Ship *Merrimack*

\* — \* For the annex'd extracts from Mr Stodderts letter; see page 134 — All between the inverted " " commas was copied — that between the [ ] crotchets left out.

[Note: The following is the material included between the inverted commas in the letter to Captain Thomas Tingey, U. S. Navy from the Secretary of the Navy, dated 9 August, 1799, part of which Captain Tingey transmitted to Captain Moses Brown, U. S. Navy, herewith. The following also is the material included on page 134. —

"Our trade has suffer'd very much latterly by privateers, fitted  
"out in Spanish Ports, to intercept the vessels, to and from  
"Vera Cruz — We have no vessel ready, which can be spared to  
"send in pursuit of these Privateers. — When Campbell joins you  
"in the *Eagle*, You must send one of the Vessels, under your com-  
"mand, on this service — Capt<sup>n</sup> Brown I understand is well  
"acquainted in the Gulph of Mexico. — You will be pleased  
"therefore to detach him." "with orders to cruise along the  
"South-side of S<sup>t</sup> Domingo, and Cuba, and to scour the Coast  
"from cape Catoche to Vera-Cruz — And to operate between  
"these two places, until the 15<sup>th</sup> November — when he will  
"return to Boston" — "It will be proper that he take provisions  
"enough to last him, until his return. — He will be entitled to  
"friendly treatment, in any of the Spanish Ports."]

[NDA. Tingey LB, 1798–1800.]

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

[TRENTON]

*Navy Department 18<sup>th</sup> September 1799*

Major W. W. BURROWS

SIR I am very apprehensive that for want of System the Accounts of the Marine Corps will get into great confusion — Information will be required by Congress which I am afraid we shall not be able to give on the subject —

M<sup>r</sup> Thomson should apply his whole mind to making out a Statement to settle as soon as possible with the Accountant —

As to future transactions there must be adopted some uniform mode of paying the Marines, Judge what mode will be best and let me know — To me it appears that the Pursers who will be obliged to make advances to the Marines on a Cruise should act merely as the Agents of the Pay Master to whom they should render Accounts of such advances, and obtain his receipt for the whole amount as a voucher to settle with the Accountant or as a voucher to the Accountant to charge the Pay Master, or the Pursers should pay the Men for the time they are on board the Ship, leaving all other Accts to be settled by the pay Master — I know not which is to be preferred — one or other, or a better must be adopted that the question may not recur in the settlement with every Ship —

In the case of the *Montezuma* it appears impossible that the Pursers can settle the Marine Accounts. — not knowing how M<sup>r</sup> Rankin has applied the Advances made to him as Lieu<sup>t</sup> Marines by the Purser —

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

[TRENTON]

*Navy Department 18<sup>th</sup> Sept<sup>r</sup> 1799*

Major W. W. BURROWS

SIR The *Montezuma* has arrived at Baltimore where her crew will be discharged.

There have been two Pursers to that Ship first M<sup>r</sup> Richardson, latterly M<sup>r</sup> W<sup>m</sup> Hollingsworth both of whom have made some advances to the Marines — the former to M<sup>r</sup> Rankin on A/C of the Marines, the latter to themselves —

I have desired M<sup>r</sup> Hollingsworth to advance them one months pay and to transmit to you his account of Advances — M<sup>r</sup> Richardson will do the same, and it will be necessary for you to take some order for the residue of their pay — But it may be very material that you adopt some proper mode of ascertaining exactly what is due to them —

I have the honor to be Sir

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

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

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To Secretary of War from Secretary of the Navy

[TRENTON]

*Navy Department September 18 1799*

THE SECRETARY OF WAR

SIR The *Montezuma* has arrived at Baltimore with fifty French Prisoners — — Having no Marines whose service are not imm<sup>o</sup> wanted on board of ship, I have the honor to request that you will be pleased to direct a sufficient guard to conduct those prisoners to

Frederick Town — and that if General Bailey should deem a guard necessary on the Prisoners while they remain in the Frederick Town Goal you will be so good as to order the Officer at that place to furnish one — —

I have the honor to be with great respect & Esteem  
Sir

Your Obed S<sup>t</sup>

[NDA. Sec. War, LB, 1798-1824.]

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

[TRENTON]

*Navy Department 18<sup>th</sup> September 1799*

Captain JOHN MULLOWNY

Ship *Montezuma* Baltimore —

SIR I am honored with yours of the 14<sup>th</sup> Inst announcing your arrival at Baltimore with 50 French Prisoners — They are to be marched to Frederick Town under a Guard which will be furnished from the Fort by order of the Secretary at War

The time of the Crew of the *Montezuma* being out the men must be paid off and discharged immediately — I hope the Purser is prepared with his accounts so that there may be no delay, as there ought to be none — The Officers may be furloughed for a month, except just enough to take care of the Ship — I request immediately your candid opinion of her as a Cruiser, as your opinion will probably determine whether she shall be kept in the Navy Service — or Sold —

I have the honor to be with respect

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

B[ENJAMIN] S[TODDERT]

M<sup>r</sup> Baile, Midshipman I have promised his Father should have leave of absence to visit him at Frederick Town Please to give him a furlough to be absent until called upon — And let me know whether either of the Midshipmen are fit for promotion.

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

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

[TRENTON]

*Navy Department 18<sup>th</sup> September 1799*

Lieut JOHN SHAW of

the *Montezuma* Baltimore

SIR I have received your letter requesting a furlough —

It was intended that you should take command of the Schooner building at Baltimore which should be soonest fit for Service and that Lieu<sup>t</sup> Bunbury should command the other, But if you and L<sup>t</sup> Bunbury agree to exchange Vessels you are quite at liberty to do so and there will be no inconvenience in giving you leave of absence till the last Vessel is finished You will please to let me know immediately whether the Exchange has been agreed to —

Your pay and emoluments as Commander of the Schooner will be Fifty Dollars per month and four rations per day —

I have the honor to be

Sir

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

[NDA. OSW, Vol. 2, 1799]

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

[TRENTON]

Navy Department 18th September 1799

WILLIAM WINDER Esq<sup>r</sup>

Accountant of the Navy —

SIR The officers and Seamen of the *Montezuma*, having performed their years service are to be paid off at Baltimore —

If any advances have been made to the officers it may be proper to transmit immediately to the Purser M<sup>r</sup> W<sup>m</sup> Hollingsworth the amount thereof —

I have the honor to be

Sir

Yr obed Servt

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

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To Secretary of State from P. F. Dobrée, U. S. Consul, Nantes, France

NANTES 18<sup>th</sup> Sep<sup>r</sup> 1799.

TIMOTHY PICKERING Esq<sup>r</sup> (Copy)

Secretary of State

SIR M<sup>r</sup> W. V. Murray will have communicated to you my correspond<sup>ce</sup> with him respecting the Americans in distress & the Agencies. he has promised by a Letter received from Major Mountflorencia to reimburse me of my advances to sailors & prisoners & I will Shortly draw upon him; but he has refused giving me any Councils respecting Agents & captured Vessels.

I have now here no distressed Seamen; I have provided for them all & I hope you will be well pleased of the oconomy I have put in these succours & the liberal manner in w<sup>ch</sup> they have been offered — notwithstanding the number of captured Vessels that have been brought here & condemned, I have had the satisfaction to save every one of their Crew from prison. not one has been confined. Since Major Mountflorencia's departure from Paris & that he has declared to me that he had no powers to act in any publick capacity, I have made it a duty to make every inquiry in my power respecting Americans in Prison, wherever they might be found in mine & the Vacant Consulates & having learnt that a number of them were confined at Saumur, I have sent my Chancellor (M<sup>r</sup> Durville) to examine them; he returned the day before yesterday & brought me a List of 45, w<sup>ch</sup> all assure that they are American Citizens, about half have their Protections: I have Sent it to the Minister of Marine with my

remarks & much hope I will obtain their Liberty. I have put in my report all the exactness in my power, well penetrated of the injustice there would be to claim for an Enemy of this Country, what is due to an Ally, & how cruel it would be should I by neglect or oversight leave an unhappy American in Prison, which I could get released. — The Minister of marine had already granted me two of the men & wrote me that when they were arrived at Nantes, he requested I would give “the Commissary of Marine a receipt of them, w<sup>ch</sup> might Serve (in case of need) to the exchange of as many frenchmen Prisoners in the United States” — In claiming the remain<sup>r</sup> I have wrote him that I was ready to give such a receipt, but that I had never learnt that any french Crew had been confined in America — These men at Saumur are treated as British prisoners, and I fancy when we obtain them, the British Agent will demand his expenditures, but w<sup>ch</sup> I hope the french Government will pay — M<sup>r</sup> Durville has paid to all these sailors 24 to help them to get a little cloathing — There are now no other American prises here, but the *John* of Richemond Cap<sup>n</sup> Edw<sup>d</sup> Watson bound from Norfolk to London with Tobacco, lately condemned, principally because Cap<sup>n</sup> Watson is born in England: & the *Fanny* of Salem Cap<sup>n</sup> Jesse Smith bound to Cadiz with fish & sugar, captured on account of her letter of Mark or Commission, but not yet judged — My Colleagues American Consuls in Spain continue Sending me the condemnations of American Vessels by the french Consuls in their Ports with the appeals of the unhappy Captains to the Tribunal Civil of this Department to whom the attribution of these appeals is given, & I see myself forced to prosecute these suits. — I have often requested your instructions on this head & am extreamly sorry to be untill now deprived of them. —

M<sup>r</sup> Barnet has wrote you on the same subject and we both join in our earnest prayers to direct us in our duty towards captured Vessels: I will shortly give you a statement of the advances I have made on such business and draw on you for the Same.

In regard to the agencies M. Coffyn wrote me that altho’ he had no exequatur he continued his assistance to all Americans in distress — I have named M<sup>r</sup> LeBaron at Dieppe, M<sup>r</sup> Aubree at Brest, M<sup>r</sup> Pinaud at Noirmoutier & M<sup>r</sup> A. Vail continues at l’orient & have wrote to my correspondants in every port to inform me if any american arrived there by capture or otherwise & will if circumstances require it, appoint there an agent or send some body from my office; for these two months past I have received no answer to my letters to M<sup>r</sup> Murray Minister at the hague, M<sup>r</sup> Barnet is in the Same predicament, we attribute it to the late political events in holland, we much long to see this Gentleman here with his Colleagues (Your two other Commissioners) & do not doubt but they will succeed in their interesting mission. I am respectfully. —

Sir

Your devoted hbl Servant

P. F. DOBRÉE



To Richard Soderstrom, Consul General of Sweden to the United States, from  
Secretary of State

DEPARTMENT OF STATE  
Trenton 18<sup>th</sup> Sept<sup>r</sup> 1799

(Office Copy)

SIR Enclosed I transmit you copies of the protests of Ira Confield, master of the Brigantine *Matilda* of Saybrook, and of Joseph Chandler, master of the Schooner *Reliance* of North Yarmouth, made before M<sup>r</sup> Wall, the American Consul at St. Bartholomews, wherein you will see, that both these vessels, being bound to St. Bartholomews, were captured, the first at the entrance of the Port of Gustavia, by the two French privateers *La Courageuse* and *La Cyrene*, and the other at the distance of about a mile from the South part of the Island by the French privateer *Desfourneaux*. The former of them was carried into St. Martins, and the latter to St. Bartholomews. — For this violation of the Territory and sovereignty of His Majesty the King of Sweden, M<sup>r</sup> Wall claimed the interposition of the Governor of the Island, and restoration of the property thus unlawfully captured, in the address whereof a copy is inclosed. — It does not appear, that any answer was given to his application; but on the contrary the *Reliance* was sold at St. Bartholomews before condemnation, as appears by M<sup>r</sup> Wall's letter communicating these documents to me. — Both vessels were condemned at Guadeloupe together with their cargoes. —

It is impossible for me to conceive on what just ground the Governor could refuse M<sup>r</sup> Wall's request, if, as is probable, the privateers returned to St. Bartholomews after the capture. — But with respect to the *Reliance*, it was certainly a duty he owed no less to his Sovereign than to the American owner to rescue from the captors, what they had dared so unlawfully to possess themselves of. — As to yourself, Sir, you will doubtless view this matter in a light very different from that in which the Governor appears to have contemplated it; and I feel assured that you will cheerfully take all the measures, compatible with your official character to ensure justice to the injured parties and prevent a repetition of similar aggressions by French privateers in that quarter. —

I have the honor, Sir, to be very respectfully

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

T PICKERING

RICHARD SODERSTROM Esq  
Consul General of Sweden

[Mass. HS. Pickering Papers, Vol. 12.]

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

First part moderate breezes & pleasant at 1 P M Saw Several sail, gave chase at 3 d<sup>o</sup> boarded the Swedish Sch<sup>r</sup> *Pelican* Matthew Winfield Mast<sup>r</sup> S<sup>t</sup> Bartholomews West 6 leagues at 6 Boarded a Sch<sup>r</sup> from Cayenne bound to S<sup>t</sup> Barth<sup>s</sup> & bore away at 7½ Spoke the U. States Ship *Delaware* hall'd on a wind to the South<sup>d</sup>

Middle part D<sup>o</sup> Weather — at 11 A M spoke the *Ganges*

Latter part Pleasant & Moderate *Ganges* & *Delaware* in Comp<sup>t</sup> — S<sup>t</sup> Barth<sup>s</sup> N N E 2 leagues

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

To President John Adams from Secretary of the Navy

[TRENTON]

*Navy Department 19<sup>th</sup> September 1799*

JOHN ADAMS Esq<sup>r</sup>

*President of the United States*

SIR I have the honor to enclose a Letter from M<sup>r</sup> Read Senator from South Carolina, containing an application for the appointment of Midshipman for the Son of M<sup>r</sup> Izard —

Although there are Midshipmen enough from South Carolina, I presume it will be proper to gratify the wishes of so respectable a man as M<sup>r</sup> Izard —

I have just received information of the arrival of Captain Barry at Newport the 12 Ins<sup>t</sup> which was something sooner than I expected — He will now wait in Port until it be determined whether he is to carry our Ministers to France —

I have the honor to be with the greatest Respect & Esteem

Sir

Y<sup>r</sup> obed S<sup>t</sup>

[NDA. Nom. Appts. 1798–1820.]

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

[TRENTON]

*Navy Department 19<sup>th</sup> Sept. 1799*

JOSHUA HUMPHREYS Esq<sup>r</sup>

SIR I am honored with your Letter of the 16th Inst on the subject of the *Augusta* —

You will be pleased to put every thing in motion to have her fitted out in the manner you judge best as quickly as may be — You will determine what Butt and Breast hook bolts should be extracted and call upon Capt Gill soon to send you such bolts &<sup>t</sup> as you may want and also lighter Copper, if you think lighter Copper better — I say call upon Captain Gill soon, because he had an idea of leaving Philad<sup>a</sup> if the Fever increased —

You will please also give the proper directions about the Sails & rigging and tell me what weight the 10 — 6 pounders should be that are wanting — How would 18 Lb Carronades answer, instead of the 6 pounders? I do not know what they weigh but I believe less than 1200.

I have the honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

The Carronades 18 p<sup>r</sup> Say 10¼ C<sup>t</sup>

12 . . probably 8 C<sup>t</sup>

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

To Major Commandant William W. Burrows, U. S. Marine Corps, from First Lieutenant Bartholomew Clinch, U. S. Marine Corps

MARINE CAMP N. YORK Sep<sup>r</sup> 19. 1799

SIR The *Constellation* has return'd from her Cruise without meeting any occurrence worth transmitting — The Sick Marines which we left on Shore are not all recover'd. There are some others on board (say at least 3) who will never render the United States any Service I would wish to have them replaced with good Men, as they are meer Incumbrances on board — Lieut<sup>t</sup> Reynolds with whom I now am writes you to this purport by this Post — We are miserably off for a Fifer & Drummer. The fellow who belonged to the Ship & who undertook to play the Fife, was actually or pretendedly Sick, was sent ashore & runaway the first opportunity. I had promised him my ten Dollars of the Music Fund had he continued and Joined the Corps — however he is no great loss — The Sickness in this place I apprehend will probably occasion our Station to be altered as the necessaries for the Ship for another Cruise (which we suppose will be a long one) cannot on that account be immediately procured here by the Navy Agent.

I remain with great respect  
Your obed<sup>t</sup> 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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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 19 September 1799

First part moderate breezes & pleasant at 6 P M S<sup>t</sup> Barth<sup>s</sup> bore North 3 leagues S<sup>t</sup> Eustatia S by W 7 leagues at 8½ bore away for S<sup>t</sup> Kitts in company with the *Delaware*, left the *Ganges* cruising off S<sup>t</sup> Bartholomews —

Middle part light airs & variable inclining to a Calm & very pleasant  
Latter part light Breezes & pleasant Brimstone hill N E by E 3 Miles

[Latitude Observed 17' 18° N.]

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

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

BOSTON Sep<sup>t</sup> 20, 1799

Private

D<sup>r</sup> SIR I received your Letter of 12th instant, & have reflected upon the Subject; & I think that, with the Aid of the *Herald*, & the permission of the Secretary of the Navy, I can arrange to furnish Touissant with some Arms lead & flints. — I have a consignment of 4000 stands from Europe, intended for the State of Virginia on Contract, according to a sample in the hands of the Executive. a part of them have been delivered at Richmond, 1320 Arms & 1536 Cartridge

Boxes, which do not prove so well finished as the sample, & are rejected, though confessedly very good, & from one of the best factories in Prussia. the rest are on board the *Acteon* for New York, carried into England for enquiry, & may daily be expected at New York if not already there.

Now I propose to take a small Brig<sup>t</sup>, to go out with the *Herald* as a Store Ship, to put on board some Bread &c which will be wanted by our Ships on the Hispaniola Station — to order round from New York the 2680 Arms by the *Acteon*, to put part on board the *Herald* & part in the Brig<sup>t</sup>, taking some of the *Heralds* Stores in the Brig<sup>t</sup> to leave room, & to have the Brig<sup>t</sup> balasted with Lead, which may be done without clearing it out; & in case the *Acteon* does not arrive in time to send the Arms here in time, the *Herald* & Brig<sup>t</sup> may call off New York, & receive the Arms if they are there, or if not go on to Hampton Roads where the other parcel may be ready to take in — or both parcels may be shipped in this way, if the *Acteon* be arrived As the Arms at Richmond will be ordered here, & probably those by the *Acteon* too, I can easily arrange so as to have one, if not both parcels shipped without any delay, should those by the *Acteon* not arrive at N York in time to come here before the *Herald* will be ready, say 20 days hence. — This kind of use of the *Herald* is necessary to cover the shipment, as well as to convoy the articles safe to port; & by this arrangement we can effect the shipment without militating with the Laws. I must assume the appearance of doing this with the privity of the Government & for their use; but it will not implicate the Executive in any branch or degree, nor require any direction or act from any one to execute. But I can not venture to do this without an understanding with M<sup>r</sup> Stoddert, it is a use to be made of a public Ship, which as an Agent I ought not to attempt without such an understanding, which may be conveyed satisfactorily to me through you, if it be thought eligible.—

As yet no other safe & easy mode has occurred to me of effecting the Object, which is desirable & important in a public view; but for aught I at present see, this mode may be adopted without involving any serious difficulty, it will indeed pass off without notice if well executed. But to attempt to smuggle the articles, & be detected would occasion much noise & discussion — it would render the supply very precarious without Convoy, & hazard much more clamour, than can possibly be excited in the proposed mode — in that indeed I see not how any can arise, nor even a suspicion as to the Object till after it shall be effected. —

I am without any directions yet from M<sup>r</sup> Stoddert on this business, will you see & converse with him, & let me know the result. —

The Subject of your other Letter of the 12th, I shall revolve; but I fear no change of measures can be effected with the P<sup>r</sup>; his decision seems to be unalterable, though opposed to his uniform language, & of M<sup>r</sup> A: & his family connections, who all observe the same tone. —

I am with much respect yours sincerely —

STEPHEN HIGGINSON

Hon<sup>ble</sup> TIM<sup>o</sup> PICKERING Esq<sup>r</sup>

[Mass. HS. Pickering Papers, Vol. 25.]

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

[TRENTON]

Navy Department 20<sup>th</sup> September 1799

Captain JOHN BARRY of the Frigate *United States*  
New Port — Rhode Island

SIR I am honored with your Letter of the 12th, and should have been very glad if you had come on at once to the Seat of Government without waiting to hear from me —

It would be a fortnight from your Arrival before you could leave New Port waiting for this Letter, it would take you another fortnight to travel to and from Philadelphia, and I suppose you would wish to be at home at least a week — This would cause the Ship to be delayed nearly or quite six weeks in the Harbour of New Port a circumstance which would reflect on you, on me, and would justly excite great clamour in the Country

You must therefore I believe content yourself without seeing M<sup>r</sup> Barry for the present, but I expect to hear from the President in a day or two on the subject of your destination, and it may turn out that you can be permitted to come on without delaying the Ship, and if it should so turn out you shall have the earliest possible notice thereof — But in the mean time it will be proper that you take in without delay such Provisions, Stores &c &c as you stand in need of that you may be ready at a moment to proceed to Sea, for if your destination be the West Indies you ought to sail early in October —

I have the honor to be with great respect

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

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

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

[TRENTON]

Navy Department 20<sup>th</sup> September 1799

Capt<sup>n</sup> SAMUEL BARRON  
Frigate *Constellation*  
New York —

SIR I am honored with your Letter of the 18th enclosing returns of the articles wanted for a six months cruise, but not of the Expenditures — I must call your pointed attention to the Circular Instructions of the 29<sup>th</sup> July — The Surgeons return of articles wanted appears to be enormous — it is accompanied by no return of the articles on hand, or the articles expended —

The purser is here — his Accts not settled, he is making a return of the provisions wanted to compleat the quantity for a six months cruise — But will the Ship carry six months provisions? She has never had more than four — Yet it is highly proper she should have six, and I must request that you will lessen your quantity of water, a supply of which can always be had without expense, so as to admit of taking six months provisions — As to getting the new rigging overhead — You are the best judge when it is necessary, I should suppose the present a proper time — You must remain some days, perhaps 10 or 12 more in Port —

I am mortified to find, that you have some men whose times are nearly out — They were ordered to be discharged at Norfolk & Captain Truxton should have obeyed the order — They must now be discharged and if you can supply their place with an equal number of able Seamen it will make your Crew better You must adopt the means which appear to you best to recruit these men & to guard against their communicating the Fever to your Crew — But will you not have men enough for the West Indies without them? — I have requested Mess<sup>rs</sup> James & Ebenezar Watson to furnish as speedily as possible all of your wants, which they can supply, They will also furnish money to recruit more men You should be as guarded as possible in your communications with New York — Pray has the change of Guns produced, good effects in the sailing and stiffness of the Ship?

I have the honor to be with great respect Sir

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

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

Circular to Navy Agents, and to Jeremiah Yellott, Navy Agent, Baltimore, Md.  
from Secretary of the Navy

[TRENTON]

Navy Department 20th September 1799

(Circular to Agents)

JEREMIAH YELLOTT Esq<sup>r</sup>

Baltimore —

SIR You will be pleased to furnish me with such information respecting the *Maryland*, *Chesapeake*, *Experiment* & *Enterprize* as will enable me to have a compleat register of them — Their length on the Gun Deck Length of Keel, Breadth of Beam, depth of Hold, height between Gun & Lower Deck, height between upper & quarter Deck, height of Waist amidship, tonnage and exact number of each discription of Guns are points most material —

I have the honor to be Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

[Enclosure]

Letters similar to the Letter to Jeremiah Yellott Esquire, written to:—

DATE	To whom written	Residence	Vessels to return information upon
1799			
20 Sept <sup>r</sup>	Jacob Sheaffe.....	Portsmouth.....	Portsmouth
"	Joseph Waters.....	Salem.....	Essex
"	Nich <sup>s</sup> Johnson.....	Newbury port.....	Merrimack & Warren
"	S. Higginson & Co.....	Boston.....	Boston
"	N Hubbard.....	New london.....	Connecticut
"	Jos. Howland.....	do.....	Trumbull
"	J & E Watson.....	New York.....	Adams
"	Pennock.....	Norfolk.....	Richmond & Norfolk
"	W <sup>m</sup> Crafts.....	Charleston.....	John Adams & Pinckney
"	Gibbs & Channing.....	New port.....	General Greene
"	Josiah Fox.....	Norfolk.....	Philadelphia and Chesapeake

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

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 20 September 1799

First part moderate breezes & pleasant employ'd beating up to Old Roads at 3 P M left the *Delaware* off old roads & proceeded for Bassterre at 7 came too in 9 fath<sup>s</sup> water the Fort bearing N E by E 1 Mile Dist.

Middle part light winds & pleasant. Employ'd taking in provisions &c &c

Latter part pleasant Weather

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

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

[TRENTON]

Navy Department 21<sup>st</sup> Sept<sup>r</sup> 1799

Capt<sup>n</sup> MOSES TRYON

Ship *Connecticut* —

SIR I do myself the honor to enclose your Commission as a Captain in the Navy —

I also enclose Warrants for John Haynes Boatswain and James Ricard Sail Maker.

I have the honor to be

Sir

Your obed Servt

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

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

[TRENTON]

Navy Department 21<sup>st</sup> September 1799

Captain MOSES TRYON

Ship *Connecticut* —

SIR Enclosed you will receive Circular Instructions which will require your attention before your departure and will serve for the Government of your conduct on a cruise —

I hear to my great satisfaction from M<sup>r</sup> Hubbard that the *Connecticut* is nearly ready for Sea, and I shall in three days send on your sailing orders by which I time hope you will be ready to receive them — M<sup>r</sup> Howland will deliver over to you the powder and Pistols Sent to him for the *Trumbull* —

I have the honor to be Sir

Y<sup>r</sup> obe<sup>dt</sup> Ser<sup>vt</sup>

Enclosed — The Circulars of 29 Dec<sup>r</sup> 1798 16 January 12 March & 2 Circulars of 29<sup>th</sup> July 1799 — Also Circular of 5<sup>th</sup> September 1799.

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

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

[TRENTON]

Navy Department 21<sup>st</sup> September 1799

Major W. W. BURROWS

SIR The Marines for the *Congress* will be wanted as soon as they can be ordered to and arrive at Portsmouth — I have the honor

therefore to request that you will order fifty Marines including non-commissioned officers under their proper officers to repair thither immediately —

I have the honor to be

Sir

Y<sup>t</sup> obed. Serv<sup>t</sup>

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

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

[TRENTON]

*Navy Department 21 September 1799*

JACOB SHEAFFE Esq<sup>r</sup>

*Portsmouth New Hampshire*

SIR I am honored with your letter of the 10<sup>th</sup> and have no objection to the alteration in the Provisions as suggested by Captain Sever —

Captain Sever has proposed moving the Ship to Boston for the greater facility in manning and because he thinks her situation at Portsmouth will not be safe as the Autumn advances — I have desired him therefore to move the Ship when he deems it necessary tho if every part of the Work goes on with the necessary dispatch I hope she may sail on her Cruise from Portsmouth, unless indeed men cannot be got there

It will be very proper for you to secure the Masts offered to you, — if they will answer for a Frigate so large as the *Congress* —

I have the honor to be

Sir

Y<sup>t</sup> obed. Serv<sup>t</sup>

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

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

[TRENTON]

*Navy Department 21st September 1799*

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>

*Boston —*

SIR I believe it will be best to avoid all expense for Barracks for the Marines, at least until it be seen where Barracks can be created to serve for more than a temporary purpose — In the mean time very few Marines will be kept at Boston, as it is not contemplated to recruit more than will be necessary for the Ships in Service

On the subject of the Yard for building the Seventy fours, I cannot at present say any thing to the purpose — My opinion has always been that two or three large yards should be fixed on for the whole of our future operations, for although the six 74 Gun Ships will be built at six different places, I do not mean to have collected at more than three of the places a single material beyond the use of the single ship

At three other places I contemplate laying up some timber under the appropriation of 200,000 D<sup>rs</sup> Boston must probably be one of these latter places and in this View the Public ought to have ground enough for the purposes of a very large Yard There can however be no necessity for an immediate determination of this question —



So many papers have been left at Philad<sup>a</sup> that it is difficult to determine what claim the Public has to the present Yard at Boston — I believe the Public erected the Wharf and at a prodigious expense and are to have the use at a certain annual rent, until the repayment of the money — I wish you would take the trouble to investigate this subject thoroughly and give me correct information which the papers in Philadelphia may not furnish —

If a different place should be fixed on for the Seventy four, it is possible the Public may sell their right to the present Wharf. If it should be determined that Boston ought not to be one of the places for future operations the expense of another Wharf must be incurred for a single Ship — The present must answer — It was very bad Oconomy to build a wharf on any Ground not belonging to the Public — The Brig *Sophia* belongs to the Department of State — The Navy Dep<sup>t</sup> has nothing to do with her expences — I have sent on extract of your letter to Col. Pickering who will I presume give the necessary directions.

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, 21 September 1799

[In Basseterre Roads.] Begins with moderate pleasant W<sup>t</sup> all hands on Ships Duty —

took onboard sundry Provisions

Middle & latter part pleasant Weather

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

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

[U. S. S.] *Ganges* OFF BARBUDA 22<sup>d</sup> Sept<sup>r</sup> 1799

D<sup>r</sup> SIR Since I had the honor to address You the 4<sup>th</sup> instant off Deseada, none of the Enemy's vessels, that we could bring too have fallen in sight of us.

Being nearly out of provisions, I called in at S<sup>t</sup> Christophers, the 17<sup>th</sup> ins<sup>t</sup> and replenish'd for five weeks or thereabouts

I had the honor to receive there also, Your dispatches by the *Eagle* — I left S<sup>t</sup> Kitts the same evening; and join'd the *Merrimack*, and the *Delaware* off S<sup>t</sup> Bartholemews the 18<sup>th</sup> — when the former was dispatch'd agreeably to Your orders. I was particular in the instructions to Capt<sup>n</sup> Brown, but forbear by this uncertain conveyance to send a copy, lest it fall into improper hands

The provision vessel had safe arriv'd & was discharged.

I have the honor to be

Sir &c &c &c

T: T: [THOMAS TINGEY]

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

per Sloop *Duane* — Store for Virginia

Copy per Schooner *Agnes* — for Boston

[NDA. Tingey LB, 1798-1800.]

To Secretary of State from William Smith, U. S. Consul, Lisbon, Portugal

LISBON, Sep. 22<sup>d</sup> 1799

(Private)

DEAR SIR While Lord Elgin was here I saw him frequently & we contracted an intimacy which will be of good service to me personally & to the U. S. also, sho<sup>d</sup> I go to Const<sup>y</sup>. He goes as Amb<sup>t</sup> Extr<sup>y</sup> & from the recent services of Eng<sup>d</sup> which have saved Syria & perhaps the Ott. Emp. his Influence will be very great; of course his private friendship for me will not fail to be extrem<sup>y</sup> advantag<sup>y</sup> —

Having understood that the *Insurg<sup>e</sup>* frigate was to cruize towards Gibraltar, he expressed a wish she might sail when he did & keep company thus far, as a greater security; I was not a little flatter'd, as you may suppose, by this intimation, but still did not venture to suggest any thing on the subject to Cap<sup>t</sup> Murray, least he might be influenced to alter his arrangem<sup>ts</sup>; but as the two Bulkeleyes were at my house when L<sup>d</sup> E. expressed the wish, I desir'd M<sup>r</sup> B. the father to write to Cap<sup>t</sup> M. & inform him of what had passed; this had the desir'd effect, for Cap. M. immed<sup>t</sup> assented & waited for the *Phaeton* frigate, of which Cap<sup>t</sup> Morris her comm<sup>r</sup> was apprized, & they both sailed together a few days ago. — When L<sup>d</sup> E. heard an Am. frigate had just arriv<sup>d</sup> he suppos'd she was come for me, & expressed his disappoint<sup>t</sup> that I was not to accompany him. —

I was much pleased with our frigate & her Crew; she is in fine order, well regulated, well manned & does us great credit. —

We have nothing new since my last; no acco<sup>ts</sup> from London later than the 2<sup>d</sup>; we have Paris papers to the same date, which mention their hav<sup>g</sup> recover'd Coire in the Grisons, but little credit is due to it. Fauchet & Adet are said to be sent as Commiss<sup>rs</sup> to S<sup>t</sup> Domingo & Victor Hughes to Cayenne, not as Prisoner, but as Commiss<sup>r</sup> — new Comm<sup>rs</sup> are also ment<sup>d</sup> for Guadaloupe. In a french paper they have *Knighted* the Presid<sup>t</sup> & called him *Sir John Adams*. — Ancona & Tortona are said to have fallen; Genoa capitulated. The Russians are arriv<sup>d</sup> in Swiss<sup>a</sup> —

With Esteem

Y<sup>rs</sup> &c

W[ILLIAM] S[MITH]

[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, Sunday, 22 September 1799

Begins with moderate breezes & pleasant weather at 1 P M hove up & got under way at 3 Came too in Old Roads in 10 Fath<sup>s</sup> water took onboard 22 Casks of water at 7 got under way at Midnight S<sup>t</sup> Eustatia bore W N W 3 leagues —

Middle part D<sup>y</sup> Weather

at 6 A M gave chase to a Sloop at 7 Boarded her &c

Latter part Moderate, 2 Brigs under Convoy —

[Latitude Observed 18. 15 N.]

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

To President John Adams from Secretary of the Navy

[TRENTON]

Navy Department 23<sup>d</sup> September 1799

JOHN ADAMS Esq<sup>r</sup>

President of the United States

SIR I have the honor to enclose a letter just received from Cap<sup>t</sup> Little who writes like a man of Spirit and Enterprize and such I have no doubt he will turn out to be — The object of our arrangement with Touissant was to come in for a share with the British of the trade of Saint Domingo The British seem intirely excluded and indeed our own vessels from British Islands are denied admittance — Ships belonging to the French which were not to be suffered to enter the ports now sail under the protection of our Consul — I wish it may not turn out that we are no match for the French in the kind of Game that seems now playing at Saint Domingo —

I have enclosed copy of the Instructions given to Captain Perry, but it seems necessary that something should be said about the Armed Vessels from France, they may effect to be subservient to the views of Touissant, but I imagine their object is to get Coffee &<sup>c</sup> from Rigaud part of the Island, because it is cheap there and that they will pay little respect, to our Flag when they have an opportunity of taking a prize — Col Pickering is to furnish me with a Copy of the Agreement with Touissant which I have never seen and I contemplate that it will be proper to send additional Instructions on the subject of Vessels from France by the *Herald*, which I will do myself the honor to enclose to you

I have no letters from M<sup>c</sup>Niell since the Surrender of Surinam to the British. A Letter from S. Smith Baltimore mentions that he has behaved nobly —

I have the honor to be with the highest Respect & Esteem

Sir

Y<sup>r</sup> obed Serv<sup>t</sup>

[NDA. Nom. Appts. 1798–1820.]

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

[TRENTON]

Navy Department 23<sup>d</sup> Sept<sup>r</sup> 1799

Capt<sup>n</sup> SAMUEL BARRON

Frigate *Constellation*

New York —

SIR Mess<sup>rs</sup> James & Ebenezar Watson Represent the state of New York to be such as to render it extreamly difficult to accomodate you with the articles required, for the *Constellation*.

On this account, as well as to give you an opportunity of being some time with your Family before you take a long cruise, I have to request that you will limit your Demands on New York to such articles as will be indispensable for a six weeks cruise and that as soon as you obtain such articles you proceed with the *Constellation* as far South as the River Saint Marys and that you continue cruising on the Southern Coast until the 10<sup>th</sup> November, at which time you will put into Hampton Roads and receive all the supplies needful

for a six months cruise from William Pennock Naval Agent at Norfolk — You will please to let me know before you leave New York the supplies of all kinds you will want at Norfolk, that I may give M<sup>r</sup> Pennock notice to provide them —

If M<sup>r</sup> Porter Midshipman on board the *Constellation* is fit for a Lieutenant in a Twenty Gun Ship, or a 12 Gun Schooner please to put him ashore at New York to come on to this place, or if an opportunity offers by water, he may go at once to Baltimore — But if he is not fit say nothing to him —

I have the honor to be with great respect

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

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

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To Midshipman Abner Woodruff, U. S. Navy, from Abishai Thomas for Secretary of the Navy

NAVY DEPARTMENT  
Trenton, September 23<sup>d</sup> 1799

M<sup>r</sup> ABNER WOODRUFF  
on board the Prize  
Brig *Young George*  
New Castle —

SIR Your letter of the 19<sup>th</sup> Instant is received — I have written to Mess<sup>rs</sup> Willings & Francis who will take order respecting the prize Brig *Young George* — You will be pleased to conform to their directions —

It will be proper to discharge immediately all the people you have who do not belong to the Navy, those who do, you will retain to take care of the Brig, until further orders — You will also take care to retain every thing on board necessary to her Condemnation —

M<sup>r</sup> Witmore may remain with you until he receives further orders — M<sup>r</sup> Coffin may probably get on board the *Norfolk* by going instantly to Boston where the *Herald* is about to sail for S<sup>t</sup> Domingo.

If he takes this place in his route he may probably receive further information.

I am Sir, By order of the Sec<sup>y</sup> of the Navy —

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

(Signed) AB THOMAS

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

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

CURACOA 23<sup>d</sup> Sep<sup>r</sup> 1799.

SECRETARY OF STATE FOR THE U. S. OF AMERICA  
at Philadelphia.

SIR, By the Brig *Esperanza*, Cushing from Philadelphia I had the honor & satisfaction of receiving yours of the 3<sup>d</sup> of August. — In my last (of the 14<sup>th</sup> ins<sup>t</sup>) I intimated my design to make further communication to you respecting the Brig *Sukey*, Cap<sup>t</sup> Vridenburg of Philadelphia, who came from La Guayra & went to Baltimore. —

The *Sukey* had been made fast to the Frigate *Ceres* for 36 hours previous to sailing & had her Ensign & pendant flying; but at the moment her fasts were cut off a Vessel got foul of the toppinglift to which the Ensign was set & carried it away — but the pendant was still flying — and as Cap<sup>t</sup> V had been so near to the Frigate so long he of course did not think of setting his Ensign again — especially as the Frigate's Officers & people could not avoid seeing what had passed — and he having his pendant still flying. — As soon as the *Sukey* was got under way she was fired at by the *Ceres* Frigate, how many Guns was fired I do not exactly know, but if Commodore Kikkert's statement be correct, it is extraordinary no damage was done — because from his disposition manifested on many occasions, he certainly designed to have struck the *Sukey* who from her construction could neither go off fast, or come back to port — on account of a rapid Lee Current that at that time run strong —

Commodore K—'s Letter to me & my answer are among the papers I now send N<sup>o</sup> 1 — 8 — I have not received any answer from his Excellency — If I do before this vessel the *Charlotte* for Baltimore sails I will send it also —

I cannot close this without praying that every particular attention may be had to my Letter of the 14<sup>th</sup> & that the assistance requested may be dispatched without the *loss of a moment* —

I have the Honor to be

Most respectfully

Sir

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

- N<sup>o</sup> 1 — a declaration of the surviving part of the crew of the *Nautilus*  
 2 — a protest of H — Aitkin & others respecting the capture of the V —  
 3 — a Certificate of John Rantz & others respecting the *Trois Amis* —  
 4 — are 3 publications of the Governm<sup>t</sup> of Curacoa, respecting Privateers —  
 5 — is Commodore Kikkert's demand respecting the *Sukey*  
 6 — My answer to Kikkert's demand —  
 7 — My Letter of 14 Sept. 1799  
 8 — a Copy of my Letter to Gov<sup>t</sup> Lauffer of the 17<sup>th</sup> Sept. 1799 —

[Enclosures listed above are not included here, as much of the essential data concerning this subject have been included in preceding pages of this book.]

O Per *Charlotte*, Hubbert

C Per *George* — Dunkin

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

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

[TRENTON]

Navy Department 23<sup>d</sup> September 1799

JEREMIAH YELLOT Esq<sup>r</sup>

Baltimore —

SIR The Prisoners arrived in the *Montezuma* are to be marched to Frederick Town under a guard to be furnished by the Commandant of Fort M<sup>o</sup>Henry and to be delivered to Mountjoy Bailey Esquire —

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Should any difficulties occur which require your interference you will be good enough to obviate them and expedite the Departure of the Prisoners as much as you can

I have the honor to be

Sir

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

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

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

NAVY DEPARTMENT

*Trenton 23<sup>d</sup> Sept. 1799*

WILLIAM CRAFTS Esquire }  
Charleston —  
South Carolina }

SIR I am honored with your letters of the 3<sup>d</sup> and 6th Inst —

The arrangement you have made with respect to procuring Bread was proper — I have no doubt M<sup>r</sup> Pennock will supply all you want on your own application, if however he should consider it necessary to have the sanction of my orders it shall be granted without hesitation — Your plan of appointing Captain Payne to the Command of the *Pinckney* for a cruise is approved — If Captain Payne declines, you will please appoint the first Lieutenant of the *Pinckney* — I know of no better arrangement we can make for the present occasion.

I have the honor to be

Sir

Y<sup>t</sup> Obed. Serv<sup>t</sup>

P. S. If Captain Cross remains in port until you receive this, be pleased to detain him until he hears again from me — He may consider this as my order to that effect —

B[ENJAMIN] S[TODDERT]

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

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To Riddle & Bird, Newcastle, Del., from Secretary of the Navy

[TRENTON]

*Navy Department September 23<sup>d</sup> 1799*

Mess<sup>rs</sup> RIDDLE & BIRD

*New Castle —*

GENTLEMEN — I am honored with your letter of the 18<sup>th</sup> Inst. —

The prize Brig *Young George*, I observe is consigned to Mess<sup>rs</sup> Willing and Francis to whom I have written — You will therefore please to take their directions respecting her mean time be pleased to furnish such supplies of provisions as she may stand in need of which must be paid for out of the proceeds of her sales —

I am Gentlemen

Y<sup>t</sup> obed. Serv<sup>t</sup>

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

To Willings & Francis, Agents for U. S. Ship *Ganges*, from Secretary of the Navy

NAVY DEPARTMENT  
Trenton 23<sup>d</sup> September 1799

Mess<sup>rs</sup> WILLINGS & FRANCIS  
Philad<sup>a</sup> —

GENTLEMEN I have just recieved information of the arrival at New Castle of the Brig *Young George* Prize to the ship *Ganges*, and that Captain Tingey has directed her to be delivered to you to be proceeded against as the Law directs —

The situation of Philadelphia prevents her being ordered up for the present —

I have therefore directed Mess<sup>rs</sup> Riddle & Bird in whose care she is to take your orders respecting her, and to supply her with such provisions as she might stand in need of — In the meantime to be paid for out of the proceeds of Her Sales —

Presuming you have already received Captain Tingey's letters relative to the steps to be taken with this prize — I have nothing to add —

I have the honor to be

Gentlemen

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, Monday, 23 September 1799

First part moderate breezes & pleasant at 2 P M the Dog & Pear bore E by S 5 leagues at 4 D<sup>o</sup> Sambrero bore E by N 3 leagues

Middle part moderate breezes & pleasant at 6 A M parted with the 2 Brigs & Bore away to the Westward, at 8 hall'd to the South<sup>d</sup> & made Sail

Latter part fresh breezes & hazy

[Latitude observed 19 . 27 N.]

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

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

[TRENTON]  
Navy Department 24<sup>th</sup> September 1799

Captain SAM<sup>l</sup> BARRON  
Frigate *Constellation*  
New York.

SIR I am honored with your letter of the 22<sup>d</sup> Inst — Referring to my letter of yesterday I will only add on the Subject of your removal to the Ship at Norfolk, that I will endeavor to gratify you on your arrival there about the 10<sup>th</sup> of November But this may not be in my power, and you must make all your arrangements as if you were certain of continuing in the *Constellation*.

I have extended M<sup>r</sup> Robinsons furlough, also M<sup>r</sup> Vandykes —

I have the honor to be with Great Respect

Sir

Y<sup>r</sup> most obe<sup>d</sup> Serv<sup>t</sup>

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

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

[TRENTON]

Navy Department 24<sup>th</sup> September 1799

Captain HENRY GEDDES  
*Wilmington — Delaware*

SIR The President having appointed you a Captain in the Navy, I enclose your Commission As soon after the receipt as your convenience will admit, you will be pleased to [proceed to] Baltimore and take charge of the *Chesapeake*, [*Patapsco*] and bestow every necessary Attention to her equipment — You will take the oath of allegiance and return it with your letter of Acceptance to this Office from the date of which your Pay & Emoluments will commence —

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> 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

NAVY DEPARTMENT

*Trenton 24<sup>th</sup> Sept<sup>r</sup> 1799*

Captain CHARLES C RUSSEL  
*of the Herald — Boston*

SIR Herewith enclosed you will receive a letter for Captain Talbot or the Commanding officer of the United States Vessels on the Saint Domingo Station, also one for Nathan Levy Esq<sup>r</sup> Navy Agent which be pleased to deliver — Presuming that you will have every thing in perfect readiness for sailing by the time you receive this, you will be pleased to proceed immediately to Sea, pursuant to your former instructions —

I am Sir

Your obe<sup>d</sup>t Serv<sup>t</sup>

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

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[Enclosure No. 1.]

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

[TRENTON]

Navy Department 24<sup>th</sup> September 1799

Capt<sup>n</sup> SILAS TALBOT or the Officer Commanding the United States Armed Vessels on the Saint Domingo Station —

Sir since the date of your letter of Instructions of the 3<sup>d</sup> Inst, I have received information that there are eight or ten Vessels at St<sup>d</sup> Domingo from France mounting from 16 to 26 Guns and that they are to be temporarily employed to cruise against the Vessels of Rigaud and are to be furnished with protections from our Consul Doctor Stevens —

Those vessels are I presume private property sent from France to Saint Domingo for the purposes of trade, and commissioned as Letters of Marque — Their object in all probability is to load with Coffee &<sup>c</sup> and return to France capturing on their voyage any American which





CAPTAIN SILAS TALBOT, U. S. NAVY.



may fall in their power — While they are actually employed by Touissant in the war against Rigaud, you cannot make prizes of them, consistently with our desire to remain on friendly terms with that General and the people under his Command — But whenever they cease to respect his authority or the American Flag, or whenever they take their departure for France, they will become Lawful objects of Capture — Under any of these circumstances you should exert the force under your Command to make prize of them taking care however not to suffer them to enter the ports of Saint Domingo which might give offence to Touissant —

Our Vessels bound to Spanish Ports are frequently captured by French privateers in sight of the Harbour but if they enter safely they are then secure — You must pay at least as much respect to the ports of Touissant — But if you can capture French armed Vessels bound in or on their return to France out of the reach of a Cannon Ball from the shore of the Island you are authorized by our Laws to do it — nor is there any thing in our arrangements with Touissant to forbid it — But in all such cases you should send the Captured vessels & prisoners to the United States

Porto Rico appears to be as mischievous to our Commerce as if it were actually a French Island — Altho the officer commanding on the Guadeloupe Station, will pay some attention to this place, it will be necessary that you should also send a cruiser to visit it as often as you can spare one — Captain Little has a fine Ship, and appears to be an active Officer — He might cruise occasionally off Porto Rico with great advantage —

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799]

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[Enclosure No. 2.]

To Nathan Levy, Navy Agent, Cape Francois, from Secretary of the Navy

[TRENTON]

*Navy Department 24th Sept<sup>r</sup> 1799*

NATHAN LEVY Esquire

*Navy Agent at Cape Francois —*

SIR I am honored with your letter of the 3<sup>d</sup> Inst — I cannot conceive it to be possible that there can be any interference between your duties and those of the Consul

He has nothing to do with the supplies of our Vessels — that is your business and your only business in connection I mean with this Department — As to the conduct of the Vessels, that is a matter which will be with the Commanding Officer on the Station —

I shall direct to be sent you from Boston 5000 Dollars in specie by the *Herald*, Captain Russel — As to provisions I hope our Vessels will want but small supplies in the Island — I shall without trusting to the fluctuations of Markets there send their principal supplies from hence and sending Iron Ballast, is totally out of the question

I presume the money to be sent you by Captain Russel will be sufficient for your purposes with the aid of such Bills as you obtain from the Captains which you will certainly be able to Sell —

You will by all opportunities transmit the accounts of your supplies to our Public Vessels and be very particular in obtaining Triplicate Vouchers from the Captains or Pursers, Two of them you will send in by different opportunities reserving one for yourself —

I will thank you for such information from time to time respecting the Political Situation of the Island as you think will be usefull — What are the Vessels from France doing there? What are the real views of Touissant! How are the people affected to America, France & England —

I have the honor to be sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

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

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

NEWPORT Sep<sup>r</sup> 24 1799

SIR We have the pleasure to advise you, that the *General Green* sailed yesterday. Our accounts for remainder of supplies, we have forwarded by this Post to the Post Accountant of the Navy Department, as it leaves us considerably in advance which is augmenting by our supplies to the Frigate *United States*, we must request you to order a further remittance to us of Ten thousand Dollars in addition to the sum requested in our respects of y<sup>e</sup> 15 Ins<sup>t</sup> —

Nearly the remainder of the salted Provisions we had purchased is delivered to the *General Green* & *United States*, that if any Ships should be expected to come to this Port this fall or Winter for supplies it would be necessary, that early directions should be given to procure the provisions that may be wanted which would enable us to procure those of the best quality & on the most advantageous Terms. If a supply of bread should be wanted it can be baked here, to come as low as it can be ship'd here from the Westward, it being a bulky article & pays a heavy freight. — The Ships having been supplied with bread baked from fine flour, coarser bread has been refused & where some of this quality has been supplied, we are informed it occasioned dissatisfaction among the Crew. — that we have on hand yet a small quantity of the bread ship'd us from Alexandria & New York. —

The bread we have supplied the *Gen Green* and which is now baking for the *United States* is made of fine flour, & costs 7 doll<sup>s</sup> per C<sup>t</sup> if flour should be lower the price of the bread will proportionally reduce —

Hon BENJ<sup>s</sup> STODDERT Esq

[Newport HS. Gibbs & Channing LB.]

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

[TRENTON]

Navy Department 24th September 1799

JEREMIAH YELLOTT Esq<sup>r</sup>

Baltimore —

SIR Having as many Vessels as the Laws authorize in the Navy Service exclusive of the *Montezuma*, she will be sold All her Warlike Equipments may be taken for the *Chesapeake* [*Patapsco*] and the Schooners [*Experiment* and *Enterprize*] if they should be wanted —

I have some expectations that the Secretary of State may buy the Ship for the intercourse with Algiers, otherwise I must get you to sell her in Baltimore where I suppose she will bring a good price — I shall know from the Secretary of State in a day or two —

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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Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 24 September 1799

Moderate breezes and Cloudy, Employd as nessasary unbent the Foresail and bent another. Carpenters and Sailmakers employd occasionally, @ 4 Moderat & V<sup>bl</sup>e

@ 6 Tackd to the Northward Made and Shortn'd sail as Nessasary

@ 11 Tackd to the Southward

@ 2 AM Sounded with 140 fathoms of line No Ground

@ 4 Moderate breezes and cloudy

@ 8 Tackd to the Northward, Employd washing and Fumigating between decks

Stayd the Foremast and Foretopmast

At 11 Tackd to the Southward

@ 12 Moderate breezes and Clear weather

[Latitude Observed 06.45 North]

[NHSC, NYHS.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 24 September 1799

Begins with fresh Breezes & hazey Weather at 6 P M in T G Sails & Reef'd the T Sails

Middle Part D<sup>o</sup> Weather at 2 A M hove too, at 5½ A M bore away & made sail at 6½ Saw Porto Rico bearing S by E 7 leagues at 11 Saw a sail gave chase

Latter part D<sup>o</sup> Weather all sail set in chase Several sail in sight

[Latitude Observed. 18'.39° N.]

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

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To Captain Thomas Baker, U. S. Navy, from Captain Thomas Tingey, U. S. Navy, with a copy to Lieutenant Benjamin Hillar, U. S. Navy

[U. S. S.] *Ganges* AT SEA  
25<sup>th</sup> September 1799

SIR Conceiving it best for the annoyance of the French who depradate on us; that the little squadron under my command, should cover as much ground as possible — thereby to enable us the more probably to intercept their cruizers — letters of marque — or vessels captur'd by them. — I have determin'd on taking the *Eagle* with me, and proceed to the windward toward Guadeloupe, Deseada and Mariagalante.

You will therefore \* with the United States Ship *Delaware* under your command, and the Brig *Pickering* Lieutenant Command<sup>t</sup>

Hillar\*, keep the Isle of St Bartholemews, and the passage thence to the windward of Nevis, and up under the Lee of Barbuda, as well guarded as your little force will admit, or can possibly effect.

But keeping near St Bartholemews and stretching occasionally a little to the NE of it — may enable You, to fall in with some of our own heavy vessels — captur'd by the Enemy and sent for St Martins — Or protect many of those of our outward-bound trade, that are destin'd for St Bartle<sup>m</sup>; the shore of which is almost always infested with one or more of the enemy's small privateers

It is my wish that you do not separate so far, as to be out of sight of each other, for any length of time — having experienced the good effect of two cruizing together, more than once.

You will be pleas'd therefore to separate, so far only, in the Day — that *signals*, or at least the *actions* of each other can be observ'd — and to form a junction every evening if possible. (Of these circumstances Lieut Command<sup>r</sup> Hillar will be fully inform'd, by a copy (nearly) of this now furnish'd him)

Should you effect any captures, or recaptures you will of course proceed with them to Basse Terre St Kitts, and put them into the hands of our Agent there D M Clarkson Esq<sup>r</sup> — and should they be properly Letters of Marque, and small they and cargo may be disposed of, but not too hastily — If any thing capital is taken — or large Privateer — the vessel should be moored with as much safety as possible; and the most valuable part of the cargo landed for safe keeping; to be sold or reship'd, as we may hereafter on a conference determine —

Wishing You success

&c I have the honor to be

Sir &c &c

T. T. [THOMAS TINGEY]

To

Capt<sup>n</sup> THO<sup>s</sup> BAKER

Ship *Delaware*

In the letter address'd to Lieut Comd<sup>r</sup> Hillar in lieu of words between the \* — \* was inserted — viz<sup>t</sup> — “with the Brig *Pickering* under your command join Captain Baker in the *Delaware*, and follow his directions, agreeably to orders given him, of which this is nearly a copy;” and keep &c &c

The short paragraph between the ( ) was not inserted in Capt<sup>n</sup> Hillars letter — But in both the following

P:S: It is known, or generally *believed* by the French, that our homeward bound trade, get a tolerable escort clear of the Islands; and it may add much to the protection of our commerce, that they do not hear of a relaxation of such protection, on our part, which would almost instantly be communicated, by the frequent (almost constant) intercourse between St Kitts & St Bartle<sup>m</sup>; If therefore you should go into Basse Terre Road; on occasion as heretofore intimated, and there being 6 — 8 or more sail ready for departure homeward (but not to delay two hours for any) it would be right to see them safe clear of the passage by the Dog & Pear — or that of Samberero, but not farther to leeward — which effected return immediately to this station.

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

[TRENTON]

*Navy Department 25<sup>th</sup> September 1799*

Captain MOSES TRYON  
Ship *Connecticut* —

SIR Having already sent you your Instructions for your Government on a cruise it only remains for me to point out your particular destination — As soon as the *Connecticut* is ready for sea which I hope will be by the time this reaches you — You will be pleased to proceed to Porto Rico, and cruise off that Island for one month from the time of your arrival, at the end of which period you will join our Squadron on the Guadeloupe Station Rendezvousing at Saint Kitts and place yourself under the Command of the Senior Officer where you will remain until further orders

Instructions have been given to the Squadrons at Saint Domingo & Guadeloupe to attend to Porto Rico, but still it appears that our trade is annoyed [more] by the privateers from that Island than any other — I hope you will be able in your short cruise to give a good account of some of them — I will not pretend to dictate your cruising Ground in the Vicinity of Porto Rico — You must judge on the spot and employ your force to give the greatest possible protection to our Commerce which will best be effected by capturing or destroying the Vessels which depredate upon it.

There are on the Guadeloupe Station the

<i>Adams</i> —	Capt <sup>n</sup> Morris
<i>Merrimack</i> —	Brown
<i>Delaware</i> —	Baker
<i>Eagle</i> —	Campbell
<i>Baltimore</i> —	Cowper
<i>Pickering</i> —	Hillar

and there will be on the Saint Domingo Station the

<i>Constitution</i> —	Talbot
<i>Boston</i> —	Little
<i>General Greene</i> —	Perry
<i>Norfolk</i> —	Bainbridge
<i>Herald</i> —	Russel —

I give you this information that in the event of your meeting with force very superior to your own, which however I do not expect, you may know where to find assistance. —

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

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

[TRENTON]

*Navy Department 25<sup>th</sup> September 1799*

Major W. W. BURROWS  
*Marine Corps* —

SIR I am honored with your Letter of the 23<sup>d</sup> Inst. — It will be best I think to send on what Marines you have at New York — I expect the *Congress* will be compleat in every other respect by the time the Marines will arrive, consequently it will be improper to run the risque of collecting them at places where they are not already

engaged — We shall soon have three other ships to provide for to the Eastward — Viz, The *Essex* Frigate at Salem, The *Trumbull* Sloop of War at New London [Norwich], and the *Warren* at Newbury Port for which you will be pleased to take the necessary measures as early as may be —

I am Sir

Y<sup>r</sup> most obed. Serv<sup>t</sup>

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

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

[TRENTON]

Navy Department 25th September 1799

WILLIAM PENNOCK ESQ<sup>r</sup>

Norfolk — Virginia

SIR I am honored with your Letter of the 17th. — I have directed a remittance to be made you of 15000 Dollars and shall attend to your drafts —

On the subject of your accounts the Accountant has told me that your Vouchers are defective, that sometimes receipts are sent without being signed, which he has been obliged to return and that there was delay in getting them again, which creates difficulties in his Books and prevents his settling your Accounts

It is necessary that accurate accounts of Expenditures should be laid before Congress and that the Expense of each Ship should be known — Hence the necessity of both promptness and accuracy in the agents —

The Bread you sent to M<sup>r</sup> Crafts should be charged by you to the Public that a double commission may be avoided.

The quantity of Bread you have on hand greatly exceeds my expectations, I expect the *Constellation* will be at Norfolk the 10<sup>th</sup> November — The *Richmond* perhaps sooner. Both will want Bread, still you have a great deal too much on hand I pray that you will have it well examined and if necessary baked over again — If you could sell two thirds of it — it would be very proper — I cannot conceive how you accumulated so much — I pray you to buy no more new Bread, until the whole is entirely expended, and keep none on hand beyond 20000 W<sup>t</sup>

I am Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

P. S. You say you shall furnish M<sup>r</sup> Crafts with the Bread — No doubt you mean out of the quantity on hand —

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

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To Secretary of State from Secretary of the Navy

[TRENTON]

Navy Department 25 September 1799

Col<sup>l</sup> PICKERING

D<sup>r</sup> SIR — Enclosed is M<sup>r</sup> Yellots acc<sup>t</sup> of the *Montezuma* when she was purchased I was much mistaken in her tonnage which is only 247 Tons — Perhaps too Small for your purpose —



I believe she is a sound strong ship, but being too dull for a Cruiser, I shall order her to be Sold, if you should not take her. —

I have the honor to be, with great Esteem D<sup>r</sup> Sir

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

[NDA. Sec. State LB, 1798–1824.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 25 September 1799

Begins moderate & pleasant all sail set in chase at 1 P M came up with & boarded her she proved to be the *Charming Nancy* an English Schooner from Tortola bound to New York, had been Captur'd by a French Privateer, Took out the Frenchmen & Put a Midshipman 5 Men on board With orders to proceed to New York, Put onboard some water, Beef & Spare rigging &c at 4 made sail & gave chase to 2 sail at ½ past 5 the N W part of Porto Rico bore S by W 6 leag<sup>s</sup> at 7 Boarded the Sloop *Elizabeth* from N York for Curracoa. she had been captur'd by the french & had retaken her again

Mid. & Latter parts pleasant at Mer<sup>dn</sup> the N W part of Porto Rico bore SS W 5 leagues

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

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

GIBRALTER 26<sup>th</sup> Sept<sup>r</sup> 1799

The above [\*] is a copy of my respects to you of the 17<sup>th</sup>, as it was a particular request of M<sup>r</sup> Smith (and who received hints, from Lord & Lady Elgin, on their way to Constantinople in the *Phaeton* Frigate) that if it did not interfere with any of my establish'd plans, that I would accompany them as far as the streights; & considering that they might have it in their Power to befriend him, in his mission to that Court, & that it would be sound policy on our part, to shew every friendly disposition, to cultivate a firm & friendly Understanding with Great Britain: I felt a conviction in my mind that it would not be displeasing to our Executive, nor interfere materially with your plans, & readily gave my assent; we sailed together on the 17<sup>th</sup> & had the pleasure of outsailing the *Phaeton*, but kept close together with pleasant Breeses, & on the 21<sup>st</sup> we were off the Streights, after which, I haul'd to the Northward in Chase of a Sail which I soon brought too, & proved to be a Dane bound up the streights; after which I ran in close under the Fortifications of Cadiz to see if any American Vessels were there, soon after which the Wind beginning to blow fresh, from the South West, & being upon a Lee Shore, I was Obliged to carry a press of sail to gain a safe distance from the land.

While off the Harbour I could not perceive any American colours flying, nor could I get any of the boats to come off to me; I saw several French Cruisers at anchor, but they did not chuse to come out to me; after which I made sail for this place to see what services I could render in this quarter, and in running into this Bay, fell in with a small Fleet of Gun Boats, under Spanish Colours, but they carry French Commanders most of them, & take special care to keep near enough to their Fortifications, when they see any thing capable of

standing against them; but it is next to an impossibility for an Un-arm'd Vessel to escape being taken, they both sail & row like the Wind: so that this evil Cannot be remedied, but must be left to chance, for their lookout posts give them information.

I am now waiting for the first chance of a wind to run off Madeira, for a few days & then shall make for our West India destination without delay.

I found Admiral Duckworths Squadron here, consisting of four Seventy four Gun Ships, & one Fifty, with a Frigate, bound to Cruise off Cadiz; so that in future that station will be protected, which hath been much neglected since Lord St Vincent left it; I must now beg leave to remark on the General deportment of all his Britanic Majesties Commanders, I have met with in my Various routs.

They have been truly polite & attentive to me, as much so, as if I had been one of their Frigates.

On my arrival I saluted the Admiral, who immediately return'd it, & after we came too, waited on him, he shew'd me every mark of attention & civility, with a proffer of any services I might require, I then saluted the Garrison which was likewise return'd Gun for Gun; and waited upon his Excellency Govern<sup>r</sup> OHara, from whom I have received very polite attention, as well as the other General Officers, & particularly, all the Naval Commanders: for in dining on board the *Powerful* with the Admiral & all the Captains of the Squadron, it appeared to be a fix'd point to convince us of the sincerity of their Friendship, & to do away all former distinctions; & our intercourse hath become perfectly familiar: which hath enabled me to make many useful observations.

I may have trespass'd upon you, in this detail, but it appears to me to be sound policy to cultivate & draw the cords of Friendship, as close as possible, & have little doubt but your sentiments will accord with mine, in this instance, for certainly no nation in the World hath it so much in their power, to assist & foster us in our Naval infancy.

Among the other Naval Commanders, that I have made acquaintance with is Lord Will<sup>m</sup> Stuart, who begs me to make mention of him to his Brother Lord Henry, now in Philadelphia, he is station'd here waiting for the first Vacancy, being lately made a Port Captain, & should it fall in your way, will thank you to mention this circumstance to his Brother: he has been very Polite to me.

In parting with the Admiral, I requested him to give me some significant signal, that I might know any of his Majesties Ships, in case of my falling in with any of them, which he has promised me, & further, that he intends to send the Copy I have given him on to the Admiralty, by the first conveyance, with a request that they might be generally distributed throughout the Navy, tho' I am in hopes Com<sup>o</sup> Barry has superseded the necessity of it, as the exchange is highly necessary cruise where we may.

28<sup>th</sup> the Wind hath now changed & we are getting underway with all the Men of War & a number of other Vessels — & have the pleasure of informing you that our Crew are all in good health & want for nothing but a Prize to cheer them —

I am yours &c &c

[\*See letter to Secretary of Navy from Captain Alexander Murray, U. S. Navy, dated 16 September 1799.]

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

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

[TRENTON]

*Navy Department 26th September 1799*

JEREMIAH YELLOT Esquire

*Baltimore —*

SIR From former letters, I presume the Schooner must be nearly ready, and requires the attention of a Commander —

M<sup>r</sup> Shaw applied for leave of absence and I know not whether he will be back to Baltimore (if he has left it) in time to command the first Schooner —

M<sup>r</sup> Bunbury I am sorry to find means to quit the Service — I have directed Cap<sup>t</sup> Price to repair to Baltimore to take the Command of one of the Schooners — Be pleased to let me know how soon each will be ready for Comm<sup>d</sup> and Crew —

I have the honor to be with Great respect Sir

Y<sup>t</sup> obed. Serv<sup>t</sup>

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

[Received 26 September 1799]

To Secretary of State from Joseph Ingraham, Charge d'Affaires, Tripoli

DEAR SIR I take the liberty to inform you of the measures that has been taken by the Bashaw of Tripoli with the different nations, that he has made war & peace with during my residence in that reagency. Likewise, relative to the mode of Conducting the affairs of the united States with the different States of Barbary.

first its necessary that our Peace should be held separately with each reagency, and the consul resident there, and not depend on one reagency to hold our peace with the others. Secondly, that the gov<sup>t</sup> of the united States should keep two good frigats in the mediterranean, and one constantly on a Cruise to Convoy and protect our Shipping, from the many insults they are daly & ourly exposed to, and visit the differant Ports of Barbary every 2 or three months at least, to keep these reagencys under some subjection which cannot be dun otherways, and a small arm'd vessel to be Constant going & returning, with dispatches, too and from the united States to the Commander of these frigats, he likewise ought to have power given him to make up any Breach of friendship that may happen between our Consul resident in either of these reagencys which is not in the power of a Consul to do, and even to Sacrifise 20 or 30000 dollars sooner than risk a war, & our Shipping Captured and our Citizens made Slaves of again, which will suerly be the case, no Consul in barbary ought to be invested with more Power than the other, when that's the case the Different reagencys Plays into Each other's hands, to draw Preasents and money from them, our Consuls in barbary having a sufficient Salary to maintain them, ought to be Strictly forbidden not to Enter into any line of Commerce what ever, that being the first Step taken by the Heads of these reagencys to declare war with the Differant nations.

Relative to our Peace with Tripoli; and under the guarantee of the Dey of alger, I would not have our gov<sup>t</sup> place too much Confidence in,

least they should be deceiv'd, I have every reason to believe it will not stand good long, as the Bashaw and the Head People of that reagency is discontented with their Presents, as well as in Tunis.

The Bashaw bid me inform our Minister at Madrid, and Captain O'Brien if the Presents and Brig did not arrive soon, he well knew what Steps to take fitting out of twenty Cruisers, and Capture one American ship, would pay him very Handsomly for his Trouble, which he was determined to put into Execution, and had actually given orders for fitting out five sail, that he would let them know that Joseph Bashaw Commanded in Tripoli; that he was under no restraint or fear of the Dey of Algiers, and only respected him as a neighbouring Prince, that the motive for his making so favourable a Peace with the United States, was owing to the long friendship that had subsisted between him and the former Dey, that he did not know how the Present Dey could undertake to guarantee his Peace, without first consulting him, on this Important Point.

The Pride of the Bashaw is such, and being urged on by his own Subjects as well as the Consuls of other nations, he will not hesitate one moment, to fit out his Cruisers take the Consul's Passport and Capture our Shipping, the same he has done by other nations during my residence there, at the same time the Consul may suppose him to be his greatest friend, the Deans was the first that felt his deceitful and cunning art, they captured five sail before they found out his intentions, after eight months they made Peace again for 73000 dollars, Peace Presents in naval and Military Stores, 30000, Consular Presents 10000, besides they pay 14000 every three years, the grand Signore sent an ambassador to make there Peace, he was sent away without an audience, the next was the Swedes they having no Ships of war or armed vessels to protect their trade, Cruisers were fitted out and captured seven rich prizes, the Consul was detained there till after the Peace took place, they paid the same as the Deans did for their Peace and but sixty days given to pay it in, the Store Ship that brought their Presents was chartered by the Bashaw for Malta with 4 or 500 Dollars worth of live Stock on board, She was captured by the Portugues, as soon as the Bashaw heard it he sent for the Consul and threatened to cut his head off and declare war with his nation, if his Property was not restored to him in five months which he valued at 50000 Dollars, the Swedes Peace was guaranteed by the grand Signore who sent two ambassadors to make there Peace, the first was not permitted to land, the second had an audience and was ordered to embark immediately with orders to tell his master, never to interfere with the affairs of his reagency any more that he perfectly well knew how to govern in his own Kingdom and should act as he thought most proper.

When the Deans was trying for a Peace they applied to Algiers for assistance and brought an ambassador in their own frigate for this they paid 10000 dollars with a promise of 40000 more if he succeeded and brought about a Peace this man was on shore but 2 ours and embarked again was carried home in the same frigate with letters to the Dey who did not see fit to interfere any further in the affairs of either Party for what reason.

If our government will reflect a little they will find they have Turks to deal with and unalterable enemies to all Christians whether

at peace or war, not to be bound by Promises on writings, mony or the force of arms must bring them to fear us, to Love us they never will. Longer then mony or Presents is Constantly Distrubed amoungst them we see that by the Spaniards who gives them every thing ask<sup>t</sup> for 70000 Dollar they expended on there Cruisers last winter copring and fiting out there Ships at Cartherge on all the accompts I saw in the office in Tripoli after there return. Such is the effars carrid on by the Heads of the three reagencyys in privite not so much with Ranah[?] Turks as with the Christian Turks, and Jews who are much worse they are informed of every thing that passes in Europe and Communicates all there informtion to the Heads of the differant reagencyys, all for the sake of a little favour they advise them what is best to be dune and they as well adhear to it. —

many nations has alredy been dupte by these artfull people and we cannot expect to receive more favour then them if our gov<sup>t</sup> keep a few Ships in the Mediterranean and show them we are not backward in Protecting our Traid there, it may put a Stop to there fowl proceeding hereafter. this is the time wile all Europ is Ingaged in a worse war to Establish our Commerce in that Sea, when a general Peace takes place Every Exertion will be made to rute our Consuls out of Barbary by the Differant nations in Europ and depend on it they will succeed without the greatest precaution is taken in time to prevent it.

The greatest Cruilitys has been used During my time to force the Christians to turn Turks two Deans and nine Sweds fell a Sacrifise to there Barbarity's and obliged to renounce there religion, if in so small a number they force so many what will be the Consequence of our youth's in case we have 20 or 30 sail Capturd.

The Bashaw has told me in Public that he never would make Peace with one nation till he had made up his mind to make war with another at that time his Intentions was against the Americans concerning the Brig promised to him at the making the Peace —

I am dear Sir your Most ob<sup>t</sup> and Most Humb<sup>l</sup> Serv<sup>t</sup>

JOSEPH INGRAHAM

To TIMOTHY PICKERING Esq<sup>t</sup>  
*Secretary of State*

[SDA. Misc. L. Jul-Dec. 1799.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 26 September 1799

Begins with moderate breezes & pleasant  
at 8 P M the Island of Zacha bore North 2 leagues distant —  
Middle part Ditt<sup>o</sup> Weather at 6 A M the Island of Mona bore  
WSW dist 2 [or 3] leagues at 10 hove too sent the Boat onshore at  
Mer<sup>dn</sup> the Boat Return'd bore away & Made sail  
Ends with Moderate pleas<sup>t</sup> weather

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

## 234 NAVAL OPERATIONS; AUGUST 1799–DECEMBER 1799

To Lieutenant Archibald McElroy, U. S. Navy, from Charles W. Goldsborough for  
Secretary of the Navy

[TRENTON]

Navy Department 27 Sept 1799

Lieut<sup>n</sup> ARCH<sup>d</sup> M<sup>c</sup>ELROY —

Brig *Augusta* —

Marcus Hook

SIR After taking a full view of the *Augusta* and examining particularly what is necessary to be done to prepare her for a cruise, You will be pleased to inform me when she will be ready to receive her Men, that no time may be lost in forwarding Recruiting Instructions — M<sup>r</sup> Evans, the Bearer will act on board the *Augusta* under your Command —

I have the honor to be Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

C. W. G. — for B[ENJAMIN] S[TODDERT]

Sec<sup>y</sup> of Navy.

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

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To Lieutenant Charles C. Russell, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 27th Sept<sup>r</sup> 1799

Captain CHARLES C RUSSEL

of the

*Herald* — Boston —

SIR In my letter of the 23<sup>d</sup> Ins<sup>t</sup> I desired you would not leave Boston until you heard from me again —

I have only now to direct that you proceed to Sea immediately in pursuance of former instructions —

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

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

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To Captain George Cross, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 27th Sept<sup>r</sup> 1799

Captain GEORGE CROSS of  
the *John Adams* —

SIR You will please to proceed as before directed to Cayenne and if you should not after a few days be joined by the *Portsmouth* Captain M<sup>r</sup>Niell, the *Maryland*, Captain Rodgers & the *Scammel*, Fernald, you will endeavor to join them in the vicinity of Surinam — Captain M<sup>r</sup>Neill will continue the command as long as he remains which will be but a short time after your arrival, & then the command will devolve upon you as Senior Officer

You will receive from Captain M<sup>r</sup>Neill his Instructions which will also be yours —

The British being in possession of Surinam, the Force should be employed principally about Cayenne to prevent any privateers issuing

out of that place, or getting in with their prizes, still attention must be paid to the Trade to Surinam

I have the honor to be

P. S. — I inclose you copy of Captain M<sup>r</sup> Niells Instructions least you should not fall in with him.

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

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

[TRENTON]

Navy Department 27th Sept<sup>r</sup> 1799

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>

Boston —

GENTLEMEN It is impossible for the Government to have directly or indirectly any Agency in the Shipment of Arms for the supply of Toussant Our Arrangements with the British on the subject of the trade of that Island, if there were not more powerful reasons absolutely forbid it — Our Public Ships have positive instructions not to attempt to prevent the searching of Merchant Vessels under their convoy, by Vessels which would have the right to make such search if they were not under convoy —

I need not be more explicit — I hope the *Herald* will be off immediately after the receipt of this —

I have the Honor to be with Great respect

Gentlemen

Y<sup>r</sup> 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, Friday, 27 September 1799

Moderate breezes and clear weather Employd as nessasary

@ 3 bore up West and Set the Starboard studdingsails

PM at 4 Employd Exercising Great Guns and small arms Boarders  
Sail Trimmers and Firemen

@ half past 6 Secur'd the Guns Shortn'd sail and In first reef in  
the Topsails, Light airs and Variable

@ 10 Sounded with 120 fathoms of line No Ground

@ 12 Sounded 120 fathoms No Ground

@ 2 AM moderate breezes and cloudy sounded Every two hours  
during the night. No Ground with 120 fathoms line

@ Daylight out first reef of the Topsails and Set the Starboard  
Studding Sails and Royals

[At 8] Employd Cleansing between decks, Unbent the fore and  
fore topsail and bent others

In this days log we made 33 miles Northing we allow for a NW  
Current

@ 12 Moderate breezes and clear weather

[Latitude Observed 04. 37 North]

[NHSC, NYHS.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown,  
U. S. Navy, commanding, Friday, 27 September 1799

Begins with moderate breezes & pleasant weather, employ'd in  
Ships duty, at 4 P M Mona, bore N E 6 leagues

Middle part D<sup>o</sup> Weather

at 10 A M saw a sail to the North<sup>d</sup>

set all drawing sail & gave chase on a wind —

Latter part Moderate & pleasant still in chase of the Brig

at Mer<sup>dn</sup> tack<sup>d</sup> to the South<sup>d</sup>

[Latitude Observed 17. 50 N.]

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

To John Harris, Storekeeper, from Samuel Hodgdon, Intendant of Military Stores

WAR DEPARTMENT TRENTON

September 28. 1799

SIR The Purveyor has been directed to purchase and turn into  
the public Store the following articles for the equipment of the  
Brigantine *President Adams* now fitting out at Detroit — Twenty  
Dead Eyes with Iron Straps each measuring nine Inches Twenty  
dead Eyes with Iron Straps each measuring six Inches One Suit of  
Rudder Irons that will answer a Vessel of 150 Tons One Ship Bell.  
One Diamond to cut Glass —

As soon as received you will deliver them to the Quarter Master  
General for transportation.

JAMES MCHENRY  
SAMUEL HODGDON

M<sup>r</sup> JOHN HARRIS

[NDA. Schuylkill Arsenal.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S.  
Navy, commanding, Saturday 28 September 1799

Begins with moderate breezes & pleasant weather all drawing sail  
set in chase at 2 P M fired a gun to leeward at  $\frac{1}{2}$  past 2 hove too &  
boarded the Brig *Hope* from S<sup>t</sup> Domingo of & bound to Richmond  
(Vir) W<sup>m</sup> Elwood Master at 4 bore away & Made sail —

Middle part D<sup>o</sup> weather —

at 6 AM the Island of Hispaniola bore from W N W to N N E  
about 6 leagues — at 10 saw a sail to leeward gave chase

Latter part pleasant & Moderate fir'd a shott at our chase

[Latitude Observed 17. 52 N.]

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



Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 29 September 1799

Light airs and variable from 12 Meridian till 4 P M we shoalen'd our water to 34 and sometimes 28 fathoms Punishd Luther Eddy Seaman with 12 lashes for theft

From several observations we made on the current we found it to run N by W and N N W. @ 8 our Latitude by account allowing for the current was 4.47 North @ half past 8 a 5 knott breeze sprung up from the E<sup>4</sup> steerd S W by W Eleven miles kept the lead Going every hour from 7 till 9 and then every half hour found the soundings from 40 to 31 fathoms regular soundings, from 31 fathoms we steerd the same course two miles and observed the water very much discoloured and of a whitish cast. Sounded in 16 fathoms soft muddy bottom Wore and Tackd as nessasary during the night

A Lucky circumstance for the safety of Navigation on this coast is Your soundings is very regular. AM @ 5 we saw the land bearing from S W to W S W supposd to be the High land of LaGabriel which is about 18 or 20 miles from Cayenne to Windward. Continued standing in towards the land till we shoalend our water to 10 fathoms, then wore and Steerd W N W down the coast. @ 6 saw the constable which is a small Island to the E N E of the River Cayenne very regular soundings from 10 to 11 fathoms steering nearly Parrellel to the shore. 10 or 12 miles distance from the coast @ 9 shortnd sail and came to the wind to the N N E the Constable S W by W  $1\frac{1}{2}$  W 10 Miles @ 10 Assembled the Ships company and performd divine Service. The Variation of the compass by a Medium of several observations taken along the coast we could find it to be nothing

[Latitude Observed 04 . 46 North]

[NHSC, NYHS.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 29 September 1799

Begins with moderate breezes & pleasant at 1 P M came up with our chase which prov'd to be a small french Sch<sup>t</sup> Boat with a number of passengers from Jaquemel bound to S<sup>t</sup> Domingo put onboard 3 prisoners overhall'd her & let her go, at 3 bore away & made sail at 5 saw a sail to the South<sup>4</sup> hall'd on a wind after her. at 6 the Island of Altavela bore W S W 4 leagues at 7 fir'd a gun at our chase but night coming on lost sight of her took in the light sails

Mid. part D<sup>o</sup> weather. at 6 A M set steering Sails

Ends pleasant all sail set before the wind

[Latitude Observed 17. 36 N.]

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

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

NAVY DEPARTMENT  
Trenton September 30<sup>th</sup> 1799

Lieut<sup>t</sup> JOHN SHAW  
Baltimore —

Duplicate of this letter  
forwarded at same time  
to New Castle — Delaware

SIR On the 18<sup>th</sup> Inst I informed you, that if Lieut. Bunbury and you could agree You might remain on furlough until the last of the two Schooners building at Baltimore should be ready to receive you, Since which M<sup>r</sup> Bunbury has resigned his Comm<sup>d</sup>

You will therefore be pleased to repair immediately to Baltimore and take the Command of the Schooner *Experiment* which is now ready for you — You will also please inform me of your arrival at Baltimore as soon as may be, or of your being on your way there, when I shall immediately forward your recruiting Instructions &c.

I am Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

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

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

[TRENTON]  
Navy Department 30th September 1799

Capt<sup>n</sup> JOHN MULLOWNY  
of the  
*Montezuma* — Baltimore

SIR It is determined to sell the *Montezuma* — You will be pleased to have an Inventory made of her Guns, and all her warlike Stores, sending one Copy to me and delivering another Copy with the Stores to M<sup>r</sup> Yellot, or if he should decline the trouble of taking charge thereof to M<sup>r</sup> Arch<sup>d</sup> Campbell — You will be pleased also to cause an Inventory of all her other Stores, Sails, &c &c, which will be required to be shewn, when the Ship is Sold —

If M<sup>r</sup> Hollingsworth should not have received money enough to pay off the whole of the Crew, He can I presume readily draw on me at Sight for the Balance, desire him to do so — Such of the warrant Officers and others as continue in the Service may enter on board of the Schooners & the *Chesapeake* [*Patapsco*] — I expect there will be a Ship for you in Delaware soon — Finish your business completely in Balt<sup>o</sup> before you leave it, and have the *Montezuma* taken care of until she is sold but keep no more people on board than barely necessary for this object —

I Have the honor to be  
&c.

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

[30 September 1799]

The launch of the U. S. Frigate *Essex*, at Salem, Mass.

Yesterday, the Frigate *Essex*, of 32 guns, was launched from the stocks, in this town. She went into the water with the most easy and graceful motion, amidst the acclamations of thousands of spectators, and a federal salute from her guns on the hill, returned by an armed ship in the harbour, commanded by Capt. Thomas Williams. The committee acting for the subscribers, Col. Hacket, the superintendent, and Mr. Briggs, the master builder, have thus the satisfaction of producing to their country as fine a ship, of her size, as graces the American Navy. It is not yet known who will command her; but it is on all hands agreed that she is well calculated to do the essential service to her country.

[LC, "N. H. Gazette" (Portsmouth, N. H.) 8 October, 1799.]

To Lieutenant William Maley, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 30<sup>th</sup> September 1799

Lieutenant WILLIAM MALEY

Care of SAMUEL HODGDON Esq<sup>r</sup>Philad<sup>a</sup>—

SIR Enclosed you have a Commission as Lieutenant in the Navy of the United States — The form of an oath is also enclosed which you will please to take, and return to this office —

You will proceed immediately to Baltimore, and take the Command of an Armed Schooner [*Experiment*] which will be pointed out to you by Jeremiah Yellot Esq<sup>r</sup> on your shewing him this letter —

While in the command of this Vessel your pay and rations will be Fifty Dollars p<sup>r</sup> month and four rations p<sup>r</sup> day, and will commence from the day of your acceptance — You will be pleased to write me on your leaving Philad<sup>a</sup> which I expect will be immediately after the receipt of this letter —

I am Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

P. S. You will please to observe that your Commission only entitles you to the pay and Emoluments of a Lieutenant which are 40 Dollars p<sup>r</sup> month and 3 rations p<sup>r</sup> day, and should it be necessary to remove you to a Ship where you are not the Commanding Officer, this will be the amount of your pay and emoluments — I make this observation to prevent future uneasiness.

N B — This Letter handed to M<sup>r</sup> Maley in the office —

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

To Lieutenant Mark Fernald, U. S. Navy, from Secretary of the Navy

NAVY DEPARTMENT  
Trenton 30 Sept<sup>r</sup> 1799

Lieu<sup>t</sup> MARK FERNALD  
of the *Scammel*,  
New York

SIR I am this moment informed of your arrival at New York —  
You will please apply to Mess<sup>rs</sup> James & Ebenezer Watson Navy  
Agents for such provisions and other stores as the *Scammel* will  
conveniently stow for a cruise & prepare your Vessel for Sea again as  
quickly as possible —

Your orders shall be forwarded forthwith —

I am Sir

Y<sup>r</sup> obed<sup>t</sup> 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

[TRENTON]

Navy Department 30th September 1799

JEREMIAH YELLOTT Esquire  
Baltimore

SIR I am honored with your letter of the 26th —

The Secretary of State requires a few days more to determine  
respecting the *Montezuma* — I wrote to Lieu<sup>t</sup> Shaw the 18<sup>th</sup> Inst to  
take the Command of the *Experiment* if M<sup>r</sup> Bunbury and he could  
not agree, that M<sup>r</sup> B. should take the first and M<sup>r</sup> Shaw the last  
Schooner — M<sup>r</sup> Bunbury has since resigned, and a Lieutenant  
Maley is appointed to one of the Schooners ordered immediately to  
Baltimore to take command of that which Shaw does not —

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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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S.  
Navy commanding, Monday, 30 September 1799

Begins with moderate breezes & pleasant weather, employ'd run-  
ning down by Hispaniola at 6 PM the western part of the Island  
bore N W by W dist 3 leagues hall'd our wind to the S<sup>d</sup> & East<sup>d</sup>

At Midnight saw a sail

[Remainder of document is too mutilated to decipher intelligibly. It seems to  
contain data similar to that in paragraphs 2, 3, and 4 of entry for 1 October 1799.]

[Latitude Observed 17. 46 N.]

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

[October 1799]

Papers concerning the sale of the French Schooner *La Friponne* captured by the U. S. S. *Portsmouth*

Account of Sales of the Schooner *La Frippon* captured by the U: States Ship *Portsmouth* &c by order of Capt. M<sup>e</sup> Neill. —

Sold said Schooner to Captain P: W <sup>m</sup> Warrenner, conditionally for	2552. 0. 0
Charges. —	
Conditional Bill of Sale	5. 10 —
Protection	5. 10
Commissions on 2552 @ 5 per Ct	127. 12
	138. 12. —

Credited in a/c Curr <sup>t</sup> . N <sup>t</sup> proceeds	2413. 8 —
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T. TUFTS Agent.

Paramaribo  
Octo 1799

Extract from the A/C of Dan<sup>l</sup> M<sup>e</sup> Neill Esq<sup>r</sup> with Turrel Tufts —

"By nett proceeds of prize	}	14, 981. 15
Goods p <sup>r</sup> Acc <sup>t</sup>		
"By nett proceeds of <i>La Frippon</i>		2 413. 8
— — Dec <sup>r</sup> 10. 1799 — —		
17395. 3 Guilders @ 40 C <sup>t</sup> d <sup>r</sup>		6958. 06
One Moiety to the U. S.		3479. 03

Accounted for by Cap M<sup>e</sup> Neill in the settlement of his Accounts with the Navy department which is accountable to the Fund —

[NDA, XZ.]

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

[TRENTON]

Navy Department 1st October 1799

Captain JOHN BARRY  
of the  
Frigate *United States*  
New Port Rhode Island

SIR I am honored with your letter of the 24th Ult<sup>o</sup> by which I perceive that mine of the 20th had not then reached you — The reasons then assigned for desiring you to continue at New Port and not subject the Ship to the delay which must unavoidably attend a journey to Philad<sup>a</sup> will I am sure be satisfactory to yourself — I will however, in addition, observe that your distinguished station at the head of our Navy, attracts the attention of all our officers, who observe your proceedings and will, in some measure, form themselves by Your example — Should your ship continue in port, waiting for nothing but her Comm<sup>t</sup> the other Officers would expect, and even consider themselves [entitled] to similar privileges It is for these reasons, that I am so anxious that you should set them an example of activity and enterprize. —

In my last letter I informed you that it might still so happen that you might come on without any detention to the ship I then had in view the particular desire of the President that you should carry our Ministers to France if they go —

He has not however yet determined whether you are to be thus employed or not — from present appearances I think it probable you

will not — you will however wait and hold yourself in readiness to proceed either to Europe or the West Indies at the Shortest Notice — I expect you may hear your destination in the course of the present week. Anchors were ordered from New York and Boston on the 27<sup>th</sup> Sept<sup>r</sup>. The Names of the Officers of the Navy with their relative rank will be sent you with my next communication —

I Have the honor to be

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

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

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

[TRENTON]

*Navy Department 1st October 1799*

Captain JAMES SEVER

of the *Congress*

Portsmouth N Hampshire

SIR I am honored with your letter of the 21<sup>st</sup> Ultimo —

I consented to your moving the *Congress* to Boston entirely upon the representations you made on the subject, but I fear that the measure will occasion additional expense, risque and delay, as it will require nearly as many men to move her to Boston as to carry her to the Islands. But still I leave it with you to do what is best —

You are entitled to an augmentation of pay and Emoluments from the 25<sup>th</sup> February last — Your Pay before that was 75 Dollars p<sup>r</sup> month and 6 rations, and since that period 100 D<sup>rs</sup> and 8 Rations — As you have money in your hands you will be pleased to pay yourself and transmit the statement of your account to William Winder Esquire Account<sup>t</sup> of the Navy —

I have the honor to be Sir

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

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

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

[TRENTON]

*Navy Department 1st October 1799*

Capt<sup>n</sup> MOSES TRYON

of the *Connecticut* —

SIR Your Letter of the 26th Ultimo, I have received — I am disappointed in the information you give me respecting the *Connecticut* as I expected she would be ready to sail by the time my Instructions reached you — I must request that you immediately proceed to sea, as soon as you have within 30 of your complement. There is little probability of your meeting with any Vessel, able to cope with you. The British vessels have not more than  $\frac{2}{3}$ -d's the number. — Warrants for your Midshipmen have been forwarded you —

M<sup>r</sup> Hubbard will supply you with Bunting for your distinguishing Flag which must be Yellow, red and Blue with swallows tail & you must have it made on board —

I have the honor to be

Sir

Yr obed Servt

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

To Captain George Cross, U. S. Navy, from Secretary of the Navy

[TRENTON]

*Navy Department 1st October 1799*

Capt<sup>n</sup> GEORGE CROSS of  
the *John Adams*  
Charleston —

SIR — I have received information from Cayenne which renders your cruising off that place unnecessary —

Instead therefore of proceeding agreeably to my Instructions of 20<sup>th</sup> August & 27 Ultimo — You will be pleased to proceed as soon as your Ship is ready which I hope will be by the time you receive this to Porto Rico & cruise in the vicinity of that Island for one month after which you will join our Squadron on the Guadeloupe Station where you will find —

The *Adams* — [Richard V.] Morris

*Merrimack* — [Moses] Brown

*Delaware* — [Thomas] Baker

*Baltimore* — [William] Cowper

The *Eagle* — [Hugh G.] Campbell

*Pickering* — [Benjamin] Hillar

rendezvousing at Saint Kitts and where you will place yourself under the Command of the Senior Officer and remain until further orders —

Instructions have been given to the Squadrons at Saint Domingo & Guadeloupe to attend to Porto Rico, but still it appears that our Trade is more annoyed by the Privateers from that Island, than any other — I hope you will be able in your short cruise to give a good account of some of them —

I will not pretend to direct your cruising ground in the Vicinity of Porto Rico — You must judge on the Spot and employ your force to give the greatest possible protection to our Commerce, which will best be effected by capturing or destroying the vessels which deplete upon it.

Should the *Adams* [*John Adams*] not have a sufficient number of men to sail when you receive this which however I cannot suffer myself to believe You will in that case proceed immediately to N York where you will apply to the Mess<sup>rs</sup> Watsons who will give you every assistance in manning and expediting the sailing of the Ship but you had better sail from Charleston for Porto Rico with two thirds of your Crew —

I have the honor to be with great respect

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

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

[1 October 1799]

To Secretary of State from Carlos Martinez de Yrujo, Minister of Spain to the United States

SIR The United States' Brigantine *General Pinckney* [*Pinckney*], Commanded by Captain Hayward, lately carried into the port of Charleston the French Schooner called *Adelaide*, dispatched by General Toussaint, Commander in chief of the French port of St. Domingo, on board of which were some packets of the Spanish Government for that General. Those dispatches it appears are at Charleston, and as

notwithstanding the applications made by the Spanish Consul at that place for their restitution both to the Governor of the State and to M<sup>r</sup> William Crafts, Agent of the Marine of the U. States, he could not obtain it, it being alleged that an order of the Federal Government was necessary; and as those dispatches may contain some matter of great importance to the service of the King my master, I address myself to you in order that you may give the necessary order that those packets may be delivered to the Spanish Consul at Charleston.

I hope you will be pleased to give me early advice of your having done so, and I pray our Lord to preserve you many years. Borden town 1<sup>st</sup> Oct<sup>r</sup> 1799.

I kiss your hands &c

TIMOTHY PICKERING Esq<sup>r</sup>

CARLOS MRTNZ DE YRUJO

[SDA. Spain Notes, Bk. 1–A, 1794–1806.]

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

[TRENTON]

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

WILLIAM CRAFTS Esq<sup>r</sup>

*Charleston — S. Carolina*

SIR If the *Gen<sup>l</sup> Pinckney* should be still in port and should still want a Commander, you will be pleased to send her to New York under the Command of the Senior Officer on board, as soon as she can be dispatched desiring the Commander to write me imm<sup>y</sup> on his arrival there

I have the honor &c

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

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

[TRENTON]

*N Department 1<sup>st</sup> October 1799*

JEREMIAH YELLOTT Esq<sup>r</sup>

*Baltimore —*

SIR M<sup>r</sup> Shaw has been here and I find is not fond of taking the command of one of the Schooners — He objects strongly to the Quarters which he says are no protection to the men against even a Musket Ball.

Could we consider the Sch<sup>rs</sup> only in the light of Privateers, permitted to run from every thing able to fight them, the Quarters would be of little consequence, but our Officers think and they ought to think that they must fight every thing not greatly superior and in this view ou[r] Vessels ought to be prepared for hard fighting as well as fast sailing — This will be delivered by Lieut<sup>l</sup> Maley a man of distinguished Bravery who proceeds to Baltimore to take the Command of the *Experiment* He too I find makes formidable objections to the Quarters as indeed do several other Officers with whom I have talked on the subject.

I pray that he may be gratified in this particular as can be made without much delay and without materially injuring the Vessel —

I have the Honor to be Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

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



[1 October 1799]

To Secretary of State from Secretary of the Navy

D<sup>r</sup> SIR, The *Montezuma* remains at Balt<sup>o</sup> with some Marins on board, who are wanted in other Vessels — so that I wish you would decide whether you wish take her for the intercourse with Algiers.

I am not enough acquainted with the nature of this business, to Judge whether it would answer better for you to employ occasionally one of our Cruisers — — Every month in the year we shall probably have one or more Vessels in port in the United States — — and I certainly could always have one ready for you, in one months notice at latest — — The Vessel so employed, might also answer a good purpose during the Voyage, in protecting Trade. Should you on consideration, adopt this idea, & not buy a Vessel for this particular purpose, I will in that case order the *Montezuma* to be sold at once — — and will hold myself bound always to have a vessel ready for you at short notice — — and this may probably save you a good deal of trouble — & may save some expense to the United States. I am D. Sir with greatest esteem Y<sup>r</sup> &c.

B[ENJAMIN] STODDERT.

Col<sup>l</sup> Pickering.

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

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 1 October 1799

Moderate breezes and Cloudy, @ half Past 12 Set the starboard studding sails and Royals, steering N W by W along the coast abreast of the 3 small Islands call'd the deviels as they lay in a Triangular form they are call'd by some the Diviels' by others Triangles, our soundings was 14 and 17 fathoms soft muddy bottom 6 miles without them, @ half past 5 the last bearing of the deviels S S E  $\frac{1}{2}$  E 7 leagues, the coast to the Westward of those Islands appear to be low land at  $\frac{3}{4}$  p<sup>t</sup> 5 saw a strange sail bearing N N W Took in Studding sails and made all plane sail haul'd to the wind and Gave chase. @ half past 6 the chase made the private Signal which the close of the evening prevented us from Answering. Cleard Ship for Action at half p<sup>t</sup> 7 Shortnd sail and Spoke with his Brittannic Majestys Ship *Syren* Captain Connor who Inform'd Captain Talbot that Surinam was given in possession of the English, and the *Tamer* Frigate had Capturd the french National Frigate *Republique*, @  $\frac{3}{4}$  past 7 filld and parted company with his Majestys Ship *Syren*, Kept the lead Going Every half hour with regular soundings from 22 to 24 fathoms soft muddy bottom, @ 12 Moderate and Clear from 12 to 4 A M continued the lead every half hour with regular soundings from 24 to 30 fathoms soft muddy bottom, @ 7 set the starboard studding sails and Royals kept the Ship away west. By this days log we have Run 124 Miles on a N W by W course from the deviels Island which is 12 leagues to the W N W of the River Cayenne all the 24 hours regular soundings from 22 to 35 fathoms soft bottom 20 leagues to windward of Cayenne and 12 leagues to leward of it we allways met with white white water as far out as 30 fathoms @ 9 changed the water from a light Grey to a deep Blue

[Latitude Observed 06.41 N.]

[NYHS, NHSC]

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

Begins with moderate pleasant Weather Running down the Sch<sup>r</sup> in comp<sup>y</sup> — at 6 PM Cape Tiburon bore N W b N 5 leagues at 7 in Ster<sup>r</sup> Sails —

Middle part light breezes & cloudy at 6 AM the Island of Navasa bore N E by N 3 leagues saw a sail & gave chase at 9 saw another sail at 10 boarded her, a spanish Sch<sup>r</sup> from Jamaica Bound to Porto Rico the other sail in sight was an English Privateer

At Mer<sup>th</sup> the Island of Gamaica bore W by S 8 leagues

Ends pleasant

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

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

[TRENTON]

Navy Department 2<sup>nd</sup> October 1799

Captain PATRICK FLETCHER  
of the Ship  
*George Washington*

SIR It is possible the *George Washington* may be employed to carry our Ministers to France, and if so employed she must certainly sail again in the course of this month You will therefore immediately on your arrival in Port have all your men paid off as well those whose times have not expired as those whose have, and discharge them — The Money for this purpose will be paid into the hands of the Purser by Mess<sup>rs</sup> Gibbs and Channing to whom I have written to render you every assistance in repairing and fitting your Ship again for Sea with the utmost possible dispatch, to effect which you will please furnish them as soon as may be with Indents of every thing requisite to equip you compleatly for such a voyage.

As some of the Crew have given powers of Attorney on which partial payments have been made by Mess<sup>rs</sup> Higginson & C<sup>o</sup> of Boston, who are directed to forward a correct statement thereof to Mess<sup>rs</sup> Gibbs & Channing to be delivered to the Purser — He must take care to make the proper deductions. He is not however to wait for this statement but pay off the men first who may not have given such powers, which I presume you can easily ascertain —

I shall very soon ascertain whether your Ship will be employed as contemplated, and shall forward your Instructions for Recruiting a Crew accordingly which I presume may be immediately done out of the men you discharge when their money is exhausted — especially as she will go as a Flag Ship and will not require more men than will be completely sufficient to navigate her

I have the honor to be

Sir Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

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

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

[TRENTON]

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

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

*Newport —*

Gentlemen — It being possible that the *George Washington* will be employed to carry our Ministers to France I have the honor to request that imm<sup>d</sup> on her arrival at New Port you will give every necessary assistance to prepare her for Sea —

The present crew must be discharged instantly on her arrival and the Captain must make out his indents for every thing necessary for such a voyage, and every repair must be effected with all possible dispatch, as she must certainly sail in the course of this month if employed in this Service.

I Have written to M<sup>r</sup> Higginson to transmit to you a Statement of all the advances made by him on powers of attorney that no delay may be experienced for want of such information — The Purser ought to have a list of the men who have given powers of Attorney —

I Say that it is possible this Ship may be so employed — perhaps, not very probable. Still every preparation should be made as if this was certainly to be her destination the sooner the men are paid off the sooner a sufficient number will be ready to enter again & that there may be no delay for want of money I send in addition to the 10,000 D<sup>rs</sup> a remittance of 12,000 D<sup>rs</sup> to be paid over to the Purser of the *George Washington* —

The arrangement with other Gentlemen as to paying over monies to the Purser or Officers for pay is an allowance to them of one Half of a p<sup>t</sup> C<sup>t</sup> for so paying over — I expect you will be satisfied with this commission on this kind of Service — otherwise I should be obliged to remit at once to the Captain or Purser, which would not be so safe or so convenient —

I have the honor to be

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

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

[TRENTON]

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

JEREMIAH YELLOTT Esquire

*Baltimore —*

SIR Captain Shaw who hands you this letter is to command the Schooner *Enterprize* — Captain Shaw has suggested some alterations in this Vessel which he thinks of importance — As far as this can be made in her present situation I request you to comply with his wishes

I have the honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

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

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

[TRENTON]

*Navy Department 2nd October 1799*

JOSHUA HUMPHREYS Esq<sup>r</sup>

SIR Presuming from your Letter of the 26th Ultimo that the *Augusta* is in such a state of forwardness and your arrangements so made as to prevent any inconvenience or delay by your absence, I beg leave to call your attention to the Navy Yard at the City of Washington —

By letters from M<sup>r</sup> Marbury it appears that they only wait for your plan and Instructions to commence their operations — These instructions can be best given on the spot, and no doubt a further survey of the water will be necessary to assist your Judgement, and as I want the thing well done, which ought to be with a view to a permanent establishment and can rely only on you, I have to request that you will take another trip to Washington and point out the exact spot where the wharf shall be, — also the size of it —

When in Philadelphia you mentioned to me a Gentlemen well acquainted with the Construction of Wharves — Should you be of opinion that the presence and superintendence of such a person will be of importance — You will be pleased to take him with you & get him to remain till the Work is so far progressed as that no material inconvenience will be hazarded by his absence —

I have the Honor to be Sir

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

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

[2 October 1799]

To Robert Thomson, Commander-in-Chief, British Forces, from  
Captain Thomas Tingey, U. S. Navy

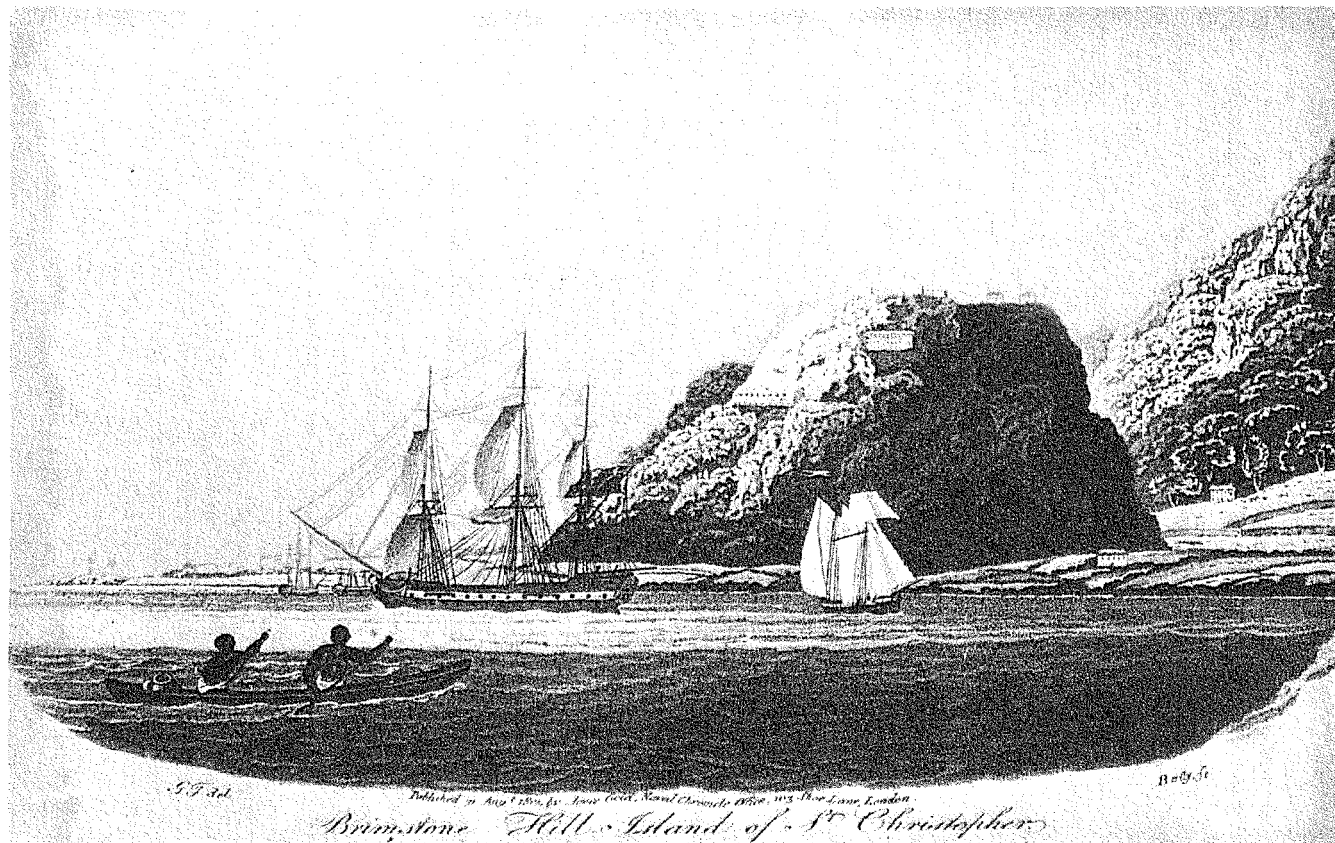
(Copy)

HON<sup>ble</sup> ROBERT THOMPSON Esq<sup>r</sup>

*Commander in Chief &c. &c.*

SIR Whereas the undersigned duly commissioned Captain in the Navy of the United States of North America, and actual Commander of their Ship of War the *Ganges*, by virtue of said Commission and agreeably to the tenor of instructions from his Government; being cruising on the High Seas, for the protection of the Commerce of his fellow citizens, and for the capture or destruction of all and every Commission'd and armed vessel of the French Republic that he might meet, Did on the 2d of this instant August [October], fall in with and captured a certain French Schooner called *L'Esperance*, arm'd and bearing Commission for capture and reprisal, dated at Guadaloupe the 22d Fructidor 7th year [9 September 1799] &c And having, in consequence of the Amity, Friendship and good understanding now subsisting between His Britanic Majesty and the Government of the United States, repeatedly found free and uninterrupted access to the ports and Islands of his said Majesty in these Seas — for the expediting and refitting of the Ships of his nation, or refreshment of their Crews, as well as also, an asylum and protection for such vessel as might be captur'd by his Flag — He was induc'd thereby to conduct said Schooner *L'Esperance* into the Road of this Island, for safe keeping until he should determine farther on her destination.

And whereas, in Contravention of said good understanding and friendship, between His Majesty the King of Great Britain, and the



BRIMSTONE HILL, ISLAND OF ST. CHRISTOPHER.



Government of the United States, Mr. Benj. Amory Senr. of this Island, appearing to have been proprietor of said Schooner *L'Esperance*, previous to her capture by the arms of the French Republic, and consequently before her *equipment in Guadeloupe* aforesaid, has laid writ of attachment for recover of her, by virtue, as he says, of a clause in his favor in the prize act of Great Britain.

But conceiving it to require no great profundity in the knowledge or mystery of the Law, to decide on the injustice of his claim, When in the recital of said act causing restoration of such property, it is expressly enacted that such restoration is to be made "By any of His Majestys Ships of War, or any Privateer, or other Ship, Vessel, or Boat under His Majesty's Protection and Obedience."

And Whereas it is conceiv'd that the arm'd Ships of the Government of the United States, not being under the Protection and Obedience of His Majesty the King of Great Britain, do not fall within the cognizance or meaning of said act, and which meaning and explanation appears so clear and explicit as to have forced conviction on the mind of any person or persons not prone to litigious controversy.

It is therefore consider'd by the Undersigned that the claim of the said Benj. Amory Senior and the writ laid in consequence thereof is both unjust and vexatious and tending to interrupt the Harmony and Friendship at present subsisting between the two Governments, as also a serious indignity offer'd to his Flag, which he is certain will not meet the Sanction of His Majesty or the Officers of His Government in this Island or elsewhere.

And considering farther the precarious situation of said Schooner, with a very valuable cargo on board (all real French property, previous to her present capture) particularly owing to the uncertainty of the weather at the present season, The Undersigned in the Name of His Government requests Your Honor will give order that she be permitted without ley or hindrance to depart the Island or be otherwise dispos'd of, as to him may seem meet & proper

Done on board the United States Ship *Ganges* in Basseterre Road this 5th: of October 1799

T: T:

[Lewis D. Cook, Bound Brook, N. J.]

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To Secretary of War from Secretary of the Navy

[TRENTON]

The SEC<sup>y</sup> AT WAR

Navy Department 2<sup>d</sup> October 1799

SIR The Brig *Scammel* of 14 Guns is at New York, and shall be employed in convoying the Vessel by which you may Ship your Guns to Fort Adams — But I fear She has not room to carry the articles herself — — Of this however, I will make enquiry and may be able to inform you [what] the result is in 4 or 5 days, tho I am So Strongly impressed with the Belief that she will not be able to carry the articles, that I think you may begin to make arrangements for another Vessel. — —

I have the Honor to be,

Sir

Y<sup>r</sup> obed S<sup>t</sup>

[NDA. Sec. War, LB, 1798-1824.]

[2 October 1799]

To Secretary of State from Andrew Tombs, commanding the American armed merchant Ship *Chesapeake*

NEW ORLEANS 21<sup>st</sup> Oct<sup>r</sup> 1799

SIR Annexed you have an Account of the transactions, which took place on board the Ship *Chesapeake* under my Command on the 2<sup>nd</sup> Instant, which I forward you agreeable to my instructions.

I Remain Sir

Your Obed<sup>t</sup> humb. Serv<sup>t</sup>

ANDREW TOMBS

[SDA. MiscL. Jul–Dec. 1799.]

[Enclosure]

Transactions on board the [merchant] Ship *Chesapeake*, the 2<sup>nd</sup> day of October 1799——in Latt. 23°, 49' the Havannah bearing South distant 37 Miles at 10 o'clock A. M. the man at the Mast head observed a Sail coming out from the Land, and bearing down upon us. At Meridian we found she gained upon us very fast and we then prepared for Action. at 3 P. M. I consulted with my Officers and Cabin Passengers who all agreed that it would not be prudent to hazard an Action in the Night (should the vessel then in chase of us prove to be an Enemy) and therefore concluded to shorten sail, and see who she was before dark. At half an hour past four She fired upon us, and hoisted English colours, which We returned with a stern Chaser and hoisted our Ensign, on which she she immediately hoisted the bloody flag at her fore top mast head.

At a quarter of an hour past five she came up under our Stern, I then hailed them and inquired who they were, and where they were from, but could not understand the Answer.

They then hailed us in English and ordered me to lay my topsails aback or to abide by the consequences, to which I replied that I was an American and would protect the trade, the word American was scarcely uttered before they gave three cheers, and poured a Broad Side and Volley of small Arms into us, which was immediately returned, and a desperate engagement ensued, which lasted three quarters of an hour when her quarter deck blew up and she went down Stern foremost. I immediately hove my Ship too, and hoisted my boat out but unfortunately could not save a Man, owing to the darkness of the Night which had just shut in when the Action terminated — She was a Schooner that mounted 12 or 14 Guns and manned as near as I could judge with about 80 Men — We had two Men wounded one of whom died the next morning; the other is in a fair way to recover — My ship received Material injury in her Masts Spars and rigging. She having fired all kinds of Combustibles into us, such as Spikes (12.2 In. long) Slugs &c.

ANDREW TOMBS

NEW ORLEANS 21<sup>st</sup> Oct<sup>r</sup> 1799.

[SDA. MiscL. Jul–Dec. 1799.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 2 October 1799

Moderate breezes and clear weather, @ half past 12 wore and kept the Ship away W S W in order to shoalen our water and draw in towards the land Unbent the Fore topsail and bent another, In



running along the Coast 30 leagues to windward of Surinam with an offing of 20 leagues the General colour of the water is a deep blue although the depth does not exceed 36 fathoms, continued on a West S W course till 8 P in which time we ran 24 miles we then sounded 21 fathoms Soft muddy bottom at  $\frac{1}{2}$  past 8 steerd West, W N W and N W by W till 10 in the Evening with regular soundings from 20 to 18 fathoms, @  $\frac{1}{4}$  past 10 Saw a strange sail pass the weather beam, Tack'd and boarded the strange sail an English Schooner from Martinico bound to Surinam @  $\frac{1}{2}$  p<sup>t</sup> 10 Wore and steerd N W and N W by W till 4 A M during which time we ran 24 miles and deepnd our water to 24 fathoms, A M @ 6 hauld to the wind and Steerd south 29 Miles and shoalend our water to 13 fathoms @ 9 saw the land bearing from S by E to S by W suppos'd to be nearly about the river Surinam. @ 10 Tackd and Gave chace to a strange sail bearing N East passing our weather beam @ 11 fir'd a Gun and hoisted our colours which she answerd with an English Ensign. Tackd as nessasary to chace to Windward @ 12 the chace S S E 7 or 8 miles.

The soundings on this part of the coast is very regular and the water of a whitish cast from 17 to 13 fathoms

[Latitude Observed 06 . 23 N.]

[NYHS, NHSC]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 2 October 1799

Begins with moderate breezes & pleasant at 4 P M past an English Schooner that was standing to the North<sup>d</sup> at 6 the N E point of Jamaica bore West 5 leagues —

Middle part Ditto wind & weather at 10 A M saw a ship standing to the North<sup>d</sup> on a wind

Ends with pleasant weather

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

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To Captain James Sever, U. S. Navy, from John Rutledge, Jr.

NEW PORT October 3<sup>d</sup> 1799.

SIR The desire of serving a very worthy young gentleman & deserving Brother, will, I trust, justify the liberty I take in introducing him to your acquaintance & notice altho' I have not the honor of being personally known to you. M<sup>r</sup> States Rutledge is a midshipman in our Navy & is to have the advantage of serving under your immediate command: he has not been placed on board a man of war by his friends, as many young men have, for the purpose of having vicious habits or inclinations corrected, but has embarked in the service through choice & intends continuing in it. When our Ministers were dismissed from the french republic my Brother was pursuing his studies at an academy near Paris, & regarding a war between the two countries as inevitable he immediately returned to America to participate in its dangers & honors; on his arrival he was appointed, without his solicitation or knowledge, a Lieutenant in the Artillery, but having a predilection for the sea service he resigned his commission, was appointed a midshipman & stationed on board the *United States* in which frigate he made a cruise to the West Indies — on his return M<sup>r</sup> Stodert gave him a furlough for visiting his friends in

Carolina — on its expiration he repaired to Norfolk to rejoin Commodore Barry, but not meeting him went to Philad<sup>a</sup> to receive the orders of the Secretary of the Navy. Having heard that my Brother had not again sailed with the Commodore, I wrote to my friend M<sup>r</sup> Stoddert to request he would place him on board one of our best Ships & under a Commander of experience & skill — In consequence of this request my Brother has been assigned to your Ship, where I trust he will prove himself worthy of your confidence & esteem. You will find him an honorable young man of well regulated conduct, & I think I may pledge myself that in the day of battle he will not turn his back where he ought to shew his face. I pray you, Sir, to accept my best Wishes that the cruises of the *Congress* may be advantageous & honorable to yourself, & serviceable to our Country, & that you will believe me to be with great respect

Your most obedient and humble Servant

JOHN RUTLEDGE JUN<sup>r</sup>

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

To Assistant Surgeon Richard C. Shannon, U. S. Navy from Secretary of the Navy

[TRENTON]

Navy Department 3<sup>rd</sup> October 1799

Doctor RICH<sup>d</sup> C. SHANNON

of the *Scammel* — N York —

SIR I have received your letter of the 29<sup>th</sup> Ultimo —

Your leaving the *Scammel*, now would be attended with much inconvenience as she must return to the West Indies with all possible dispatch — You will therefore continue on board for the present cruise after which if an opportunity occurs, you shall be removed to a larger Vessel —

I am Sir

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

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

To Lieutenant William Maley, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 3<sup>d</sup> October 1799

Lieutenant W<sup>m</sup> MALEY

of Schooner *Experiment* — Baltimore

SIR The Schooner *Experiment* under your Command must be officered and manned agreeably to the following list

1 Lieutenant to Command	50	D <sup>rs</sup>	4	rations
2 ditto	40	"	3	do.
1 Surgeon	50	"	2	"
1 Gunner	20	"	2	"
1 Boatswain	20	"	2	"
1 Sailing Master	40	"	2	"
1 Purser to act also as Captains Clerk	40	"	2	"
2 Midshipmen	19	"	1	"
1 Steward	18	"	1	"
1 Cook	18	"	1	"
24 Able Seamen				
20 ordinary Seamen & Boys				
14 Marines including Officers				

The Lieutenants, the Surgeon and Midshipmen, I will provide for you, and you must consult with M<sup>r</sup> Yellot and select suitable characters for Master Gunner, Boatswain & Purser & nominate them to me in time to admit of their receiving their Warrants before the schooner sails — The Cook & Steward being petty officers you will appoint them yourself — Marines will be supplied you by the Major of the Marine Corps — You will have therefore to recruit Twenty four able Seamen and Twenty 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 merit —

You may allow two months advance to the recruits, but previously take care to obtain sufficient security to resort to in the event of desertion agreeably to the enclosed form.

Enclosed is the form of a Shipping paper, wherein the name station and pay of each person on board must be entered together with a description of the person & 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, but you will suffer none to enter but such as are sound and healthy & no indirect or forcible means to be used to induce them to enter the Service —

They must all be entered to serve one year from the Sch<sup>rs</sup> first weighing anchor on a Cruise.

You will consult with M<sup>r</sup> Yellot with respect to the most proper time of commencing the recruiting business which must be completed by the time the Schooner is ready for Sea —

M<sup>r</sup> Yellot will supply all the monies necessary for recruiting, and you must advance to your Recruiting Officers who will be allowed besides their pay and rations, 2 Dollars for every recruit in full for every expense of attesting, Ribbon, punch &c. & they must settle their accounts with you — Prior to sailing you will transmit your account & Vouchers to William Winder Esq<sup>r</sup> for Settlement —

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

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

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

[TRENTON]

Navy Department 3<sup>rd</sup> October 1799

Major W. W. BURROWS  
of the Marine Corps

SIR The Schooner *Experiment* Lieut<sup>t</sup> Maley at Baltimore ready for sea requires 14 Marines including Commander

You will be pleased to take immediate orders for supplying this Detachment —

I have the honor to be

Sir

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

[3 October 1799]

American Brig *Thomas Pinckney* captured by French Privateer, and rescued 5 October 1799 by American ship *Washington*, Captain Packwood, commanding

NEW YORK, Nov. 30.

Extract from the Log-Book of the ship *Washington*, capt. Packwood, in 50 days from Malaga, arrived yesterday morning.

Oct. 4, light air from the N. W. and clear; at 6 A. M. saw a ship in the offing, about 3 leagues distance, attacked by three French privateers, supposed to be an American ship; we immediately got under way to assist him; directly after getting under way quite calm, out all sweeps and got the boat ahead, and tried every exertion to get off to them; at meridian, the town of Malaga bore N. E. by N. two leagues distance; at 3 P. M. found we could not reach her before night, she having a breeze while we were becalmed; hove about and rowed in for the harbour; at 4 P. M. saw one of the privateers quit the ship and standing after us, we lay upon our oars waiting for him; at half past 5 she came up within gun shot, gave him a gun; she then hoisted French colours; we gave him a broadside; she then bore away for the land, and we after her, keeping a continual fire; at 6 she got so near into the harbour of Malaga, that we were obliged to cease firing; she ran into the Mole and anchored; at 11 we came to an anchor off the Mole. 5th, at 8 A. M. saw a brig supposed to be an American, in possession of a French privateer; at 1 P. M. saw the privateer take the brig in tow; at half past 1 got under way and towed out after them, with 4 boats ahead, and at 5 gave them a shot; the privateer, notwithstanding, kept the brig in tow, and ran for the land; we manned 3 boats and pursued them; up on observing the boats coming towards her, she took her men out of the brig, and cut her adrift, still rowing in for the land, and keeping up a brisk firing upon the boats and brig — On boarding the brig, we found her to be the *Thomas Pinckney*, captain Laughton, from Palermo bound to New-York, was captured by the French on the 3d October. We gave captain Laughton command of his brig, and on the 7th got under way with the following vessels: Ship *Ann*, captain Adams, brig *Thomas Pinckney*, captain Laughton, and the armed 3 masted schooner *Eliza Myers*, capt. Lang, (arrived this day) all of New-York, and schooners *Ranger*, of Warren, and *Farmer's Delight*.

Oct. 9th, the convoy standing in for Gibraltar, were fired upon by a small Spanish battery, on the eastward line; the *Eliza Myers* received a shot between wind and water — after her arrival at Gibraltar found it to be a 28 pounder, which lodged between the pumps.

Oct. 12th, sailed from Gibraltar with the beforementioned vessels — at day light saw 3 sail ahead, which proved to be Swedish, bound to Barcelona.

[LC, Phila. "Claypoole's American Daily Advertiser", 3 December, 1799.]

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Extract from journal of the American Merchant Brig *Columba*,  
Thursday, 3 October 1799

The first Part of this 24 Hours beings [begins] with Light Variable Winds and Pleasant Wether at 2 P M the Pilot Left Hus in Compney with the *Gena<sup>l</sup> Pinkney* and 3 Sail Mor At 6 Charlston Light Hous

Bor West Dis<sup>t</sup> 4 Leages the Middel Light Variable Wind At ½ Past 3 A M Varible Winds at 7 Set the for Stering Sails at 8 took in the Stering Sails the Wind Einclin<sup>s</sup> to the Easterd at 9 taked to the Easterd at 10 Spock the Gen<sup>t</sup> *Pinkney* Comoder of the fleet at 11 Whor Ship and Stud to the Southar and Westerd the Latter Par[t] Light Variables Winds

[Latitude Observed 32.42 N.]

[MSB, New London, Conn.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Thursday, 3 October 1799

Fresh breezes and cloudy In chace to the S S E At 2 fir'd a gun to bring too the chace wore and boarded an English Brig from bar-badoes bound to Surinam who Informd Captain Talbot the Ship we saw riding in shore was the British Ship *Invinceable* who was Stationd off the river Surinam from which we took our departure which bore East South East 12 miles @ 3 Bore up and Gave chace to a small Schooner to leward which the Muddy appearance of the water prevented us from pursuing. @ 4 saw a sail bearing N W by W Gave chace @ ½ p<sup>t</sup> 5 Shortnd sail and boarded the chase an American Schooner from Newyork bound to Surinam @ 6 Fild and hauld to the wind, @ 7 In first reef in the Topsails. @ 8 Moderate breezes from E<sup>d</sup> cloudy w<sup>t</sup> @ 12 Midnight Moderate breezes and cloudy

Middle part Fre shbreezes and clear weather, AM @ 9 Set the Star-board Studdingsails and Royals, Employd Trimming Ship, Carpenters Employd as nessasary Sailmakers employd heading a Foretopsail

Broach'd a cask of rum contents 61 Gallons short of contents 13½ Gallons. @ 12 Moderate breezes and clear weather In this days Log we have met with no current

[Latitude Observed 08.23 N.]

[NYHS, NHSC.]

To Secretary of the Navy from Accountant of the Navy

NAVY DEPARTMENT  
*Accountant's Office 4 October 1799*

Hon<sup>ble</sup> B STODDERT }  
Secretary of the }  
Navy }

SIR It appears that the Frigate built at Norfolk and one of the Ships built at Baltimore[\*]; are both named *Chesapeake*. If both retain this name some other appellation must be super-added, to distinguish the one, from the other; but it is very probable this would not always be attended, and that error, & uncertainty would frequently be the consequence. I some time since mentioned this to you, and understood that you proposed requesting the Gentlemen at Baltimore to bestow some other name on the Vessell at that place; this would be the most effectual method to prevent the apprehended inconveniences. As I do not know whether the subject has occur'd to you or not since, I permit me to bring it again under your consideration.—

I am with respect

Yours &c

Signed W<sup>m</sup> WINDER

[\*Renamed Sloop of War *Patapsco*.]

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

Extract from journal of the American Merchant Brig *Columbea*,  
Friday, 4 October 1799

This 24 Hours beings [begins] with Light Variable Winds at 4 P M  
Calam

The Middel Part Light Breeses

The Latter Part Squaley with Rain In Compney with the *Genarl*  
*Pinckney* and the Rest of the fleet

[Latitude Observed 32 . 34 N.]

[MSB. New London, Conn.]

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

First part steady breezes & pleasant all sail set. at 6 P M in  
Steer<sup>s</sup> sails & top G<sup>n</sup> Sails hall'd up the courses Lay our head to the  
Southward

Middle part, rain squalls attended with thunder & lightning —  
at 6 A M made sail at 7 Bore away & set St<sup>s</sup> sails

At Mer<sup>dn</sup> the Grand Cayman bore W by N 4 leagues

Ends pleasant

[Latitude Observed 19 21 N]

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

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

U. S. FRIGATE [*Insurgente*] OFF MADEIRA

5<sup>th</sup> Oct<sup>r</sup> 1799

BENJ<sup>n</sup> STODDERT Esq<sup>r</sup>

Refering you to the above Copy [\*]; I have now the honor of Pro-  
ceeding with my narrative of our Cruise, having this day arrive off  
this Island, for the purpose of further inquiries; & altho' we have so  
many rumours of French Cruisers in these Seas, yet with all our  
industry, & pursuit, we cannot have the good luck to fall in with one  
of them, I have Boarded a number of Vessels since I left Gibraltar,  
mostly English, & had once every reason to think we were likely to  
arrive at the summit of our wishes: we discovered a large Frigate  
giving Chase to us, three days since & first took her to be one of the  
Squadron that had come out with us, but upon shewing our signals,  
& getting no reply, we immediately bore down for, & when within  
about two miles distance she hoisted French Colours, when we pre-  
pared for action, every man shewing the utmost cheerfulness &  
alacrity, especially as she was but little superior to us in force, when  
near enough to her, I hoisted our colours, & fired a shot at her which  
she return'd a head of us, hauling down the French & hoisting the  
English flag, I then hailed & found her to be the British Frigate  
*Emerald*, a rated thirty six, but carrying forty two guns; If she had  
been a Frenchman, I am very certain we should have been able to  
have given a very good account of her, as we had all the advantage

of situation, for with her utmost skill & efforts to out manouvre us, we had the satisfaction of foiling her in her attempts, the Lieut: came on board, & inform'd us, they had been cruising on that station two months, & had never heard of a Frenchman, so that we have nothing now to do but to proceed to the West Indies; & hope to hear from you after Cruizing a while off Cayenne, when we intend to run down for Martinico

With great respect &c &c

[\*Letter to Secretary of the Navy from Captain Alexander Murray, U. S. Navy, dated 16 to 28 September 1799.]

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

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To Lieutenant Jeremiah Barton, U. S. Navy, from Captain Alexander Murray,  
U. S. Navy

U: S: FRIGATE *Insurgente*  
*Off Madeira 5<sup>th</sup> Oct<sup>r</sup> 1799.*

M<sup>r</sup> BARTON 'Tis my request that you go on shore to make all the necessary enquiries respecting our commerce and whether there are any French Privateers on this Station you will endeavour first to find out our Consul to make these enquiries, & it will be well for you to wait on the Governor after which you will procure for me One Hhd of the best Madeira Wine & one Quarter Cask, & get at the same time any thing you may want for your Mess, but do not let any thing delay you longer than a few hours

Your most Obed<sup>t</sup>

P. S. Enquire for news from America & what Vessels are going there soon.

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

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To Murdock, Masterson & Company, Madeira, from Captain Alexander Murray,  
U. S. Navy

U: S: FRIGATE *Insurgente*  
*Madeira Road 5<sup>th</sup> Oct<sup>r</sup> 1799.*

Mess<sup>rs</sup> MURDOCK MASTERSON & C<sup>o</sup>

SIRS This will be handed you by M<sup>r</sup> Barton 1<sup>st</sup> Lieu<sup>t</sup> of the *Insurgente* & am sorry I have not the honor of presenting the inclosed from our worthy Friends of Lisbon M<sup>r</sup> Barton has orders from me, to procure a small supply of the best Madeira Wine fit for use, as stores during our cruise should you or any of your friends have it in your power to supply us I can give you Bills for the amount on Philadelphia, London, or pay in Dollars, provided there is no loss on them, & hope you'll endeavour to accommodate us upon as reasonable terms as possible & to dispatch us without delay.

I should be happy to see you on board the *Insurgente* and am

With great respect

your most Obed<sup>t</sup>

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

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

[TRENTON]

Navy Department 5<sup>th</sup> October 1799

Major W<sup>m</sup> W. BURROWS

SIR I am honored with your letter of the 4th Ins<sup>t</sup> —

Having determined to sell the *Montezuma* you may dispose of the Marines in whatever manner you think best — I will observe however that if you should think proper to send them to the Congress, it will be necessary to provide enough at Baltimore for another Schooner, beside the one mentioned to you yesterday of the same size which will be ready for sea in three or four weeks — The Ship *Chesapeake* will also want her Marines this fall, perhaps in 5 Weeks —

I have the honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

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

[5 October 1799]

Circular issued by William Eaton, U. S. Consul, Tunis, to Owners and Commanders of American Vessels

*Circular.*

### CAUTION against BARBARY PIRATES —

The Bashaw of the kingdom of Tunis having limited the period of his forbearance with the United States for the delivery of the regalia, stipulated by treaty, to the first of January next, and having menaced us with war in case of a failure of said delivery, It results from my duty to communicate as well to the owners and masters of American vessels, which navigate the Mediterranean, as to the government of the United States this state of affairs, that suitable precautions may be used to save their property from Capture and our citizens from Slavery in case that any thing should operate to impede, beyond the limited period, the discharge of said stipulated obligations — It is also to be noted that the kingdom of Tunis has a truce with Her Most Faithful Majesty, the Queen of Portugal, during the present war in Europe which admits the corsairs of the former into the Atlantic —

WILLIAM EATON

Consul & Agent

of the United States of America

KINGDOM OF TUNIS

5. Oct. 1799 —

To ----- & c

[SDA. Tunis, Vol. 1, 1797–1800.]



[5 October 1799]

Extract from letter from Captain Marmaduke Wyvil of the armed merchant ship *Minerva* to his owner in Norfolk, Va., concerning being attacked by French Privateer off Malaga

“CHARLESTON, December 26, '99.

“Dear Sir,

“I have the pleasure to inform you of my safe arrival here, after a long and disagreeable passage. I left Malaga on the evening of the 4th October, and was becalmed in the bay all that night — the next morning, being still in sight of Malaga, at 6 A. M. was attacked by a French privateer of four brass 12 pounders, who obstinately engaged me for 5 hours, when in the attempt of boarding me I had the satisfaction of pouring two broadsides into him, which obliged him to sheer off. It was not in my power to follow him, being still becalmed, and all my guns on the larboard side dismounted, the trucks and axle trees all broke. I was compelled to put into Gibraltar to repair the gun carriages. I received no material damage. On board the privateer six men were killed and eight wounded, and she went into port sinking.”

The *Minerva* had 10 guns, three and four pounders, and 15 men and boys.

[LC, “Federal Gazette & Baltimore Daily Advertiser” (Baltimore, Md.), 22 Jan. 1800.]

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Extract from journal of the American Merchant Brig *Columbea*, Saturday, 5 October 1799

This 24 Hours beings [begins] with Modret Breeses at 4 P M Squaley with Small Rain Handed the Midel and M Top Mast Stacle and Gibb and Main Top Galensal At Mer<sup>d</sup> took in one Ref Both Top sails

At 6 A M Set the M. Top Mast Stacle and Gibb the Later Part Ends with fresh Breeses and Cludey. A Havey Sea from the Easterd [Latitude Observed 32.47 N.]

[MSB. New London, Conn.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday 5 October 1799

Begins with moderate breezes & pleas<sup>t</sup> weather, running down by the great Cayman, at ½ past 3 P M took in sail & hove too, 2 Boats came from the Shore with turtle &c at 5 Bore away & made sail at 6 the West End of the Island bore N N W 3 Miles — from which I take my Dep<sup>t</sup> Latt 19' . 11° N Long 81' . 08° W

Middle & latter parts Moderate pleasant Weather

[Latitude Observed 20 . 11 N.]

[Longitude Observed 82 . 41 W.]

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

To Major Commandant William W. Burrows, U. S. Marine Corps, from Second Lieutenant Henry A. Williams, U. S. Marine Corps

U. STATES BRIGG *Richmond in  
the Chesapeake Virginia 6 October 1799*

Major W. W. BURROWS

D<sup>r</sup> SIR We arrived here after a Cruise of 72 days in which we were Unsuccessfull not having mett one Frenchman. I expect the Vessell must remain here some time to refitt. I therefore Send this Early letter by the Purser to be sent to you —

The Marines have been as well treated as the Vessell which is small would allow, in the Warm Weather & When she is full stored, they had to sleep on deck but now they Sleep below there is at present two Unwell Viz: Bodwell Coffan & Joseph Huik, we had the Misfortune to Loose Jeremiah Rose after a Short Illness of 5 or 6 days. he died on the 12<sup>th</sup> Sept. off S<sup>t</sup> Marys of an Inflammation of the Liver Accom<sup>d</sup> with a Billious Complaint.

I have wrote you Severall Letters by different Conveyance and Expect I shall meet some at Norfolk from you which shall be Answered when I receive them.

This Vessell is too Small for an Officer of Marines as there is now in this Small Ward Rooms 2 Lieut. of Ship Master Purser five Midshipmen the Cap<sup>n</sup> Clerk and myself that we are Obliged to dine after each other if therefore any Larger Vessell wants an Officer I would be happy to be Ordered to her not that I am dissatisfied with either the Officers or Vessell the latter being an Excellent Sailor, being able to speak any we chased at Sea of which we spoke near 100 —

The next thing I have to say is to repeat my former Requests to you Viz. Some money as I have been living on Ships Stores (& them not good) ever since I left N York. My cloathing also wants to be replaced, I hope my next cruize will be more successfull when we will adjust what remains due the Public —

Any Commands from you shall be Cheerfully and Punctually Obeyed I understand there is a Ship Building at Gosport in this State, your Orders for her or any other will be Acceptable as a Sergeant is Sufficient for this Command & the Marines too many not having Roome to form or Exercise —

Your Answer to this will greatly Oblige me & as M<sup>r</sup> Cammack is a Younger Officer than Myself and not yett (probably) appointed to a ship, I could wish the Charge of the Marines on board the ship at Gosport —

When I see M<sup>r</sup> Cammack I will know his Opinion of it and weather he wishes to go to Sea. If the latter he can by your Command take charge of this Vessell tho I assure you she is too small for a Commissioned Officers Command.

I am Sir with all Respect to you and the Officers in Camp or Barracks your most Obedient

Humble Serv<sup>t</sup> to Command

HENRY A. WILLIAMS  
*Leu<sup>t</sup> Marines*

[6 October 1799]

Protest of Captain Gilbert Fuller, commander of the American Sloop *Caroline*, captured by a French privateer Schooner

By this Publick Instrument of Protest Be it known and Manifest That on Thursday the Twenty Fifth day of December A D 1799 —

Before Me Sam<sup>l</sup> Chace Esq<sup>r</sup> Publick Notary duely admitted and sworn to said office for the Town and County of Providence State of Rhode Island & Personallly cometh Capt Gilbert Fuller late Master of the Sloop *Caroline* of Providence and being Engaged according to Law. Doth Depose and Declare. That on the Sixth day of October last past on the coast of Affrica. He was captured by a French Armed Schooner, her Name unknown. The Captain's Name was Bourdan, who took from Him His officers & crew and also His Register, with all his Papers and Totally Detaind them from Him — and that He this Declarant made a Protest thereon — at Gore in Affrica

GILBERT FULLER

and the said Capt Gilbert Fuller Now again Here Protests and I the said Notary Do at his Desire Hereby Publickly Protest against the aforesaid Capture and Detention of His vessells Register and Papers as afore said — and against all Loss Cost and Damage That Happens thereon or may accure to the owners or others Concernd in the aforesaid Capture and Consequences attending the same

Thus Done Sworn to and Publickly Protested under My Hand and Seal Notarial in Providence aforesaid in said State of  
[SEAL] Rhode Island & Providence Plantations on the Day and Date here above written

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

Protest 9/  
Stamp 1/6

10/6

[RIHS]

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Extract from journal of the American Merchant Brig *Columbea*,  
Sunday, 8 October 1799

This 24 Hours beings [begins] with fresh Bresses and Squaly. At 8 P M. Handed the M.Top Mast Stacle and Close Ref<sup>t</sup> Both Top sails at 4 A M took in the Tresel and Squar Mainsail Squaly with Havey Rains and Sharp Lighting at 8 out One Refe of Both Top Sails Cared Away our Main Top and Splet the for Top Mast Stacle The Latter Part Ends Mor Modret the Eincling [inclining] to the Westerd Sum of the fleet A Starin [astern] of Hus whe Suppose  
[Latitude Observed 32.43 N.]

[MSB. New London, Conn.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Sunday, 6 October 1799

Moderate breezes and cloudy In chace

@ ½ p<sup>r</sup> 1 Shortn'd sail and brought too, @ 3 Boarded the chace  
an American Brig from Providence bound to Barbadoes @ 4 Light  
airs and rain Stayd the fore topmast and fore top Gallantmast @  
½ p<sup>r</sup> 4 Fill'd and made sail, @ 6 In first reef in the Topsails

Punishd Lewis Amsden seaman with 12 lashes for Riotous behav-  
iour. @ 8 light airs and Variable

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

@ 1 the weather appearing Squally In Top Gallantsails @ 2 Light  
airs and clear weather Set T G<sup>r</sup> Sails @ 5 out all reefs of the Top-  
sails @ 6 saw a strange sail bearing N N W made all sail and Gave  
chace @ 8 We observed the chace to bear up before the wind.  
Employd Trimming Sails @ 11 saw another strange sail bearing  
W S W which appeard to be steering on a wind

@ half past 11 the chace brought too and fird a Gun to windward  
which was a signal to the other strange sail, we then In studding sails  
and steerd for the other strange sail, @ 12 Moderate & Clear and  
strange sail bearing N W by W and the other W by N

[Latitude Observed 14.03 N.]

[NYHS, NHSC.]

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

[TRENTON]

*Navy Department 7th October 1799*

Capt<sup>r</sup> ROBERT GILL

SIR The Brig *Augusta* will want 10 six pound cannon, & the lighter  
the better — — Mess<sup>rs</sup> Lane & Salter and M<sup>r</sup> Foxall no doubt have  
some on hand belonging to the Public — if they have not already been  
delivered to you

Please to send them down as early as you can, that there may be  
time to have the Carriages made —

I am Sir

Y<sup>r</sup> obed. S<sup>t</sup>

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

To Joseph Howland, Navy Agent, Norwich, Conn., from Secretary of the Navy

[TRENTON]

*Navy Department 7 October 1799*

JOSEPH HOWLAND Esq

*Norwich New London*

SIR I am honored with your letter of the 28 Ultimo —

The *Trumbull* was calculated to carry 18 Guns and let her capacity  
be what it may no additional number can be mounted, She will, in  
my opinion, be more formidable with 18 Guns than if crowded with  
a greater number, and much superior to any force there is the least  
probability of her falling in with — The Law however has restricted  
the force of Vessels of this discription, and I thought I had so informed  
you in a former letter —

Pistols & Powder will be shipped to you from New York, and Six Guns from Philadelphia so as to arrive by the time they are wanted — You will also receive a quantity of Kentledge in time —

The Regulation of Congress permit Slops to be provided for the Sailors — They are to be delivered over to the Purser who sells them at the price fixed on to the Sailors to be deducted out of their Pay — This is meant as a humane regulation and to prevent the sailors from suffering & to prevent imposition on the part of the Pursers — Please therefore have provided to be delivered over to the Pursers such a proportion of each of the following articles not exceeding the number of Sailors to compose the crew of the *Trumbull*, & excluding the Marines, as you shall in consultation with the Captains & Purser judge necessary for six months; Shirts, Frocks, outer-jackets, under Jackets, flannel drawers, overalls, linnen or woollen, Shoes, wool hatts, Blanketts and Mattrasses, a few of the latter of which I suppose will answer — These articles should be delivered to the Purser with an invoice of the prices — They should be bought by wholesale and 10 p<sup>t</sup> Cent should be added to the price on the invoice delivered to the Purser, to make up for losses, it not being intended that the United States are to lose any thing by this Provision, nor that they should gain at the Expense of the Sailors

You will forward a Duplicate of the invoice given to the Purser to William Winder Esq<sup>r</sup> Accountant of the Navy Dep<sup>t</sup> that he may make his charge against the Purser — In addition to these articles you will please to provide 10 Watch Coats to be delivered over to the Purser to be supplied the Sailors on watch in Cold Weather at the discretion of the Captains —

I have the honor to be Sir

Yr. obed. Serv<sup>t</sup>

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

To Secretary of State from Timothy Williams

BOSTON Oct<sup>r</sup> 7<sup>th</sup> 1799

SIR, I am obliged to give you some trouble. — — The Saltpetre, which was imported in Ship *Winthrop & Mary* Henry Jackson Master, was purchased and exported by leave of the "Governor General in Council of Fort William in Bengal," on condition of its going directly to the United States, to be landed for use & consumption there, &c. &c. — —

Our Captain came under Bonds with heavy penalty that if the Saltpetre arrived safe, a regular and sufficient certificate or document thereof, under the hands of the Sec<sup>y</sup> of State of U. States, should be procured and transmitted to Calcutta within 18 calender months from the lading of the same on board.

What follows is an extract from the Bond: — — — — —  
 "Shall and do on some day at on or before the expiration of Eighteen Calender months from the date hereof being the day of the Shipping of the same Saltpetre or some part the thereof produce and deliver or cause to be produced and delivered at Calcutta aforesaid to the Governor General in Council of Fort William aforesaid for the time being, a good sufficient and authentic document or Certificate under the hands of the Secretary of State for the time being of the said

United States, declaring and certifying in due manner and form, that such quantity of Saltpetre and every part and parcel thereof was on a certain day therein to be mentioned bona fide landed at the Port of [blank] aforesaid for the use and bona fide consumption of the United States and the Subjects thereof"

It was rendered necessary, by the condition of the bonds, to certify the *number of Bags* and *weight* of the Saltpetre delivered here; the same do agree with the quantity purchased in Calcutta, as contained in the Captain's Invoice.

To evidence that fact I enclose the Certificate of Samuel Bradford Auctioneer (who is our District Marshall) accompanied with General Lincoln's. —

Saltpetre being *free*, the *weight* of it is not certified by a Custom House Officer. —

Provided there be no objections, I have to request the favour of a Certificate from you, annexed to the one enclosed, or in such form as you may judge proper. —

Is there not a Law of the U. States in force until June 1801 prohibiting the exportation of Saltpetre? Might it not be well to suggest that circumstance in your Certificate?

A vessel sailing soon for Calcutta, a return from you as soon as convenient would oblige the Owners. —

As we must, for safety, send duplicate and triplicate, Certificates, I may at an<sup>o</sup> time be under the necessity of asking the same from you.

This Saltpetre was sold at Auction at about 15½ cents per lb.; Principally purchased by the Owners of it. If Government wanted, I suppose, it might be repurchased of them at about 16 Cents.

Very respectfully

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

TIM<sup>o</sup> WILLIAMS.

Hon<sup>ble</sup> TIMOTHY PICKERING Esq<sup>r</sup>

*Philadelphia.*

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

Extract from journal of the American Merchant Brig *Columbea* Monday, 7 October 1799

This 24 Hours beings [begins] with Light Ares of Wind at 4 P M Squaley with Rain at 8 Haled the Squar M. Sail Up and Haled the Middel Stacle and M. Top Mast Stacle and Gib Dwon [down] for the fleet to Cum Up

At the Midel Part fresh Breses and Cludey Wether the fleet to Lewerd of Hus at ½ Past 6 Spock the Comoder Brig *Gen<sup>l</sup> Pinkney*

The Latter Ends with Light Breses and Plesent Wether all Sails Set the fleet A Hed of Hus

[Latitude Observed 31. 30 N.]

[MSB. New London, Conn.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 7 October 1798

Moderate breezes and clear weather, In chace to the W S W @ half past 1 Made the private Signal to the chace and cleard Ship for Action, @ 2 shortnd sail and Spoke with His Brittanick Majestys

Ship *Tamer* Captain Western @ half past 2 Wore and parted company,  
 @ half past 6 In first reef in the Topsails, @ Sun set the *Tamere*  
 Frigate East 8 miles and a small Schooner which we had signald with  
 W by S 7 miles. @ 8 Light airs and Variable

@ 12 Fresh breezes and cloudy

@ half past 2 Squally In T G<sup>t</sup> sails

@ 4 Moderate and clear, @ half past 6 saw a strange sail bearing  
 south. Wore and Gave chace Made all plane sail, @ 7 Saw a strange  
 sail bearing E by S apparently steering before the wind Tackd as  
 nessasary to chace to Windward

@ 11 observed the chace to Steer W S W made and Shortnd sail  
 occasionally @ 12 Moderate & Cloudy the chace S W 3 miles

[Latitude Observed 15. 00 N]

[NYHS, NHSC.]

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

[TRENTON]

*Navy Departm<sup>t</sup> 8 Oct<sup>r</sup> 1799*

Cap<sup>t</sup> GEDDES

*Wilmington*

SIR The [U. S. Sloop of War] *Chesapeak* [renamed *Patapsco*] is in  
 a state to require the attention of her Commander. If you have not  
 already proceeded to Baltimore to take charge of this ship, I request  
 you will do it without delay, & so direct the equipment, that she may  
 certainly get to sea before the Frost — a matter which ought not to  
 be doubtful. —

You will please to inform me, on your arrival at Baltimore, the  
 state in which you find the vessel — and if any thing necessary for  
 her equipment still remains to be provided — also the time when  
 you judge, she will be ready to receive her crew, that Instructions  
 may be forwarded in season for recruiting.

I have the honor &c

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

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

[TRENTON]

*Navy Dep<sup>t</sup> 8<sup>th</sup> Oct<sup>r</sup> 1799*

Cap<sup>t</sup> SEVER

*Portsmouth [N. H.]*

SIR I am honored with your letter of the 30th ultimo — M<sup>r</sup> Higginson  
 had no grounds for the Instructions he gave you respecting the  
 Anchors, which still remain for you as first intended & directed.

I am sorry the arms M<sup>r</sup> Sheaff[e] provided, are not good — You  
 will receive only such as are good, & the residue may be supplied at  
 Boston — The Marines will have their own arms, so that you will  
 want not more than 100 stand for the Landsmen & ordinary Seamen —  
 Let me know at once what you receive from M<sup>r</sup> Sheaff — and what  
 you will want at Boston.

I have the honor &c

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

To Lieutenant David Porter, U. S. Navy, from Secretary of the Navy

[TRENTON]

*Navy Department 8th October 1799*

M<sup>r</sup> DAVID PORTER

SIR I inclose your Commission as a Lieutenant in the Navy —  
You will place yourself under the Command of Captain Maley of  
the *Experiment* where you will act as Second Lieutenant —

I am with respect

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

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

To Richard Law, Jr., of New London, Conn., from Secretary of the Navy

[TRENTON]

*Navy Department 8th October 1799*

Captain RICHARD LAW JUN<sup>r</sup>

*New London —*

SIR Your application and recommendations for an appointment in  
the Navy have been received though too late to admit of your being  
appointed to a Grade higher than that of Lieutenant [\*]

If therefore you will accept the first Lieutenantcy of the *Trumbull*  
now building at Norwich and will communicate to me your determi-  
nation immediately on receipt of this, I will forward you a Commission  
to Norwich to which place you will in that event repair with all  
convenient dispatch & place yourself under the command of Captain  
Jewitt —

I have the honor &c —

[\*In December 1799 he was commissioned Master Commandant, U. S. Navy,  
his acceptance of the above Lieutenantcy not being found.]

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

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

[TRENTON]

*Navy Dept. 8th October 1799*

Mess<sup>rs</sup> JAMES & EBENEZER WATSON

*New York —*

GENTLEMEN, I am honored with your letter of the 5th Inst —  
The Health Com<sup>r</sup> of the Port should be paid for the sick from the  
*Constellation* no doubt — You will be pleased to do it —

The Commanders of Ships have orders to transmit lists of such  
men who have power of Attorney for part of their pay. The powers  
are to be Signed by Captains & Purser — but no List has been  
transmitted from the *Constellation*, nor do I perceive how great  
confusion is to be avoided if payments are to be made in cases where  
the regulation has not been attended to — But the man always  
receiving two months advance on entering, none of those belonging  
to the *Constellation* can yet be entitled to draw pay. — I am sorry  
you declined sending the Anchor to Newport — Pray send it if you



have it without delay — The Frigate has not sailed & will not sail until she receives an Anchor.

I signed a Warrant yesterday for 25,000 D<sup>rs</sup> to be remitted you — The Penn<sup>a</sup> election has taken away so many of the Officers that I fear the remittance has not yet gone forward —

I have the honor to be

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

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

[TRENTON]

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

Major W. W. BURROWS

SIR I think with you that it is time to procure cloaths for the Marines — But I do not comprehend your observation, that such as have been made up several years are beginning to be moth eaten — Where have we any that have been made up so long? last fall we were puzzled to get cloaths & none were on hand that I know of — If you will give me a sketch of what you know to be on hand & what will be wanting I will have some cloth purchased at N. York & Baltimore — it will not do to rely on Philadelphia for all — The Cloth can afterwards be transported to Philadelphia to be made up under your eye —

I am Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

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

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[8 October 1799]

To Michael Morphy, U. S. Consul at Malaga, from Richard O'Brien, U. S. Consul General, at Algiers

(COPY.)

"ALGIERS, OCT. 16, 1799.

MICHAEL MURPHY, Esq.

*Consul of the United States, at Malaga.*

SIR — I have to inform you, that on the 8th, was sent into this port by an Algerine Corsair, the American brig *Bobba-Cedi*. Thomas Clifton, master, with a cargo of wines from Valencia for Philadelphia — said brig had a Turkish Pass granted by the late Dey for one year, and on examining said Pass, it was found to be out of date one year and ten months — therefore, the Regency condemned said cargo as legal prize to the captors. The crew, five in number (being foreigners and subjects of nations at war with Algiers) were made slaves of — the brig and master is cleared. On the 15th inst. the Regency gave up these five captives, as a particular favour to the United States — All American vessels should have the Mediterranean Pass, real American colours, and two thirds of their crew should be citizens of the United States — as it is supposed that sundry American vessels, have Algerine Turkish Passes, this is to inform them, that said Passes are out of date — that they will not be respected by the present Dey of Algiers, and if they have not the American Mediter-

ranean Pass, their cargoes will be condemned. I am, with sincere regard, your most obedient servant,

(Signed) RICHARD O'BRIEN.

P. S. Please to make the contents of this Letter public.

It seems that the Tunicians have been obliged by the influence of the allied Powers, to make a truce with Portugal for 3 years, and with Naples as long as the present war shall last. This measure destroys the most valuable part of the revenue of Tunis — one hundred sail of privateers (with their crews bred to piracy) are out of employ; and as the United States Government has been very tardy in fulfilling their treaty stipulations with the Barbary States, they may be inclined to make this a pretence for capturing Americans. Another consideration — by their truce with Portugal, they have the whole and free range of the Western Ocean. The Americans should be guarded — we should have a fleet of cruisers in these seas without loss of time — the world is verging on rapidly to a state of piracy! The Algerines in the course of two months have taken 8 sail of Imperial vessels; they are condemned and the crews are in slavery; They have also taken 7 sail of Neapolitans, and 4 Maltese, with English colors and *Admiral Nelson Passes*. Algiers will not in my opinion make a truce with these two powers, except they first bring a powerful Fleet into the Bay of Algiers, which will be sufficiently adequate to dictate terms to the *potent Dey* — the *Scare-Crow of the Christians*! — The Dey's brig *Bashaw*, taken and carried into Cadiz by the French, in company with the Spaniards, has been demanded by the Dey, with her crew, damages, &c. threatening, in case of refusal, a declaration of war, and the chaining of their Consuls.

Excuse haste — from your's assuredly,

RICHARD O'BRIEN.

[LC, "New Hampshire Gazette", (Portsmouth), 27 May, 1800.]

[8 October 1799]

Protest of Benedict Peckham, Commander of Brigantine *Ranger* captured by the French armed Ship *L'Esport*

Copy.

"By this Public Instrument of Protest be it Known and Manifest, that on the nineteenth day of May A. D. 1800, before me Sam<sup>l</sup> Chace Esq<sup>t</sup>, Public Notary duly  
25 ct. Stamp  
Rhode Island  
admitted and sworn to said office, for the Town  
County & State of Rhode Island &c, Personally  
cometh Capt Benedict Peckham late Master of the Brigantine  
*Ranger* belonging to Capt Moses Lippitt & Capt Thomas Jackson  
Merch<sup>ts</sup> in Providence who being engaged according to Law, deposeth  
and declares: That he as Master as aforesaid, sailed out from Providence bound for Barbadoes on September last in said Brigantine: That on the eighth day of October following he was captured by a French armed Ship called the *L'Esport*, Capt Depradeaux Commander, of Gaudaloupe: and was carried into said Port, and there condemned, both vessel and cargo: and had all the Brig's Papers, with her Register taken from the Custom House at Providence, all taken away and totally detained from him.

(Signed) "BENEDICT PECKHAM."

Wherefore he the said Benedict Peckham Protests and I the said Notary do for him as desired hereby Solemnly Protest against the said capture: as by means thereof he has lost his said Brig's Register nor could, he ever afterwards regain it: and against all loss or Damage that accrues or may happen thereon, to the Owners or others concerned therein, in any ways whatever.

Thus Done, Sworn to, and Solemnly Protested under my hand and Seal Notarial, in Providence aforesaid in said state of Rhode Island & Providence Plantations, on the date above."

Seal of  
S. Chase  
Pub. Not<sup>y</sup>

(Signed) "SAM<sup>l</sup> CHASE  
Public Notary"

[RIHS, photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Tuesday, 8 October 1799

Moderate Breezes and cloudy, In chace to the Southw<sup>d</sup> @ 1 Fird a gun to bring too the chace, Shortnd sail and boarded the chace an English Schooner from Norfolk bound to Martinico, @  $\frac{3}{4}$  past 1 filld and tackd to the Northward, @ 5 saw a strange sail bearing N N E Gave chace, Punishd Edward Marsh seaman with 12 lashes for Riotous behaviour & John Greene seaman with 12 lashes for seditious language

@ half past 6 shortnd sail wore and boarded the chace an american Schooner from Philadelphia bound to New Barcelona. @ 7 Double reefd the Topsails, Wore and Steerd N by W, @ 12 Moderate and clear

At 6 AM Bore up W S W and set studdingsails @ half past 7, Saw the Island of Desceada bearing W by S 8 leagues

In Studdingsails and hauld on a wind to the Southw<sup>d</sup> @ half past 10 Saw Merigalante bearing W S W @  $\frac{1}{4}$  p<sup>t</sup> 11 Saw two strange sail bearing S by E hauld to the wind and Gave chace, @ half past 11 observed the chace to Tack and Stand to the Southward.

Employd Trimming Ship

@ 12 Fresh breezes and cloudy the chace S S E 8 or 9 miles  
[Latitude Observed 15.47 N.]

[NYHS, NHSC.]

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

[TRENTON]

Navy Department 9th October 1799

THOMAS TRUXTON Esq<sup>r</sup>

Perth Amboy

SEAR SIR: I am honored with your's of the 6. instant, enclosing a letter from M<sup>r</sup> Robert Harrison, to you, & a copy of your answer

The President I expect will be here in a day or two — When he arrives, I will name M<sup>r</sup> Harrison to him for a Lieutenants Commission & have him placed on the Register as a Lieutenant; but he must

remain on board the *Constellation*, and act as Sailing Master, until he receives orders from me to a contrary effect — till when I shall retain his Commission and he will be gaining rank.

I have the honor &c

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

To Willings & Francis, Agents for U. S. Ship *Ganges*, from Secretary of Navy

[TRENTON]

*Navy Department 9<sup>th</sup> October 1799*

Mess<sup>rs</sup> WILLINGS & FRANCIS  
*Philadelphia —*

GENTLEMEN I am honored with your letter of the 8th inst. inclosing M<sup>r</sup> Rawles opinion in the case of the Brig *Young George* captured & sent in by Captain Tingey, which appears to me a just one, and if there are no good grounds to believe the Brig is French property, under American Colours and I have no reason to entertain such an opinion I cannot see how she can be longer detained from her Owners — unless when captured she was armed, or had arms on board — In this case although she might be the property of Americans yet coming from France she will be considered by our Laws as a French armed Vessel subject to capture and condemnation —

M<sup>r</sup> Woodruff can doubtless give the necessary information as to the state of the vessel with respect to arms when captured —

I have always supposed french Vessels with Muskets Pistols, or any other small arms on board so as to be rendered formidable to an American Vessel entirely without arms would be Considered armed vessels within the meaning of the Law although they might have no Guns mounted.

I have the honor to be with great Respect

Y<sup>r</sup> obed. S<sup>t</sup>

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

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

[TRENTON]

*Navy Department October 9<sup>th</sup> 1799*

JOSHUA HUMPHREYS Esquire

SIR I am honored with your letters of the 6th & 8<sup>th</sup> Inst, and have written to Lieu<sup>t</sup> M<sup>r</sup> Elroy directing him to pay strict attention to your Workmen in your absence —

I am sorry M<sup>r</sup> Davis cannot sooner accompany you to Washington as it is time our business there should be in operation, however if he cannot be prevailed on to go at an earlier period, you must wait his time, & in the mean time, if you can form any Estimate of the quantity of timber necessary for the Wharf, be pleased to do so & transmit it to M<sup>r</sup> Marbury, that the Business may be progressing —

I enclose you an extract of a letter from M<sup>r</sup> Pennock, Navy Agent at Norfolk, on which I request your opinion

I have the honor to be

Sir

Y<sup>r</sup> obed. S<sup>t</sup>

B[ENJAMIN] S[TODDERT]

P S — From information which I consider correct, I am induced to believe that after we have procured the Timber now authorized for the 74 Gun Ships, the live oak in Georgia will soon be exhausted by clearing the lands for planting cotton &c & that in the mean time it may be practicable to secure many of the most material timbers for a number of Ships besides those already ordered which is certainly a very desirable object — Will you be pleased to furnish me with a statement designating particularly these pieces which you consider as most essential to be of Live Oak —

By order of the Sec<sup>y</sup>

I am Y<sup>r</sup> obed S<sup>t</sup>

A — THOMAS

[Enclosure]

Extract of a Letter from W<sup>m</sup> Pennock dated Sept<sup>r</sup> 28<sup>th</sup> inclosed in the foregoing letter “We have in this Country large quantities of “Cypress & Juniper — the wood is as light as cedar & equally durable, the *Chesapeake* is filled in with it & the saving between the “one & the other is great — it can be got in either long or short “pieces, & almost any thickness

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

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 9 October 1799

Moderate breezes and cloudy, In chase to the S S E @ 1 answered the private Signal of one of his Britannick Majestys Ships supposd to be the *Dauphe*, @ half past 1 shortnd sail and Bore up W by N. @ half past 2 made the Island of Marigalante bearing West. @ 4 Saw Dominico and Steerd down between the two Islands and passd 3 miles to the southward of the Saints. @ 9 the N W end of Dominico bore S E by S 7 or 8 miles. We steerd down West & W by S till 10 P M at which time the S W end of Guardaloupe bore N E by N. In Top gallantsails and Steerd N W by N, in order to pass 6 or 7 miles from the west side of the Island

A M. @ 1 came by the Roads of Basseterre which is near the S W end of Guardaloupe

Middle part Light breezes and variable sailing along the lee side of Guardaloupe

@ Daylight saw Montserratt bearing N by E 14 miles @ 6 Fresh breezes and cloudy hauld to the wind and Set T G<sup>r</sup> sails @ 9 came by Bastar roads in Montserratt saw at Anchor 4 small Vessels steerd along the West End of the Island In order to pass between the Montserratt and Rodondo the latter of which we passd Nearly 4 or 5 miles to windward Saw Antigua bearing N E by E and S<sup>t</sup> Kitts W N W @ 11 saw a small sail to leward of Rodonda. @ 12 Fresh breezes and clear w<sup>t</sup> the N W extreem of Montseratt S E  $\frac{1}{2}$  S, 8 miles Rodondo S W  $\frac{1}{2}$  S 6 miles and S<sup>t</sup> Johns harbour of Antigua East 5 Leagues

[Latitude Observed 17.00 N.]

[NYHS, NHSC.]



The Sailing Master & One Lieutenant you have with you and M<sup>r</sup> Knapp shall be appointed for your Second Lieutenant —

The Surgeon, Purser, Midshipmen & Surgeons mate I will also provide you in due season, and you will consult with Nicholas Johnson Esquire, and select suitable characters for Boatswain, Gunner Sail-maker & Carpenter and name them to me in time to admit of their receiving Warrants before you go to Sea.

The rest of the Officers being Petty Officers, you must appoint yourself and Marines will be supplied you by the Major of Marines —

You will then have to recruit forty six able seamen & forty two ordinary Seamen & Boys, — the former of which you will allow 17 D<sup>rs</sup> p<sup>r</sup> month, the latter 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 — You may allow two months advance, but previously take care to obtain sufficient security to resort to in the event of desertion, agreeably to the form enclosed

You will keep a regular Acc<sup>t</sup> of the name, station, pay, residence and discription of each person on board, the forms for doing which are all inclosed.

You will suffer none to be entered but such as are sound and healthy and permit no indirect or forcible means to be used to induce men to enter the Service.

Every man entered must take an oath agreeably to the form you will receive herewith — The recruiting Business must be compleated by the time the ship is ready for sea, and you will make your arrangements for begining accordingly —

M<sup>r</sup> Johnson will supply all the monies necessary to you, and you must advance to your Recruiting Officer, 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 enlisted at a distant port, & in such cases their transportation to the Ship, but no charge will be admitted without a proper Voucher to support it — Prior to sailing you will transmit your Account & Vouchers to W<sup>m</sup> Winder Esq<sup>r</sup> for Settlement — M<sup>r</sup> Knapps son Benj<sup>s</sup> Knapp shall be appointed one of your Midshipmen — You will be pleased to call upon him.

I have the honor to be Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

PS— If any very clever young Men offer for Midshipmen name them to me and they shall be appointed.

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

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To Lieutenant Benjamin F. Knapp, U. S. Navy, from Secretary of the Navy

[TRENTON]

*Navy Department 10th October 1799*

M<sup>r</sup> Benj<sup>s</sup> F. KNAPP

*Newbury Port —*

SIR The President having appointed you a Lieutenant in the Navy I enclose your Commission — You will be pleased to take the enclosed oath and return it to this office and place yourself under the Command

of Captain Newman of the *Warren* — Your pay and Emoluments will commence from the date of your letter of Acceptance —

I am Sir

Y<sup>r</sup> obed S<sup>t</sup>

[NDA. OSW, Vol 2, 1799.]

To Midshipman Benjamin Knapp, U. S. Navy, from Secretary of the Navy

[TRENTON]

*Navy Department 10th October 1799*

M<sup>r</sup> BENJAMIN KNAPP

SIR The President having appointed you a Midshipman I enclose your Warrant — You will be pleased to take the enclosed oath and return it to this office, & place yourself under the Command of Captain Newman of the *Warren* — Your Pay and emoluments will commence from the date of your letter of Acceptance —

I am

Sir &c —

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

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

[TRENTON]

*Navy Department 10th Octo<sup>r</sup> 1799*

Major W. W. BURROWS

SIR The Ship *Warren* Capt Newman at New Bury Port requires Twenty two Marines including officers — You will be pleased to take measures imm<sup>d</sup> for supplying this detachment —

I have the honor to be

Sir

&c

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

To Robert Gilmore, Chairman of Committee, Baltimore, Md.,  
from Secretary of the Navy

[TRENTON]

*N. D. 10<sup>th</sup> Oct 1799*

ROBERT GILMOR ESQ<sup>r</sup>

*Baltimore*

Much inconvenience and confusion are apprehended from the Sloop of War building at Baltimore & the Frigate at Norfolk bearing the same name. While this is the case it will be impossible to keep their accounts clear and distinct The *Chesapeake* was long since fixed on as the name of the Frigate at Norfolk. I beg therefore that you will be pleased to suggest to the Committee the propriety of changing the name of the ship building at Baltimore [renamed *Patapsco*], This step can be attended with no inconvenience, and much embarrassment will be avoided.

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



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

[TRENTON]

*Navy Department 10th October 1799*

JOSEPH WATERS Esq<sup>r</sup>

A similar letter to this & of the same date forwarded to Nicholas Johnson Esqr

SIR In order to secure to the Seamen an opportunity to purchase necessary cloathing without subjecting them to impositions by the Pursers, Congress have directed that they shall upon their request be furnished with Slops the price of which shall be deducted from their pay — You will therefore be pleased to furnish the Purser of the *Essez* with the Slops of the following discription, Shirts, Frocks, Outer jackets, under jackets, flannel drawers, Linnen or Woolen Overalls Shoes, Wool hats, Blankets, and Mattrasses a few of the latter I presume will be suff<sup>t</sup> not exceeding in the whole one of each of these articles at a time for every man on board, marines excepted —

You will in consultation with the Captain & Purser, determine on the quantity of slops necessary for the above supply, purchase them, if practicable at wholesale & deliver them over to the Purser with an Invoice with the prices annexed to which you will add 10 p<sup>t</sup> Cent to secure the United States from losses, for as this arrangement is made merely to accommodate the Seamen and no profitts contemplated, it is proper to guard against loss — The original cost with the addition of 10 p<sup>t</sup> Cent is the price at which these articles are to be delivered to the sailors —

You will forward a duplicate of the Invoice delivered to the Purser to the Accountant of this Dep<sup>t</sup> that he may make the proper charges against the Purser —

In addition to these articles you will be pleased to furnish the purser with 10 Watch Coats to be given out to the Sailors & Marines on watch in cold weather at the discretion of the Captain —

Other articles, which will be wanted on board by the Sailors may be supplied by the Purser himself at his own risque and for his own emolument — The United States only provide *necessaries*

I have the honor to be

Sir

&c

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

To Major Commandant William W. Burrows, U. S. Marine Corps, from First Lieutenant Josiah Reddick, U. S. Marine Corps

[U. S. S.] Adams

*St Christophers October 10<sup>th</sup> 1799*

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

SIR After a pleasant passage of 16 days we arriv'd here, and I am happy to inform you that my men are in good Health only John Ray who has been very unwell ever since we saild and we have thought it best to send him on shore untill he shou'd recover. Corporal Still

is getting well and I have not a doubt but he will soon be a Hardy man. Our Ship Sails remarkable fast and I do suppose she is as fine a Vessel to her size as in the service. We was fortunate enough on our Passage out to recapture an American Brig taken 8 days before by a French Privateer and brought her in this port. I am sorry that I cannot inform you of my own Health. I have not seen a well day since we saild and I am afraid I shall never be well at sea — We shall sail in the Corse of a few days on A cruize in shearch of the Pirats of these seas and I Flatter myself in a short time I shall be able to give you a good Account of the *Adams* my Compliments to the Officers at your Camp

I am with respect  
yrs &c &c

J. REDDICK, L.M.

[MCA. LR, 1799.]

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

NEWPORT Oct. 10<sup>th</sup> 1799 —

SIR We received your favor of y<sup>e</sup> 3<sup>d</sup> In reply to which we observe, that the price we have given for the bread we supplied, has been regulated by the actual cost of the flour with the baking, and it has always been less than the same quality bread has been selling for here. On examining, we find the bread called "Navy bread" ship'd to us from Alexandria, cost five dollars per 100<sup>lb</sup> — including cost there, drayage & freight, and exclusive of Comm<sup>s</sup> & barrels — this quality was no better, than good common ship bread, and not so fine as what the Commanders of Ships used. The bread the *Constitution* had, when she put in here, after her first cruise was made of Flour, and Cap<sup>t</sup> Nicholson, informed our G G. that it was the order of the President to be of that quality, which led us to suppose it was the intention of Government — and it being often impossible to procure other bread, than that baked of Flour, from the short notices we have had, has led to a supply of that kind. —

Ship Stuff or Midlings, of which common bread is made, being generally purchased by Bakers who reside at the flour markets, to bake up, there is but very seldom supplies of it here, to bake into common bread, that if that quality is to be supplied, we would recommend your ordering such supplies to be shipped here as you may deem necessary, as we do not think we could procure it here near your limitations: or if the Ship Stuff or middlings are sent here, we can have it bake up, at one dollar twenty five cents per cw<sup>t</sup> the bakers delivering 100<sup>lb</sup> bread well dried for 112<sup>lb</sup> flour —

The bread remaining on hand, is very coarse indeed, and being so long since it was made, we are of opinion it is not fit to be delivered. — As we have no bread, but some fine, over what was wanted by the *United States*; it will be necessary you should order some bread here for the *George Washington* in case she comes in here. — or if you wish it, we will procure the supply, as nearly to your idias as can be effected. —

M<sup>r</sup> George Gibbs is the eldest son of our G G. being bound on a tour to Europe, wishes to avail himself of a passage in the Ship, that carries the Commissioners to France — We should esteem it a particular favor if permission could be obtained, as it would afford security on his passage & while in france to be under their protection —

[Newport HS, Gibbs & Channing LB.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Thursday, 10 October 1799

Moderate breezes and clear weather

@ 3 saw two strange sails bearing W N W

PM @ half past 4 saw the high land of S<sup>t</sup> Bartholemews bearing N W  $\frac{1}{4}$  W distance 6 leagues the N W end of S<sup>t</sup> Christophers S W  $\frac{1}{4}$  W @ Sundown the following bearings was Taken S<sup>t</sup> Bartholemews near the middle part of the Island N W  $\frac{1}{4}$  W, S<sup>t</sup> Eustatia W by S  $\frac{1}{4}$  S, continued standing to the Northward till 10 P M and being apprehensive of a lee current we tackd to the Southward as we did not Judge it prudent to pass the East End of S<sup>t</sup> Bartholemews during the night, @ 12 Moderate breezes and cloudy Tackd to the Northward.

@ 2 d<sup>o</sup> weather Tackd to the Southward

Tackd to the Northward, @ daylight saw a strange sail bearing N  $\frac{1}{2}$  E made all plane sail and Gave chase @ half past 7 Shortn'd sail and boarded the chase an American Ship from Antigua bound to Newyork @  $\frac{1}{4}$  p<sup>t</sup> 8 filld and gave chase to a strange sail bearing East which was standing to the Southward. Tackd as nessasary to chase to windward

At 12 Moderate breezes and cloudy the chase E S E 6 mile S<sup>t</sup> Bartholemews W  $\frac{1}{2}$  N 10 leagues and S<sup>t</sup> Christophers S W by W the Middle part

[Latitude Observed 17.51 N.]

[NYHS, NHSC.]

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

Begins with moderate breezes & pleasant Weather 3 sail in sight all sail set in chase fir'd 2 guns at 5 P M hove too & boarded a Spanish Schooner from New Providence bound to Campeche the other two were a Spanish Brig & Schooner, sounded in 30 fathoms water light gray sand & shells, at  $\frac{1}{2}$  past 5 made sail —

Middle part moderate & cloudy

Latter part cloudy

[Latitude Observed 23.52 N.]

[Longitude Observed 88.58 W.]

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

To Midshipmen James M<sup>c</sup>Donough, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 11th October 1799

M<sup>r</sup> JAMES M<sup>c</sup>DONOUGH

SIR I have received your letter of the 6th Inst —

If the wound you have received in the service of your Country \* be such as to deprive you of the hope of serving again, you will be entitled to half pay for life, and at liberty to engage in any pursuit better adapted to your situation — But if your prospects are such as to give you hopes of again being able to act under your appointment

your services will be dispensed with till your cure is effected — You will please to let me know your opinion that I may make arrangements accordingly

I am Sir

Yr obed S<sup>t</sup>

[\* Lost his foot during engagement between U. S. Frigate *Constellation* and, French National Frigate *L'Insurgente*, 9 February 1799.]

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

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

[TRENTON]

Navy Department 11<sup>th</sup> Oct. 1799

JEREMIAH YELLOTT Esq<sup>r</sup>

Baltimore

I am honored with your letter of the 6<sup>th</sup> ins<sup>t</sup>

I think your opinion on the subject of the Schooners amply supported by the reasons you assign, and only regret that the officers do not seem to estimate justly the opportunity to distinguish themselves which the command of these Vessels will undoubtedly afford. In my last letter to you on this subject, I did no[t] mean to intimate a wish that any material alteration should be made in the *Enterprise*: It was suggested by Cap<sup>t</sup> Shaw that the quarters ought, with little expense, and no inconvenience, be made Musket-ball-proof, and this was all I had in contemplation.

Should Cap<sup>t</sup> Shaw persist in preferring the command of L<sup>t</sup> on board a ship, to that of the Schooner, in the manner you intend to finish her, I shall endeavour to accommodate him. I shall be anxious to know his determination quickly, that this vessel may not also be delayed for want of a Commander

The *Enterprise* must be armed as at first contemplated. If carronades were even preferable, I find they could not be obtained; a circumstance I do not regret.

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

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

TEN LEAGUES SOUTH OF TENERIFFE

11<sup>th</sup> Oct<sup>r</sup> 1799 —

BENJ<sup>n</sup> STODDERT Esq<sup>r</sup>

SIR The above [letter of 5 Oct. 1799] is a copy of what I had the honor of sending you from Madeira which I hope you will receive

In my way to the West Indies I call'd off this Island but cannot yet meet with any French Cruisers tho' it is said there are some about these Islands, as I am now anxious to get to the Station aluded to in my former Letters I shall not loose any time in getting there where I hope to meet better success

We continue in good health and our Ship is in fine condition for any event and both Officers & crew anxious to shew their Prowess in action

As this is to go by a Clump Schooner we have just boarded bound to Boston I have nothing further to observe than to assure you of my Zeal for the Service & that I am

Your most Obed<sup>t</sup>

Hum<sup>t</sup> Serv<sup>t</sup>

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

To Captain Christopher R. Perry, U. S. Navy, from Edward Stevens, U. S. Consul General at St. Domingo

(Copy)

CAPE FRANCOIS Oct<sup>r</sup> 11<sup>th</sup> 1799

SIR, In the Secret conversation between Brigadier General Maitland, and General Toussaint it was agreed that the latter should be allowed, a certain number of Arm'd Vessels, under the denomination of *Batiment D'Etat* for the defence of his coasting trade, against the Barges of Rigaud which at that time committed depredations, not only on the Vessels of the Island — but on all others, approaching its coast, to this arrangement I acceded on behalf of the U States and my assent has since received the approbation of the Government, it was perfectly understood that these armed vessels should be furnished with a passport from General Toussaint, and Counter signed by the British Agent, and myself that they should not go 5 leagues beyond that part of the Island of St Domingo that continued under the Jurisdiction of General Toussaint and that they should respect, all Vessels sailing under the Flags of great Britain, and America.

Soon after the departure of General Maitland the cruising vessels of Rigaud increased both in number and size, the ports of St Domingo, were opened by the presidents Proclamation, and the American Trade incurred a risk of suffering materially in the west as there was neither British nor American ships of war to defend it, it was therefore found absolutely necessary to allow General Toussaint to fit out larger Vessels than was at first contemplated, and passports were granted under the restrictions above mentioned These passports were for a limited time, and have since expired — as the commerce of the United States is now sufficiently protected, both by American and British Ships of war, on the Coast of the Island, the English agent and myself, have come to a determination to grant no more passports to large arm'd Vessels, and our decision on this matter, has been notified to General Toussaint, both in conversation, and by letter: in future therefore, none but his smaller Vessels will be furnished with passports —

As soon as the arrangement I have above alluded too was made I wrote to the Secretary of state, of the United States and suggested the propriety of giving such directions to the armed vessels sailing under the American Flag, as would ensure their observance, and I am happy to find in the instructions you have received from the Secretary of the Navy that the line of conduct, you are to observe is so distinctly marked, that there is no risk, of interrupting the Harmony that subsists between General Toussaint and the Government of the United States —

All vessels fitted out by General Toussaint for the purpose of defending his coast against the barges of Rigaud, and which respect

the American Commerce, are by these instructions to be exempted, from capture, those we have hitherto granted passports too, are of that description, and have rigidly respected the American Flag, I therefore submit it to your consideration Sir, without dictating to you, whether it would not be an act of strict Justice, and in perfect conformity to your instructions, to suffer such vessels of General Toussaint as have our mutual passports on board, to pass unmolested —

I have now the honor of enclosing you a list of these vessels with the date of their passports, and the length of time, for which they are to continue in force.

There are two vessels, the *Elan* and the *Spartiate*, whose passports have expired, and as we have refused to renew them, they will certainly according to a rigid construction of the act of Congress be liable to Capture, if you meet them

But I beg leave to suggest to you, whether as they have hitherto, rendered great service to the American Commerce, in the west, and strictly observed General Toussaints Orders respecting the American Flag, they do not come under that description of Vessels mentioned by the Secretary of the Navy in your instructions, as exempt from capture, I beg leave also to add, that these are merchant vessels, that have been taken up by General Toussaint, armed from the arsenal, of this city, and ensured from Capture, at a very high rate, under such circumstances perhaps it might be politick to let them pass unmolested, particularly as they cannot cruise any longer, but if they do go out of port again, it will be merely to return to the cape, that they may be dismantled and delivered back to their Original proprietors. This however must be left to your own descission, I am confident that in this instance as well as every other, which regards the service, you will act with all possible prudence, and in strict conformity to the instructions you have received.

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

(Signed) EDWARD STEVENS

CHRISTOPHER R. PERRY Esq<sup>r</sup>  
Commander of the U. S. Ship  
of War *General Greene*

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

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Extract from journal of the American Merchant Brig *Columba*,  
Friday, 11 October 1799

The first Part of this Day Beings [begins] with Stedey Breses and Plesent Wether

at Mer<sup>d</sup> taked to the S<sup>o</sup> and Easterd

A[t] 9 P M frish Breses at 10 took in The Middel Stacle and Gibb & Both Top Galansails Squaley The Midel Part Mor Modret at 4 Haled the M T Mast Stacle Down at 6 Squaley with Havey Rain at 8 Set all the Stacles for and Aft and Both Top Galan sails In Compney with the *Gen<sup>l</sup> Pinkney* [*Pinckney*] and the fleet

[Latitude Observed 29. 58 N.]

[MSB. New London, Conn.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Friday, 11 October 1799

Fresh breezes and clear weather, In chace to windward tackd as nessasary, @ half past 2 saw another strange sail bearing S S E Standing towards us @  $\frac{1}{4}$  past 4 she hoisted a signal flag at her fore and Main Top Gallant mast head which we did not clearly understand, finding we could not answer the Signal she made, She Tackd and bore up before the wind the chace to windward was very Suspicious which prevented us from following her, @ half past 4 Fir'd 2 guns to bring too the chace Shortnd sail and boarded the chace an American Ship from Alexandria bound to Triniadad @  $\frac{1}{4}$  past 5 Wore and made sail to the Northward, Barbuda E S E eight miles.

At Sundown the following bearings was taken Montseratt S by W, The East end of Nevis S W  $\frac{1}{4}$  W, Barbuda S E by E and S<sup>t</sup> Bartholemews W by N,

We steer'd to the Northward till half past 2 AM at which time we bore up West and S by W till 6 in the Morning we then Gave chace to 2 strange sails to leward, @ 8 saw the Land bearing from S W by S to W S W. @ 9 came by one of the strange sails she was a Sweedish Brig the other we pursued within 3 leagues of the East End of S<sup>t</sup> Martins where we boarded her, She was an American Brig from Hudson, bound to S<sup>t</sup> Kitts, @ 12 Moderate and clear lying too Examining the chace, the East Extreem of S<sup>t</sup> Bartholemews S W  $\frac{1}{2}$  W, the East end of S<sup>t</sup> Martins W  $\frac{1}{4}$  N 3 leagues Anguilla the North Extreem W  $\frac{1}{2}$  N 7 leagues.

[Latitude Observed 13.13 N.]

[NYHS, NHSC.]

To Lieutenant William Maley, U. S. Navy, from Secretary of the Navy

[TRENTON]

*Navy Department 12 October 1799*

Lieutenant W<sup>re</sup> MALEY  
of the *Experiment*

Baltimore —

SIR Herewith you will receive Descriptive Sheets of the Private and General Signals of our Navy, by day and night, also a List of all the distinguishing Flags assigned our Vessels — The distinguishing Flag of the *Experiment* must be three Stripes, White, Yellow, Blue, for which M<sup>r</sup> Yellot will supply Bunting and must have it made on board —

Signal Colours were ordered from hence & I presume you have received them, but if you have not M<sup>r</sup> Yellot will supply bunting for them also, and you must have them made corresponding with the Descriptive Sheet now sent —

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

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

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

*L'Insurgente* AT SEA  
OFF THE WEST POINT OF TENERIFF.

12 Oct<sup>r</sup> 1799

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

SIR, I had the pleasure of addressing you on the 17 Ulto. dated at Lisbon, since which time we have put into Gibralter and Madeira — we are now on our way to the West Indies, which we expect to reach in the course of a fortnight.

Nothing particular has occur'd since my last — Some of the Marines have been sick but have chiefly recover'd.

Capt. Murray expects to find orders in the W. Indies to return home and take the Command of a New Vessel — as this ship wants much repair — should this be the case, he means to take the Crew now with him to whatever Vessel he may be appointed to, provided, she is not already mann'd, — I hope that you will allow me to go with him. —

This goes by a Schooner bound to Boston, which we have detain'd for the purpose of sending a few lines. —

I am Sir,

Respectfully Your ob. Sevt.

ROBERT RANKIN

*Lieu<sup>t</sup> Marines*

[MCA. LR, 1799.]

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Extract from journal of the American Merchant Brig *Columbea*,  
Saturday, 12 October 1799

The first Part of this Day frish Breeses and Cludey At 4 P M  
Squaley to the Westerd Handed Both T G Sails and Stacles

The Middel Part Light Variable Winds

At 9 A M Unbent the F T Galansail to Mend Set the M T G Sail  
and Stacles

The Latter Part Light Variable Winds In Compney with the fleet  
the Pepel Employed A Bout Neserey Gobes Makes Water Pump  
Every Hour

[Latitude Observed 29.34 N.]

[MSB. New London, Conn.]

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To Captain James Sever, U. S. Navy, from Lieutenant Joseph Saunders,  
(or Sanders) U. S. Navy

GLOUCESTER Oct<sup>r</sup> 13<sup>th</sup> 1799 —

JAMES SEVER Esqr.

SIR. Agreeable to your Directions on my arrival here I opened A rendezvous at Capt<sup>s</sup> Somer's Tavern but with Regreit Sir I inform you the Probability of recruiting many men here at present is small I have Enter'd but 3 men & one boy & those but Yesterday I have Visited Sandy bay & other Places where I thought it probable Men might be had — There is 30 or 40 Men who Incline going in the Ship but Do not wish to Enter untill her Arrival at Boston. Major Sargeant & other Gentlemen think when the Fishing Season is Ended we may Obtain A Number of stout able bodied men who have it not



in their Power to Enter at present. I shall therefore Sir in Conformity to Your Orders Proceed on to Boston in 3 or 4 Days Unless an opportunity offers to make it worth my time to stay here or receive further orders from You there is some few men Promis'd to ship the Beginning of the week if the money arrives from you: What I had with me is Expended — A Man By the Name of hunt has applied for the Birth of Armourer or Blacksmith — Who has strong Recommendations by A Number of respectable Gentlemen — I shall Enter him as an ordinary seaman Not having Orders from you Sir to ship any man of that Description — M<sup>r</sup> Elwel the man you mentioned to me as Gunners mate is now at Boston he is Expected here Daily the Probability is he will Enter. —

I have not Wrote for Doctor Thorndike at present Not meeting with sufficient Encouragement to require his Attendance

I am Sir Your Obed<sup>t</sup> Serv<sup>t</sup>.

JOSEPH SAUNDERS —

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

To Captain Nicholas Johnson, Navy Agent, Newburyport, Mass., from B. Seymour

PLYMOUTH October 13<sup>th</sup> 1799

SIR I took the Liberty some weeks since, to address a line to you, proposing the terms upon which I should be gratified in furnishing the shot for the U. S. Ship *Warren*, if her shot are not yet furnished, the terms were as follows round shot at 73. Doll<sup>s</sup> p<sup>t</sup> Ton Gross Wt. Double head shot, bars included at 93 Doll<sup>s</sup> p<sup>t</sup> Ton. Bottoms of Cast iron for Grape 93 Doll<sup>s</sup> p<sup>t</sup> Ton. Grape and Cannister shot at 103 Doll<sup>s</sup> p<sup>t</sup> Ton delivered at Boston. I have round shot now ready, cast in iron molds, superior to shot cast in sand, and could furnish the Grape &c in 30 days if required not having been favored with a reply to my letter, thought it probable it had miscarried; or that your absence had been the cause. I beg leave to mention that my shot are cast in the State of New York, & that I have no concern with Goodwin Thacher & Hayward whatever. am now sending on the shot for the *Congress* Frigate, and also for the *Essex* at Salem, and should be much obliged if favored with your orders.

I am Sir respectfully  
Your hble Serv<sup>t</sup>

B. SEYMOUR

NICHOLAS JOHNSON Esq<sup>t</sup>

[HS of Old Newbury, Original.]

Extract from journal of the American Merchant Brig *Columbia*,  
Sunday, 13 October 1799

Beings [begins] with Light Variable Wind and A Smouth Sea and Plesent Wether

Middel Part Light Variables Winds from the Easterd at 4 A M. Squaley with Rain

The Latter Part frish Breses and Clear Plesent Wether all Sails Set in Sight of the fleet A Head of Hus

[Latitude Observed 28. 54 N.]

[MSB. New London, Conn.]

To Captain George Little, U. S. Navy, from Gorham Parsons

BOSTON October 14<sup>th</sup> — 1799 —

DEAR SIR, With pleasure I acknowledge the receipt of your letters of the 30<sup>th</sup> July and 31<sup>st</sup> August, the account you give of the Ship's Sailing does both the heart and soul good of every man who deals in either commodity — and with a tollerable share of good fortune added to the good management on board the Ship we will yet compel the Government to look about them to appropriate their part of the prize money. — I send you by Cap Russell several late Newspapers from Ben Russell and his Brother John, all your friends are Solicitous for your welfare, and hope Soon to be regail'd by Seeing one Column of the Centinel devoted to the libels filed by those concern'd in the Boston — Your family & friends at Marshfield were well last Wednesday, your brother has engag'd on board the *Congress* as Sailing Master and is much pleas'd with the Ship — She is expected here next week you may inform M<sup>r</sup> Haswell his brother Cordis is appointed First Lieutenant and has gone on board at Portsmouth — as for politics we remain much as when you left us, we continue to denounce Frenchmen, and the Standing toast in the Circle of your warm friends, is *no peace with the modern Carthaginians*, no terms with the desperate French — thus you see the Same Spirit prevails as when you left us and in point of ardour we do not Slacken in the least — The friends in every Circle are well, Long to see your prizes I tell them wait *one Southerly Wind* and I will ask no more, thus you see my faith is certainly as a grain of mustard Seed — The Officer of the *Herald* is now hurrying to push off Boat, must request you to remember me with proper regard to the Officers of the Ship, I feel a kind of attachment to every Mothers' Son on board, and remain in truth

Your friend & humble Servant

GORHAM PARSONS.

GEO<sup>d</sup> LITTLE Esq<sup>r</sup>

[F. D. Roosevelt Collection.]

To Secretary of State from Francis Edmondson

WILMINGTON October 14<sup>th</sup> 1799.

SIR I take the Opportunity of Capt Geddes going to Trenton to write you concerning the United States Brig *Sophia*. She is now lying here at Expence of Warfage & Storeage of Provisions &c & if to be Sold, no Appearance of Selling her at this place with your Permission, I think it will be better to Transport her to Philadelphia upp to the public Stores. The Quarentine being now taken off at the Hospital, all Vessels Allow<sup>d</sup> to Proceed to Philadelphia without any Hindrance —

If it should Meet with your Approbation as Soon as Sir I receive an Answer from You will bend a few Sails & take the provisions & Stores on B<sup>d</sup> after paying warfage & Storage will proceed to Philadelphia with the *Sophia* —

Yr Ob<sup>t</sup> S<sup>t</sup>

FRANCIS EDMONDSON,

HON<sup>ble</sup> TIMOTHY PICKERING  
Sec<sup>y</sup> of State —

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

Extract of a letter from Captain Nathaniel Boardman, of the American Merchant schooner *Nancy*, of Newburyport, Mass., describing his capture by a French privateer, and later recapture by an American armed merchant vessel of Annapolis

"NORFOLK, October 14, 1799.

"On my passage from Barbadoes and St. Lucia, having on board a cargo of sugar, I was so unfortunate as to be captured by a French privateer of 14 guns, belonging to Guadaloupe. She also captured several vessels that were in company with me. Myself and two of the hands were taken on board the privateer; and three of the Frenchmen put on board the schr. After three days I was permitted to go on board my vessel, provided I would send my cooper and carpenter in return, which I accordingly did. The prize master was ordered to make the best of his way to Porto Rico. Five days after this I fortunately fell in with and was captured by a letter of marque, from Annapolis, who took out the Frenchmen, and put on board one man only, and I was ordered to proceed to Annapolis, or the most convenient port in America. I would have gone directly to Newburyport, but experiencing on my passage bad weather, a heavy sea running, three of my lower shrouds being carried away, and only a boy and myself to do anything, I thought it prudent to run in here."

[LC, "Independent Chronicle", (Mass.), 11-14 November 1799.]

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Extract from journal of the American Merchant Brig *Columba*,  
Monday, 14 October 1799

This 24 Hours beings [begins] with Clear Plesent Wether all Sails Set

The fleet Goses Away from Hus the Comodor Whont Stay for Hus Becase Whe Cant Sail So fast as the Rest of the fleet

The Middel Part Clear Plesent All Sail Set

The Latter Ends with Clear Plesent We<sup>r</sup> all Sails set the fleet out of Sight

[Latitude Observed 28.08 N.]

[MSB. New London, Conn.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Monday, 14 October 1799

Moderate breezes and cloudy, Employd painting the Ships sides, @ half past 5 saw the land bearing from S W by W to S W by S, suppos'd to be Cape Samana and Cape Cabron near the East end of Hispaniola

@ 6 shortn'd sail and single reefd the Topsails, saw the land bearing W by N, @ half past 6 fresh breezes and cloudy In Top Gallantsails and double reefd the Topsails and hauld up N W by W, In order to keep an offing as the close of the evening announced a squally night, @ 8 moderate and clear, @ 7 the two extreems of the capes above mentiond bore as follows Cape Samana S W  $\frac{1}{2}$  S and Cape Cabron S W  $\frac{1}{4}$  W distance 22 Miles. @ 8 P M we continued our course N W by W, 18 miles in order to obtain nearly the Lattitude of old cape francois, at which time we steard W by N during the night @ daylight saw old cape francois bearing S W  $\frac{1}{4}$  S distance 7 or 8 leagues and Rock cape S W nearly the same distance.

Employd scrubbing hammock, continued on a N by W course till noon which was nearly parrellel to the shore we sometimes we lost sight of the land owing to the light squalls from the N E which was often times accompanyd with small showers of Rain, @ 10 the weather cleard up which Gave us an oppertunity of a Mereredian observation we find By Bishops charts port cavally to bear S W by S distance 6 leagues and Red point S by E  $\frac{3}{4}$  E distance 7 leagues, those bearings we suppose nearly 15 leagues to the Westward of old Cape Francois and 2 leagues to the Eastward of a small Town calld Port a Plate The Morning an Evening being cloudy which prevented us from an Auzmith or an Amplitude

[Latitude Observed 20.12 N.]

[NYHS, NHSC.]

To Lieutenant Charles C. Russell, U. S. Navy, from Secretary of the Navy

[TRENTON]

*Navy Dep<sup>t</sup> 15 October 1799*

Cap<sup>t</sup> C. C RUSSELL  
of the *Herald*

Boston —

SIR To my surprize & mortification I have yet rec<sup>d</sup> no advice of your having sailed — Did I think it possible that this Letter could find you at Boston, I should be much perplexed to know whether my Duty would not require me to order you on shore to account for the delay & the *Herald* to proceed imm<sup>y</sup> under the Command of Lieu<sup>t</sup> Davidson.

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

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

To Lieutenant Mark Fernald, U. S. Navy, from Secretary of the Navy

[TRENTON]

*Navy Department 15<sup>th</sup> October 1799*

Lieu<sup>t</sup> MARK FERNALD  
of the *Scammel*,

N York.

SIR Immediately on the receipt of this and without waiting to take Merchant Vessels under your convoy, or for any other purpose, it is the Presidents command that you proceed to Bassatere in the Island of Saint Kitts, and deliver the enclosed letter to the Commanding Officer of the American Vessels on that Station — after which you will place yourself under his command, to act according to the orders he shall give you. —

I hope you have every thing ready — & that nothing will detain you AN HOUR at New York, it being of great importance that the letter to the Commanding Officer at Saint Kitts should be delivered as early as possible

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

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

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

[TRENTON]

Navy Dep<sup>t</sup> 15<sup>th</sup> Oct<sup>r</sup> 1799

Mess<sup>rs</sup> J & E WATSON

GENTL<sup>l</sup> I have this day sent orders for the *Scammel* to proceed instantly to Sea — Pray see that the Cap<sup>t</sup> gets the letter — He may not call at the Post Office. He can take no Vessels under convoy

I am

Gen<sup>l</sup>

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

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

[TRENTON]

Navy Department 15<sup>th</sup> October 1799

Capt<sup>n</sup> RICH<sup>d</sup> V MORRIS

of the *Adams*, or the

Commanding Officer on

the Guadeloupe Station

SIR Information has been recieved by Government that the American Citizens & American property are in great danger at Curracoa from the Plots of unprincipled men in the Island, and from the aid these men expect from Troops to be sent from Saint Domingo in small Vessels —

It is the command of the President that imm<sup>d</sup> on receipt of this, you detach two of the vessels under your Command to Curracoa, with orders to the Commanding Officer to consult with B. H. Philips Esq<sup>r</sup> the American Consul at that place and to take such steps as may be necessary for the Security of the persons and property of American Citizens, taking care however not to interfere without absolute necessity with the rights of friendly nations, and treating with due respect the Government of the Island which is represented as giving no countenance to the plots from which so much danger is apprehended —

Both Vessels may remain in the Vicinity of Curracoa as long as in the judgment of the Commanding Officer there may appear to be a necessity for it and one must remain for the protection of the Trade until relieved by another Vessel or until further orders —

In the month of July the Schooner *Nautilus* was captured by a Privateer French Schooner fitted out at Curracoa, called *Trois Amis* commanded by Jos Rival, who murdered after the Capture & within the limits of the Dutch Jurisdiction several of the Crew of the *Nautilus*. This matter should be a particular object of enquiry with the Commanding Officer, who should endeavour to get into his possession and send to America, the Captain, if at Curracoa, and any of the Crew concerned in so horrid an outrage indeed the Dutch Government should be required to give them up if to be found within their jurisdiction — Two strong vessels should be sent on this Service. The *Baltimore* or the *Delaware* should be one of them, but there should be no delay in sending them off, or the occasion will be over before they arrive —

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

B[ENJAMIN] S[TODDERT].

P. S. — I expect you will be shortly joined by the *Connecticut* Capt Tryon — The *Scammel*, Lieu<sup>t</sup> Fernald is to act under your Command —

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

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

DEPARTMENT OF STATE: —

Trenton, 15<sup>th</sup> Oct<sup>r</sup> 1799.

SIR I have received your two letters of 14<sup>th</sup> and [space] Sept<sup>r</sup> and in consequence of the representations they contain, the Secretary of the Navy has ordered a Naval force to repair to Curacao, the Captains of which are instructed to concert with you the measures most proper and expedient for the safety of the persons and property of the citizens of the United States in the Island and its vicinity. They will of course communicate their instructions to you. When the capture of the *Nautilus* is viewed, either with respect to the manner in which the privateer was equipped, the place in which it was made, or the inhuman acts with which it was followed, the Captain and Crew of the *Trois Amis* can be regarded only as pirates. If therefore the American vessels appointed to that station can obtain possession of them, they are to be secured and sent hither for punishment. You will in that case take means to furnish the requisite evidence of their criminality. If any of the survivors of the *Nautilus*' crew remain on the Island, their testimony should be ensured by sending them home with the culprits. Circumstances may have so changed, since the discovery of Deveaux's plot, as to influence the Governor to be willing to deliver them up on your requisition; and if on that account you perceive any encouragement to do so, you will repeat it. In providing for the security of our citizens, in their persons and property, and in devising other measures to cause them to be respected, you will always keep in view, that we are *at peace* with the Dutch. If the aid of our armed vessels can be of a/c to the Government of the Island in checking the machinations of the French, and they desire to avail themselves of it, it may be given to them, provided it is judged not to be too inconvenient or hazardous to the immediate object of sending them there, the benefit of our own citizens.

I have the satisfaction to announce to you, that several divisions of British troops have landed on the banks of the Texel, captured by storm a Fortress called the Helder, and that the entire Dutch Fleet lying there surrendered without firing a gun to the British naval force under Admiral Mitchell. The declared object of this invasion is the restoration of the ancient government, which, considering the repugnance of the Dutch to their task-masters, has doubtless ere now been fully reestablished. I enclose a newspaper containing the most recent European news, among which are the details of what is above alluded to. It appears that the capture of the fleet, as well as the other operations of the British forces have been undertaken for the benefit of the future government of the United Provinces.

I am very respectfully Sir

Your Ob<sup>t</sup> Servant

TIMOTHY PICKERING.

B H PHILLIPS Esq<sup>r</sup>

[Mass. HS Pickering Papers, Vol. 12.]

To Archibald Campbell, Navy Agent, Baltimore, Md., from Secretary of the Navy

[TRENTON]

Navy Department 15 October 1799

ARCH<sup>d</sup> CAMPBELL Esq<sup>r</sup>

Baltimore —

DEAR SIR I believe it is the intention of M<sup>r</sup> Yellot to attend to the schooners until their departure, & probably to the *Chesapeake* [U S Sloop *Patapsco*] also, and here his agency for the Navy will end and here your agency will begin —

The Captain of the *Montezuma* was desired to deliver the Stores of that Ship to M. Yellot, if he declined receiving them to you — Yet if either of the Vessels under M<sup>r</sup> Yellots Superintendence wants any of the stores you will be pleased to deliver them —

I have directed a remittance to be made you of 5,000 D<sup>rs</sup> as you will be exposed to Expences for the Care of the stores already on hand and it is wrong you should be in advance for the Public

The *Montezuma* not being a good Cruizer tho a fine Ship & having our number without her, she must be sold — The Sec<sup>y</sup> of State has kept me waiting two weeks under an idea of his buying her, but I am ashamed to keep the Vessel longer in her present situation increasing unnecessary expences — Please therefore sell her at private or Public sale as you judge best — & for money or good notes not exceeding 6 months, as will also be best — On the Sale you will be allowed 2 p<sup>t</sup> Cent Comm<sup>n</sup> & the same on all expenditures for the Navy — I am now very much engaged, but will soon write you more fully —

I am D<sup>r</sup> Sir with great Esteem

Y<sup>r</sup> obed. Serv<sup>t</sup>

P. S. Col. Pickering has just called on me to request I would suspend for two days, measures to sell the *Montezuma*

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

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Extract from journal of the American Merchant Brig *Columba*,  
Tuesday, 15 October 1799

The first Part of this Day Beings [begins] Light Breeses and Clear Plesent Wether all Sails Set

The Middel Part Light Varibel Winds Einclin<sup>s</sup> to Calam Wether at 8 A M Saw the fleet to Wendert of Hus

The Latter Part End with Clear Plese[nt] Wether and Variable Winds all Sails Set

[Latitude Observed 27.42 N.]

[MSB. New London, Conn.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Tuesday, 15 October 1799

Moderate Breezes and cloudy, @ ¼ past 12 hauld in for the land till 4 P M we then steerd West with an offing of 6 leagues which course was nearly parrellel to the land, @ Sundown shortnd Sail the North Extreem of the land to the Westward as far as we cou'd see from the Masthead bore nearly W S W which we suppose to be Isabella which is 25 or 30 miles to the Eastward of Monte a christo. continued

running all night under an Easy sail with an Offing sufficient to avoid every danger

AM @ 1 Departed this life Luke Bliss marine occasioned by the scurvey, @ 4 committed the Body of the deceased to the deep with the usual ceremony as performed at Sea, @ daylight saw three strange sails bearing W N W made all sail and Gave chase wind light and Variable, @ 10 Answer'd the private signal of the United States Ship *Boston*, @ 11 shortnd sail and brought too, @ half past 11 Captain Little waited on Captain Talbot and Inform'd him that the other ship was the U S Ship *General Greene* and the Brig to the Northward was the U S Brig *Norfolk*, @ 12 Calm Shipshead to the N N W Monte a christo South 23 miles Cape Francois S W 10 leagues Squadron in company

[Latitude Observed 20.19 N.]

[NYHS, NHSC.]

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

First part fresh breezes & squally attended with rain took in & made sail as was necessary —

Middle part moderate pleasant Weather, Sounded but got no bottom

at 4 A M Sounded — no bottom at 10 Set all sail —

Latter part light wind & pleasant all sail set —

[Latitude Observed 21.39 N.]

[Longitude Observed 96.05 W.]

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

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

[TRENTON]

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

Capt<sup>n</sup> JOHN BARRY

of the Frigate *United States*

Newport Rhode Island

SIR The President having decided that the *United States* shall carry our Envoys to Europe, you will be pleased to hold yourself in readiness to perform that Service by the 1st November at farthest — Two Anchors, have been ordered one from New York and one from Boston of which you will take the choice & Mess<sup>rs</sup> Gibbs & Channing are directed to furnish you with a Cable which is to be made conformable to your Instructions which you will be pleased to attend to —

I have the honor to be

Sir Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

P S — Every thing must be ready to sail on the arrival of the Ministers.

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



To Oliver Ellsworth & W. R. Davie, Envoys Extraordinary and Ministers Plenipotentiary of United States to France, from Secretary of State

DEPARTMENT OF STATE

Trenton Oct<sup>r</sup> 16<sup>th</sup> 1799

SIR To fulfil the President's orders, and to convey correctly to you and [Space] his sentiments towards you, and his determination respecting your Mission, as Envoys Extraordinary to the French Republic, I inclose a copy of his letter to me of this date, and have the honor to be

with great respect

Sir your obedient Servant

Signed TIMOTHY PICKERING

[SDA. Disp., France, Bk. 7, 1799-1800.]

[Enclosure]

To Secretary of State from President John Adams

TRENTON October 16. 1799

SIR I request you to order fair copies of the Instructions, as corrected last evening, to be prepared and delivered to Judge Ellsworth, and Governor Davie, with another for M<sup>r</sup> Murray without loss of time, and to write a letter to those Gentlemen as Envoys Extraordinary to the French Republic, expressing with the affectionate respects of the President, his desire that they would take their passage for France, on board the Frigate, The *United States*, Captain Barry, now lying at Rhode Island by the first of November, or sooner if consistent with their conveniences. Captain Barry will have orders to land them in any port of France which they may prefer, and to touch at any other ports which they may desire. The President's best wishes for their health and happiness, as well as for an honourable termination of their mission, will attend them. As their visit to France is at one of the most critical important and interesting moments that ever has occurred, it cannot fail to be highly entertaining and instructive to them, and useful to their Country whether it terminate in peace and reconciliation or not. The President sincerely prays God to have them in his holy keeping —

I am Sir with great respect and esteem,  
your faithful humble Servant.

Signed. JOHN ADAMS.

TIMOTHY PICKERING Esq<sup>r</sup>  
*Secretary of State* —

[SDA. Disp., France, Bk. 7, 1799-1800.]

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

[TRENTON]

Navy Department 16th October 1799

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>  
*Boston* —

GENTLEMEN I am honored with your letter of the 9th Inst and regret extremely that you hesitated about sending the Anchor & now wait to hear from me, — I pray that it may be instantly

dispatched whatever you may hear of Barrys sailing — The fact is, he waits for the Anchor —

I have yet received no account of Russels having sailed — Is it possible he could have been at Boston at the date of your letter?

I have the honor to be Gentlemen

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

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 16 October 1799

Calm and cloudy @ half past 12 a light breezes sprung up from N E Lying too with an offing of 20 miles between Monte a christo and Cape francois @ 2 P M Captain Perry of the *General Greene* and Lieutenant Bainbridge waited on Captain Talbot for orders which the[y] received at 10 In the evening, at which time we wore to the Southward, and parted company with the Squadron, @ 12 Saw a strange sail standing towards Monte a christo which we chac'd and Spoke with @ 3 A M a Hamburg brig from Hamburg bound to Cape francois when we spoke with the chace we had pursued her to windward and In to wards the land as far as prudence wou'd allow We then brought too till daylight with the Main Topsail to the Mast, @ 5 Fild and Made sail to the Westward Cape Francois S S W, four leagues @ 6 saw a sail bearing W by N which we chac'd till 10 at which time we found her to be the *Boston* Frigate one of the Squadron that we parted company with the evening before @ ¼ past 10 Tackd to the Eastward and steerd to wards Monte a christo wind light and Variable Employd washing and fumigat<sup>s</sup> between decks Unbent the Jib and bent another

At 12 Light airs from the Westward the harbour of Cape francois S by W ½ W 6 leagues the Middle of Tortudas W by S ½ S Monte a christo E S E 6 or 7 leagues

[Latitude Observed 20.06 N.]

[NYHS, NHSC.]

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

First part light winds & cloudy weather all sail set at 4 P M in steer<sup>s</sup> sails & reef'd topsails at 8 in T G Sails & Courses took 3<sup>rd</sup> reef in the topsails. sounded but got no bottom at 9 Wore Ship to the North<sup>d</sup> handed Mizzen T Sail very hard Squalls of wind & rain

Middle part hard gales & rain with a Rough Sea

at 6 A M wore Ship to the S<sup>d</sup> & W<sup>d</sup> from 8 to 10 took in the T Sails, down T G Y<sup>s</sup> & hous'd the T G Masts

at 10 hove to with our head to the S & West<sup>d</sup> under the F & Miz<sup>s</sup> staysails

Latter part heavy gales & Rain

[Latitude D R 20.42 N.]  
[Longitude 95.48 W.]

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

To Samuel Chase, Baltimore, Md., from Secretary of the Navy

[TRENTON]

*Navy Department 17th October 1799*

SAMUEL CHASE Jun<sup>r</sup> Esqr

Baltimore —

SIR It is true that I directed Daniel Hawthorn to be released from prison at New Castle But in doing this I only meant to release his Body from confinement and in going so far I paid perhaps too much regard to the Representations made by a Relation of his —

I do not however conceive that this Act of mine is to exempt him from punishment for the crime of Mutiny which it is said he committed —

When I gave the order for his release I had not heard from Capt Mulowny & it was represented to me that for some misconduct the Capt had ordered Hawthorn to kiss the Deck before his feet, the man thought it a degradation to which he was not bound to submit — Such is my opinion also, But nothing is more probable than that every thing I have heard on the subject has been misrepresentation —

As the Captain is now in the Country & the Witnesses on the spot, I shall order a Court Martial to be held for his trial of which Captain Geddes will be President I hope full justice will be done to the Man as well as to the reputation of the Captain —

I have the honor to be

Sir

Yr obed Servt

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

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Thursday, 17 October 1799

Moderate breezes and cloudy, Employd working up Junk continued cruising on the North side of Hispanolia Standing to the westward nearly as far as the Island of Tortudas and 5 or 6 leagues to the Eastward of Monte a christo. at the close of the evening we stood in towards Cape Francois at such a distance as would prevent discovery In order to Intercept any Vessels that might pass between us and the land @ 12 Midnight the Monte S W by S 5 leagues wore to the westward where we continued under an Easy sail till 8 AM the Cape South 7 or 8 leagues, wore and Tackd as nessasary to keep our stations Carpenters Employd as necessasary, Sail makers altering a Spanker that was too small for the Ship, @ 12 Mered<sup>s</sup> moderate breezes and Variable Cape francois S W by S 9 leagues Monte a christo S E by S 7 leagues

[Latitude Observed 20. 14 N.]

[NYHS, NHSC.]

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

Begins with hard gales & rains Bent a new Foresail & Mizzen at 1 P M set the Mizzen.

at 10 P M sounded but got no bottom Middle part hard gales & Cloudy. — under the three stay sails & Mizzen

at 5½ A M more moderate set close reef'd Fore & Main topsails & reef'd Foresail —

Latter part fresh gales & rain

[Latitude D. R. 20. 44 N.]

[Longitude 95. 06 W.]

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

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

[TRENTON]

*Navy Department 18<sup>th</sup> Oct<sup>r</sup> 1799*

JOHN BARRY Esq<sup>r</sup>

Comm<sup>r</sup> of the Frigate *United States*

New Port Rhode Island —

SIR, I have written to Mess<sup>rs</sup> Gibbs & Channing to lay in sea stores for the Ministers and their suite which will consist of two secretaries and two servants. I have to request that you will be pleased to consult with Mess<sup>rs</sup> Gibbs & Channing and determine on the quantity of stores necessary. It is intended that they shall be liberally but not profusely supplied with the best provisions for the Voyage

It is the wish of Mess<sup>rs</sup> Gibbs & Channing that the son of M<sup>r</sup> Gibbs should take a passage with the Ministers to which I have no objections if agreeable to you and the Ministers, but do in this as you please.

The Ministers will be with you on or before the 1<sup>st</sup> of Nov<sup>r</sup>.

I have the honor to be

&c —

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

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

[TRENTON]

*Navy Department 18<sup>th</sup> October 1799*

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

*New Port Rhode Island*

GENTLEMEN It is proper that the Public should lay in a stock of Sea Stores for the Ministers their Secretaries and Servants on their voyage to Europe

I suppose the calculation ought to be for 2 Ministers 2 Secretaries and 2 Servants, and the supply ought to be liberal, avoiding profusion —

I have imagined that 12 dozen Porter, 12 dozen Cyder (a very agreeable Liquor on board of Ship) 12 doz good Wine & 15 Gallons of good spirit or French Brandy would be a sufficient stock of Liquor in addition to which there should be a sufficient quantity of Live Stock, the best Mess Beef, good Butter, Flour, Tea, Coffee, Sugar &c to enable them to enjoy at least the Comforts of good living —

Will you be so good as to consult Captain Barry on this subject, and cause to be provided immidiately such a Stock of Sea Stores as you & he shall judge to be sufficient — Erring rather on the side of too much than too little —

It is expected the Ministers will sail in the *United States* by the first of November.

I can have no objection to the Young Gentleman you mention in your letter, taking his passage in the Frigate if agreeable to the Ministers who will expect not to be crowded and the Captain — You had better speak to Captain Barry on the subject —

I have the honor to be

Gentlemen

Y<sup>r</sup> obed. Serv<sup>t</sup>

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

[About 18 October 1799]

Capture of the French privateer schooner *L'Egypte Conquise* by the  
U. S. R. C. Brig *Pickering*

NEWBURN, November 22.

On Saturday last arrived the schooner *Gull*, captain Brightman, from Anguilla, who has favored us with the particulars of the following important victory:

About the 18th ult. off Point Petre, a battle was fought between the United States brig *Pickering*, of 14 guns, four pounders and 70 men, and the French privateer schooner *L'Egypte Conquise*, of 18 guns, 14 nines and 4 sixes, and 250 men; in which after an engagement which lasted nine hours, the Frenchman struck and was carried into St. Kitts.

Captain Brightman, with many other Americans, had been previously captured by the above privateer; and it appears that she was one of the best vessels belonging to the French in the West Indies. She was completely fitted out, and double manned, on purpose to take the *Pickering*; but not being able to stand the fire of American cannon, she was obliged to strike to a force not much more than one third her equal in number

The *Pickering*, a few days before, had a running fight with a French lugger; and capt. B. informs us, that she would have taken her if the *Pickering* had not sprung her masts in the chase.

Captain B. also brings news that two American armed vessels and an English schooner, were in pursuit of a French vessel, and run her so close to St. Eustatia, that the lower fort fired on them. The Americans and English drove them from their posts, when they were attacked by the upper fort. In the action some of the wadding from the forts fell into the town and set it on fire, which consumed considerable part of the place.

[LC, "Federal Gazette & Baltimore Daily Advertiser" (Baltimore) 9 Dec., 1799.]

[18 October 1799]

Request for Commission for the private armed Schooner *Spartan*

I Thomas Tenant of Baltimore sole owner of the Schooner *Spartan* of Baltimore do declare that the said Schooner has one Deck and two Masts and that her length is Seventy five feet ten inches, her breadth Twenty feet Six inches, her depth Eight feet one inch, and that she Measures One hundred and ten Tons and Seventy Ninety-fifth parts

of a Ton, that she is a square sterned Vessel, has no Galleries, no Head, sharp built and square Tuck, that She mounts four carriage Guns with Ten Men in number of which Thomas Charles Howe is Master and Commander Edward Orn first Lieutenant and Lot Brewer second Lieutenant. —

Witness my hand this eighteenth day of October 1799 — and the Independance of the United States the Twenty fourth

THOS. TENANT

To ROBERT PURVIANCE Esq<sup>r</sup>  
Collector of the Port of Baltimore

Please to grant the above Vessel a Commission or a Letter of Marque —

THOS. TENANT

[Ct. of Cl. French Spol. Case No. 856.]

[18 October 1799]

Bond for Commission for the private armed Schooner *Spartan*

(Copy)

Know all Men by these Presents, That Thomas Tenant is owner of the private armed Schooner called the *Spartan* —

[obliterated] ommander of the [obliterated] Jno M<sup>c</sup>Fadon — are held and firmly bound to the United States of America, in the penal sum of seven thousand dollars money of the United States, to the payment whereof we bind ourselves jointly and severally, our joint, and several heirs, executors and administrators. Witness our hands and seals, this 18 day of October in the year of our Lord 1799

The Condition of the above obligation is such, that Whereas the President of the United States hath this day commissioned the said private armed Schooner and licensed and authorized the said Thomas Howe Captain of the said Schooner his officers and crew, to subdue, seize and take any armed French vessel which shall be found within the jurisdictional limits of the United States, or elsewhere on the high seas, and such captured vessel, with her apparel, guns and appurtenances and the goods or effects which shall be found on board the same, together with all the French persons and others, who shall be found acting on board, to bring within some port of the United States; and also to retake any vessels, goods or effects belonging to the people of the United States; which may have been captured by any French armed vessel:

NOW if the owners, officers and crew of the said armed Schooner shall and do observe the treaties and laws of the United States, and the instructions which shall be given them for the regulation of their conduct, and satisfy all damages and injuries which shall be done or committed contrary to the tenor thereof, by the said armed Schooner during her commission, and deliver up the same when revoked by the President of the United States: then this obligation shall be void; and otherwise remain in full force.

Signed, sealed and delivered in the  
presence of us

{ THOS. TENANT  
THOMAS CHARLES HOWE  
JOHN M<sup>c</sup>FADON  
MARIUS M<sup>c</sup>CAUSLAND

[Ct. of Cl. French Spol. Case No. 856.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Friday, 18 October, 1799

Light airs and variable, Cruising between Cape Francois and Monte a christo with an offing of 7 or 8 leagues @ 6 P M Stood in towards Monte a christo which bore @ 7 S E by E 2 leagues we then shortnd sail and Tackd from the land @ 12 fresh breezes and cloudy Monte a christo S S W 5 leagues

@ 2 Wore to the Westward, @ Daylight saw a strange sail bearing W S W made sail and Gave chace @ 8 Shortnd sail and boarded the chace an American Schooner from Martinico bound to Cape francois, M<sup>r</sup> W<sup>m</sup> Amory Lieu<sup>t</sup> of Marines having been confind to his cabbin for this some time with a dangerous Sickness, With the Advice from the surgeon made application to Captain Talbot to go ashore at the Cape which was Granted, @ 9 Made sail to the Northward @ 11 Saw a strange sail bearing N N W made all plane sail and Gave chace, @ 12 departed this life John Robson seaman occasiond by falling over board from the Main Yard @ 12 the chace N W by N  $\frac{1}{2}$  N 11 miles Monte a christo South 6 leagues

[Latitude observed 20.06 N.]

[NYHS, NHSC.]

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

[TRENTON]

*Navy Department 19th October 1799*

Capt<sup>n</sup> PATRICK FLETCHER  
of the *George Washington*  
Sandy Hook

SIR You will please to proceed with the *George Washington* to New Port, Rhode Island, where your Crew must be paid off and discharged.

Apply to Mess<sup>rs</sup> Gibbs & Channing who have a letter for you and Money for the Purser —

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

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

To Lieutenant Archibald McElroy, U. S. Navy, from Secretary of the Navy

[TRENTON]

*Navy Department. 19th October 1799*

Lieut ARCH<sup>d</sup> M<sup>c</sup>ELROY  
of the Brig *Augusta* —

SIR The Bearer Doctor James Boyd is appointed Surgeons Mate of the *Augusta* under your command —

I Have the Honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

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

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

[TRENTON]

Navy Department 19th October 1799

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

SIR I am honored with your letter of the 16th Inst — I ordered to Baltimore Lieut Russell to go on board the *Experiment* but not having heard from him, I wrote to M<sup>r</sup> Maley on the 8<sup>th</sup> Inst. to consult with you & get a proper person to act as first Lieutenant who should be Commissioned I have not heard a word from Maley on the subject & fear this Officer, I mean a first Lieu<sup>t</sup> will be waited for — Young Porter is appointed to be the 2<sup>d</sup> Lieutenant — I have no information that he has joined the Schooner

The first service for the *Experiment* will be to Convoy a Vessel with Public stores to New Orleans, to be at Norfolk about the 5 November — I wish the Schooner to be there about that time not sooner — To effect this, she will be in time if she sails from Baltimore about the 2<sup>d</sup> November — and there is time enough between this & then to send me the name of the first Lieu<sup>t</sup> & to get a Commission to him — Will you be so good as to speak to Maley on the subject —

It is very right for you to supply the Slops — Please to send an account of them to the Accountant and furnish the Purser with an Invoice of them that he may know how to charge the Men — I have again written to the Major of Marines to supply the Marines instantly —

I have the honor to be — Sir  
Y<sup>r</sup> obed. Serv<sup>t</sup>

B[ENJAMIN] S[TODDERT].

P S It is your fault if you suffer yourself to be in want of Money, because I will remit to you on being informed what is necessary.

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

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

[TRENTON]

Navy Department 19th October 1799

Major W. W. BURROWS  
Marine Corps —

SIR I have rec<sup>d</sup> a Letter from Baltimore, mentioning that the Marines for the Schooner *Experiment* had not then arrived there — She will be ready for Sea in a day or two in all other respects, but that of having her complement of Marines, which you will be pleased to provide immediately agreeably to my Letter of the 8th Inst — If you cannot procure them elsewhere you had better take as many of the Marines belonging to the *Montezuma* as will supply the requisition —

I have the honor to be

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 Henry Caldwell, U. S. Marine Corps

UNITED STATES SHIP OF WAR [*George*] *Washington*  
*Sandy Hook October 19, 1799*

Major W. W. BURROWS

SIR We arrived here this day & shall remain until the orders of the Secretary of the Navy determine our destination. The Marines have been uncommonly healthy this cruise — I have now but two unfit for duty, (*Viz*) Newel & Day. The former is old & of a broken constitution, the latter blind of his right eye & subject to frequent fits — from the little service they have rendered me & the improbability of their ever being in a situation of performing their duty, I think it would be for the interest of the United States to grant them a discharge — At present they are a mere nuisance to the detachment

Be pleased to communicate to me your orders respecting their pay & Clothing —

The Muskets are in general very indifferent, & full of flaws, two or three of them have burst in discharging — I think it would be well that new ones should be provided —

As the Cruise is expired & it will be some time before a fresh crew can be engaged — I hope I may be indulged with a furlough

I have the honor to be respectfully

Yr obed<sup>t</sup> Serv<sup>t</sup>

HENRY CALDWELL  
*L<sup>t</sup> Marine Corps*

[MCA. LR, 1799.]

To Willings & Francis, Agents for U. S. S. *Ganges*, Philadelphia, Pa., from Secretary of the Navy

[TRENTON]  
*Navy Department 19 October 1799*

Mess<sup>rs</sup> WILLINGS & FRANCIS *Philad<sup>a</sup>*

GENTLEMEN I have told the Agent of Cap<sup>t</sup> Mullowny that the Public would receive no Part of the Freight of money in the *Montezuma* & that I thought the Captain would be sufficiently compensated for his trouble by receiving from each Importer at the rate of Half p<sup>t</sup> Cent on the first 10,000\$ & a Quarter p<sup>t</sup> Ct. on all sums imported, by the same person above 10,000 D<sup>rs</sup>, — I added that the President would not be satisfied with the conduct of Captain Mullowny if he received more — To be more explicit I think the Importer of 100,000 D<sup>rs</sup> should pay on 10,000 D<sup>rs</sup> a half p<sup>t</sup> Cent on 90,000 D<sup>rs</sup> a Quarter — But the Importer of any Sum not exceeding 10,000 D<sup>rs</sup> should pay an Half p<sup>t</sup> Cent

I have the honor to be

Gentlemen

Y<sup>t</sup> Obed. Serv<sup>t</sup>

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

## 300 NAVAL OPERATIONS; AUGUST 1799–DECEMBER 1799

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Saturday, 19 October 1799

Fresh Breezes and cloudy, In chase to the N by E @ 3 the chase tackd to the southward and pass our weather beam about 7 miles to windward, Departed this life Peter Allen marine, occasiond by a cramp in the stomach @ 4 committed the body of the deceased to the deep with the usual ceremony as perform'd at Sea, continued chaceing to windw<sup>d</sup> till 7 In the evening at which time we lost sight of her owing to the darkness of the night she was a small schooner which appear'd to be armd and full of men, @ 10 shortnd sail and brou<sup>t</sup> too double reefd the topsails, @  $\frac{1}{2}$  p<sup>t</sup> 10 lay by Main top sail to the Mast, @ Daylight filld and stood in for the Monte, @ 9 AM Moderate and clear bore up and ran down between the Monte & the Cape, Stayd the Topmast and set up the Top Gallant rigging, @ 11 hauld to the wind and stood off from the land the Cape S W by S 7 leagues & Monte S E 4 leagues @  $\frac{3}{4}$  p<sup>t</sup> 11 Saw a strange sail N by W Made all plane sail and Gave chase @ 12 the chase N N W 12 or 14 miles the Monte S E  $\frac{1}{4}$  S 5 or 6 leagues

[Latitude Obs<sup>d</sup> 20. 10 N.]

[NYHS. NHSC.]

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

Begins with fresh Breezes & cloudy weather at 1 P M got T G masts on end —

At 10 P M sounded but got no bottom at  $\frac{1}{2}$  past 11 let out Reef from the T Sails

At midnight sounded — No Bottom

Mid. Part moderate & pleasant at 2 P M sounded in 50 fath<sup>s</sup> Muddy Bottom — sent up T. G. Y<sup>d</sup><sup>s</sup> at 4 A M had 40 fath<sup>s</sup> at  $\frac{1}{2}$  past 5 saw the land Bearing from South to N W 5 or 6 leagues at 6 saw Vera Cruz bearing S W by S made Sail on the wind —

Ends with light winds & pleasant

[Latitude Observed 19 23 N.]

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

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To Secretary of State from George Washington

MOUNT VERNON Oct<sup>r</sup> 20<sup>th</sup> 1799

Private

DEAR SIR, Your letters of the 29<sup>th</sup> Ult, and 9<sup>th</sup> instant, have been duly received; and for the information given in them, I feel myself obliged. —

In a note which I have just rec<sup>d</sup> from M<sup>r</sup> Stoddert, to whom I had occasion to write on business, is added in the close thereof "The President has decided that the Mission to France shall proceed "without delay. — The Ministers, now here, will embark on board "the Frigate *United States* at New Port, about the first of November". — This being the case, I shall take it for granted that the measure has

been duly considered in all its relations; and that a favourable result is expected: — than whom, no one more ardently wishes it than does

Dear Sir

Your Most Obedient and  
Very Humble Servant

G<sup>o</sup> WASHINGTON

Col<sup>o</sup> PICKERING. —

[Mass. HS. Pickering Papers, Vol. 25.]

[20 October 1799]

Letter to Joseph Forman, from Joseph Myrick, Captain of *Fair Columbian*

PORTO RICO 29<sup>th</sup> October 1799.

M<sup>r</sup> JOSEPH FORMAN

DEAR SIR — I am sorry to informe you, that I had the Misfortune to be taken the 20<sup>th</sup> Oct<sup>r</sup> 1799 in the Latitude 28. 32 [N.] Long<sup>d</sup> 65.40 W; I was taken by the Schooner *Biannas* of 12 Guns and one Hundred Men, they took M<sup>r</sup> Whitney out of the Brig and all the people except myself, they took out such things as suited them, and put a prize master and Seven men on board, and ordered the Brig for Porto Rico, where we arrived the 27<sup>th</sup>. I am now on shore with several other american Captains, in a distress'd Situation, without money or without Freinds — I took the Liberty to write to M<sup>r</sup> Thomas Jirviss of Saint Thomas, for some money, on your account, whether I shall get any or not, I do not know — there is from four to seven Privateers out of this Port, they bring in American Vessels hear; more or less every week — there is not an American Armed Vessel, nor English Cruiser on this Cost; When I shall get away from here I cannot tell, It is very difficult getting a passage from here, I expect I shall have to stay some time, before I shall get a Coppy of the condemnation, or come without it —

I Remain

your most Obed<sup>t</sup>  
Humble Servant

(Signed) JOSEPH MYRICK

a true Copy from the Original

CHA<sup>s</sup> CROOK

[SDA. Spol. Disallowed Cl. SC 1819, Vol. 19.]

[20 October 1799]

To Joseph Forman, from Joseph Myrick, Captain of *Fair Columbian*

PORTO RICO November 7<sup>th</sup> 1799 —

M<sup>r</sup> JOSEPH FORMAN

DEAR SIR I Embrace this Opportunity by the way of Cape Francois; the Privateer that took me, arrived here yesterday, they have taken five prizes since they took me; there is now three sail in Sight; M<sup>r</sup> Whitney is on board of a Philadelphia Brig Captain Ruth, now in sight coming in; this place is full of Privateers and prizes, there is

a Number of American Sailors dayly entering on board of these Privateers —

There is no prospect of the Condemnation of the Brig this Month, yet I shall come home the first opportunity, there is a Ship here will sail for New York in ten or twelve days, and I expect to come in her  
I Remain your humble Ser<sup>t</sup>

JOSEPH MYRICK

a true copy  
from the original }  
CHA<sup>s</sup> CROOK

[SDA. Spol. Disallowed Cl. SC 1819, Vol. 19.]

To Mrs. Elizabeth Henley, near Williamsburg, Va., from George Washington

MOUNT VERNON 20<sup>th</sup> Oct<sup>r</sup> 1799

DEAR MADAM, You will perceive by the Enclosed, which is left open for your perusal before it is forwarded, that your son John, is appointed a Mid-shipman in the Navy of the United States. —

You will press him to take the Oath of Office, required by the Secretary of the Navy, without delay; and forward it to that Gentleman in the manner he directs — Enclosing it in a letter couched in some such terms as you will find on the other side. — From the date of which letter of Acceptance, his pay will commence, according to the information given therein. —

The Oath may be taken before any respectable Magistrate, who must certify the same, at the bottom thereof. — and I hope by his punctuality, and diligence in performing the duties which will be required of him, — and his obedience to orders, — he will give sufficient evidence of his deserving this first grade in the Naval Service, & thereby entitle himself to promot<sup>n</sup>

As I expect your Sister is writing to you, I shall say nothing concerning her, or family matters; — only adding that with the greatest truth I remain

Your Most Obedient, and  
Affectionate H<sup>ble</sup> Servant

G<sup>o</sup> WASHINGTON

P S. If your Son John can write a tolerable hand, the Letter to the Sec<sup>y</sup> of the Navy had better be written by himself than any other; taking care to spell his words well. —

M<sup>rs</sup> ELIZABETH HENLEY

To John Henley from Secretary of the Navy

[PHILADELPHIA]

Navy Department 14th October 1799

SIR, The President having appointed you a Midshipman in the Navy, I enclose your Warrant.

You will take the enclosed oath & return it to this office — and as soon as you hear of the Frigate *Chesapeake* being nearly ready for sea, you will repair to Norfolk & shew this to the commanding Officer who will receive you on board; but if you hear nothing before the

1st of Dec<sup>r</sup> about her, you will then go to Norfolk — Your pay & emoluments will commence from the date of your letter of acceptance.

I am, Sir,

Your obed Servant

BEN. STODDERT

M<sup>r</sup> JOHN HENLEY

care of

GEN<sup>l</sup> WASHINGTON

Mount Vernon

[About 22 October 1799]

[Enclosure]

To Secretary of the Navy from Midshipman John Henley, U. S. Navy

SIR, Through the medium of General Washington, I have been honoured with your letter of the 16<sup>th</sup> enclosing the Presidents Warrant appointing me a Midshipman in the Navy of the United States. —

Herewith I return the Oath which I have taken, with the Magistrates certificate thereof, annexed. — My thanks are due to the President for this mark of his confidence — and to you, Sir, for having had the kindness to communicate it to me. —

Your orders I shall strictly obey — and I pray you to be assured, that if zeal for the welfare of my Country, and a strict attention to the orders of my Superior Officers can accomplish it, the President shall have no cause to regret the confidence he has been pleased to place in

Sir

Your Most Obed<sup>t</sup> and

Very Humble Servant

JOHN HENLEY. —

~~See~~ The place, and date at the time of writing, must be given to the above letter. —

BEN<sup>t</sup> STODDERT Esq<sup>r</sup>

Secretary of the Navy

[NDA. NN, 1799, S. B. Luce.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 20 October 1799

Moderate breezes and clear weather, In chace, @ 1 observed the chace to be steering before the wind, @ 2 Bore up and set studding-sails the chace appeared to be running in for a small bay two or three leagues to the westward of Cape francois we pursued the chace till half past 7 in the evening we chac'd her along by Cape francois and down towards Tortuda at which time we lost sight of her she being in close under the land, @  $\frac{3}{4}$  past 7 Shortn'd sail and hauld to the wind to the Northward @ 9 the West Extreem of Tortudas W S W 3 leagues @ 12 Tackd towards the land till 4 AM at which time we tackd to the Northward, @ daylight saw 5 strange sail bear<sup>t</sup> W N W and Steering to the Westward which we suppos'd to be a convoy or Squadron, we chac'd them till half past 11 AM at which time we answerd the private Signal of one of his Bt<sup>t</sup> Majestys ships Suppos'd

to be the *Aquilon* Frigate, @ 12 Shortn<sup>d</sup> Sail and hauld to the Wind, Employd working up Junk and Working to windward between Tortuda and the Cape, @ 12 the West end of Tortudas S by W 4 leagues

[Latitude Observed 19.59 N.]

[NYHS, NHSC.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown,  
U. S. Navy, commanding, Sunday, 20 October 1799

Begins with moderate breezes & pleasant Weather at 2 P M took a pilot at  $\frac{1}{2}$  past 2 came too in La Vera Cruz Roads in 5 fath<sup>s</sup> water muddy Bottom, — the Capt<sup>n</sup> went on shore at 6 Moor'd Ship with both Bower Anchors.

Middle part D<sup>o</sup> weather sent the Empty water cask on shore Bent the Sheet & Stream cables — A number of men filling Water onshore Latter part pleasant

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

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

[TRENTON]

*Navy Department 21st October 1799*

Capt<sup>n</sup> JOHN BARRY  
of the Frigate *United States*  
New Port.

SIR — It is the command of the President that you receive on board the Frigate *United States*, Mess<sup>rs</sup> Ellsworth & Davie our Envoys to the French Republic and their Suite, and sail by the first of November or sooner, if consistent with their convenience for any port of France which they may point out, touching on the Voyage wherever they shall express an inclination to land —

Your Ship drawing too much water for Havre de Grace, L'Orient will I presume be considered the most eligible port for the Ministers to disembark at

After landing them you will wait in port for their dispatches from Paris and then depart for the United States, and as it will probably be February before you return you had perhaps better proceed to Newport. You will however be governed on this subject by circumstances, but as there will be great anxiety to know the reception and prospects of our Ministers in France, you will immediately on your arrival at any port in the United States, either come on yourself to Philadelphia with their dispatches or send them by a carefull officer

The President is too well assured of the high sense you entertain of the great respect & attention due to the distinguished characters who take their passage with you to enjoin the observance of them on the passage — As you will sail to France and return as a Flag [of Truce], it will not be in your power to capture any thing on the Voyage — This is a mortification to which it is necessary you should submit — I hope to salute you an Admiral on your arrival at Philad. —

Wishing you a safe voyage & speedy return

I have the honor to be

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

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

[TRENTON]

Navy Dept — 21st October 1799

Capt<sup>n</sup> EDWARD PREBBLE

Boston —

SIR Having heard nothing of Captain Derby, & the Frigate *Essex* being now ready for the attention of a Commander, I have the honor to direct that as soon after the receipt of this as you conveniently can, you repair to Salem and assist in preparing that Ship for Sea, to Command her in the event of her being ready before Captain Derby returns — It may possibly be a favorite object with the Committee that Captain Derby should have the Command of the *Essex*, and I have therefore informed them that he might command her, if he should chuse to do so, upon your return from a cruise —

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

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

To William Gray, Chairman of Committee, Salem, Mass., from Secretary of the Navy

[TRENTON]

Navy Department 21st October 1799

W<sup>m</sup> GRAY ESQUIRE

Salem — Massachusetts —

SIR The *Essex* I presume must be in a state to require the attention of a Commander, and as I have not heard of the arrival of Captain Derby I have written to Captain Preble to repair to Salem and aid in the equipment and preparation of the ship for sea if Captain Derby should not arrive in time — Captain Preble will be well qualified to command her, and another Ship of equal force can be given to Captain Derby until an opportunity offers for his getting on board the *Essex* —

I hope the arrangement will be perfectly agreeable to the Committee if I supposed otherwise, I certainly would not make it, but I fear that if we wait too long for Captain Derby, the Ship may not be ready before the frosts set in

I have the Honor to be Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

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

To Lieutenant William Maley, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 21st October 1799

Lieut W<sup>m</sup> MALEY

of the *Experiment*

SIR You will receive herewith the Circulars of the 29 June 1799 29 July 1798, 16 January, 12 March 29 July & 5<sup>th</sup> September 1799 to all of which you will pay the strictest attention, as they contain general Instructions for your Government —

I have &c &c

Y<sup>r</sup> ob<sup>cs</sup>

P. S. Your sailing orders will be sent in a few days, as I doubt not you will be ready —

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

[21 October 1799]

Extracts from protest of John B. Hodgson, Commander of the armed merchant Ship *Wooddrop*, concerning his engagement with the French privateer *Grand Heureux*

[Translation]

MY LORDS PRIOR & CONSULS —

John B. Hodgson, captain of the American Ship called *Wooddrop*[\*] in the most legal form appears before your Lordships and states That his said Ship was in good order and well conditioned for a voyage in the Port of London where he received a cargo of Goods for account of sundry merchants of Philadelphia to which port he was to convey them — That on the fourteenth of September last he sailed to the Downs with a favourable wind, whence on the twenty third of the same Month he pursued his course until the twenty first day of October following, when he found himself in latitude forty two degrees North, Longitude thirty five of the Meridian of London, and observed a french privateer mounting twenty brass cannon (twelve pounders) in pursuit of him who finally attacked him That he therefore was under the necessity of defending himself in the best manner he could — That the wind was then at NE. and notwithstanding he directed his course W. S. W. the said privateer pursued him till eight oClock in the morning of the said day (21. Oct<sup>r</sup>) That he then tacked and approached him and firing a cannon loaded with ball, hoisted French Colours and continued firing — That thereupon he hoisted the colours of the United States and answered him by a cannon to windward which was followed by five from the privateer — That hereupon his crew at half past ten oClock in the morning of the said day resolved that he should discontinue the combat and a short time after he ordered a suspension of the firing until he was within musket shot, when the combat was again renewed by him — That finding it impossible to continue it longer and that two of his crew were killed and two others wounded (one of whom died in seven days after the combat) his rigging destroyed and two cannon dismounted they resolved to yield to superior force at half past two oClock in the afternoon of the same day — Wherefore his voyage having been impeded by the above circumstance & by contrary winds and the high sea having damaged the Cargo of the said Ship which he has understood was carried into the Port of Rochelle he before your Lordships makes protest against the Sea and damages sustained from the said French privateer called the *Grand Heureux* Captain Dehim anchored in the port, and harbor of this City of S<sup>t</sup> Sebastian immediately on coming on shore from on board S<sup>t</sup> privateer protesting as he hereby does protest once, twice, three and as many times as may legally be requisite against the said privateer her owners and those interested therein and all others whom it may concern — That he requests your Lordships will be pleased to direct that he receive information of the tenor of these presents from his crew and that you will appoint an



interpreter and authorize some Notary to receive the same under oath, and also that he be furnished with a copy or copies thereof.

JOHN B. HODGSON

\* \* \* \* \*

At the City of S<sup>t</sup> Sebastian on the sixteenth day of November one thousand seven hundred and ninety nine John B. Hodgson, Captain of the american Ship *Wooddrop*<sup>1</sup>, in order to prove his protest against the Seas & damages above written presented Thomas Menter Frederick Peterson and Philip Quick, the first Mate, second Mate, and a Seaman of the said Ship, from whom I the undersigned notary public of his Majesty and of the number of this City exercising the commission conferred on me for the purpose, have received a declaration under oath, promising to tell the Truth and who on the said protest being read to them by the said Interpreter, declared that the Statement made therein by the said Captain was true in all its extent — which they signed except the said Thomas who could not write, all being of full age — and the said Goñi also declared that he had faithfully executed the trust reposed in him as Interpreter — Signed by them & me Notary — Frederick Peterson, Philip Quick — Juan Baptista Goñi — before me Juan Domnigo de Galardi.

The foregoing is a true copy of the original in my possession to which I refer in faith whereof I sign these presents —

In testimony of the Truth

(Signed) JUAN DOMNIGO DE GALARDI

\* \* \* \* \*

City of Philadelphia in the }  
Commonwealth of Pennsylvania }<sup>ss</sup>

I George Taylor J<sup>r</sup> Interpreter of foreign Languages in & for the said Commonwealth duly commissioned & sworn dwelling  
[SEAL] in said city do hereby certify that the foregoing is a faithful translation of the original Spanish paper to me produced for the purpose.

Given under my Hand and Seal of Office the 15<sup>th</sup> Feb<sup>y</sup> 1800

GE<sup>o</sup> TAYLOR J<sup>r</sup>

[\*On some papers, not included herein, this word was spelled *Woodrop*.]  
[Ct. of Cl. French Spol. Case No. 1428.]

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To Secretary of War from Secretary of the Navy

[TRENTON]  
Navy Department. 21st October 1799

The SEC<sup>y</sup> AT WAR

SIR I have the honor to enclose an order on the Navy Agents at New York for the Shot agreeably to your Request of this morning, but have reason to believe there are no more of this than seven to Eight hundred each of the 18 & 9 pound Shott on hand —

With the greatest respect I am Sir  
Yr Obed Servant.

[NDA. Sec. War, LB, 1798-1824.]

## 308 NAVAL OPERATIONS; AUGUST 1799–DECEMBER 1799

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 21 October 1799

Moderate Breezes and clear weather, Employd working to windward between Tortudas and Cape Francois Got in the Spanker boom and Got out another, @ half past 2 lost sight of the English Squadron which appeard to us to be steering for Cape Maize or the East end of Cuba, @ 6 In first reef in the Top sails and stowd the flying Jib Tackd as nessasary to work to windward. @ half past 6 Cape Francois S E by S 7 leagues Made and Shortn'd Sail as nessasary to work to windward

Middle part Moderate breezes and Variable,

AM @ 6 Saw a strange sail bearing E S E which appeard to be Steering down for Cape Francois made Sail and Gave chace, @ 7 light airs and Variable Employd washing and Fumigating between decks, @ 12 Calm Ships head towards the chace Cape Cape Francois S S E 8 leagues

[Latitude Obs<sup>d</sup> 20 . 17 N.]

[NYHS, NHSC.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday 21 October 1799

Begins with moderate breezes & pleasant weather, got onboard 33 Cask of water fill'd up the Ground Tier at 5 P M Carried out the Stream Anchor to the West<sup>d</sup>

Middle part D<sup>r</sup> weather, sent onshore the empty water casks & a number of men to fill the water, took onboard 19 Casks

Ends pleasant & moderate

Employ'd on Ships duty

[In Vera Cruz Roads.]

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

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To W. R. Davie, U. S. Envoy to France, from Secretary of the Navy

[TRENTON]

*Navy Department 22<sup>nd</sup> October 1799*

Honble W. R. DAVIE Esquire

SIR I have no doubt you will find on your arrival at New Port the Frigate *United States* in perfect readiness to proceed with you on the destined voyage.

Captain Barry has been instructed to touch at any port out of France which the Ministers may desire to visit and to land them at such port in France as they may direct — L'Orient I believe will be found the most convenient place as the distance to Paris [is] not greater than from Brest where the French Ships of War rendezvous & at Havre de Grace there is not water enough for the Frigate

As you have determined not to touch at an English Port, Lisbon I believe will be your best place — To call at Lisbon will probably delay your arrival in France, one week and not more than one week — If you call at Corrunna where you will not get so good information, you will be delayed three or four days —

Captain Barry will wait at the French Port where you disembark for your dispatches from Paris so that it depends upon the Ministers how long he is to remain in France — but it is presumed they will quickly dispatch him after they have determined not to return with him, but the President does not wish this determination to be precipitated for the sake of dispatching him quickly.

The *George Washington* of 32 Guns will be dispatched from this Country to arrive at L'Orient in the month of March — I think by the 15<sup>th</sup> of March & her Commander will have orders to remain for the convenience of the Ministers to bring them back to America —

Wishing you an agreeable Voyage & a happy termination of your mission,

I have the honor to be with great respect

Sir, Y<sup>r</sup> obed. Serv<sup>t</sup>

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

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

[TRENTON]

*Navy Dep<sup>t</sup> 22nd October 1799*

Capt<sup>n</sup> JOHN BARRY of the

Frigate *United States*

New Port

SIR — This will be delivered by General Davie one of our Ministers to the French Republic, who is to take his passage in the *United States* —

Having already communicated to you the Presidents wishes as to the respect to be paid to these distinguished Characters and knowing your own politeness and urbanity, I will not now add on the subject —

I have the Honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

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

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To Archibald Campbell, Navy Agent, Baltimore, Md., from Secretary of the Navy

[TRENTON]

*Navy Department 22<sup>nd</sup> October 1799*

ARCH<sup>d</sup> CAMPBELL Esquire

*Baltimore —*

SIR I am honored with your Letter of the 18 Inst — You will be pleased to advertize the *Montezuma* immediately for sale at such time as you think best — payment to be made in Cash or unexceptionable Notes, not exceeding Six months — The United States have been at considerable expense in fitting her and she will certainly make a very valuable Merchantman — You will sell with the Ship such of her Stores as are necessary for her as a Merchant Ship, and no others, the rest will be wanted for the Vessels now fitting at Baltimore and such as may hereafter enter that port. All now wanted must be immediately delivered —

I have the honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

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

[22 October 1799]

To Robert Balston from William Duer, concerning capture by Spanish Privateer

CUMANA November 22 1799

DR SIR I am Sorrow to inform you that I have again fell in to the hands of the French or reather the Spanirds I was taken on the 22 day of October last going down from Trinadad to this port where I now am when I was taken I was within a few leagues of my port and brought in to the place that I was Bound to by a priveter Schooner mounting Eight guns and a Bout thirty five Men all Spanirds Except foure which was Frensh But residing in this Cuntray the priveter was fited out of Margearetia and I am well informed belongs to two Spanirds there She took off Cannon and ammunition in this Port after she brought my vessel in here She has a Commission from Gardelupe there is a great number of Commissions sign<sup>d</sup> in Gardelupe and Sent down here they are fill<sup>d</sup> up here to answer any discriptions of vessels that may be fited out here and in this Kind of fraudulent way they fited a great mainly along this Coast and Sum of them Small boats that only carries one gun and manned by all Spanirds in this way they are Robing and plundering the americans there is in this port three american vessels prizes to priveters fited out and manned with all Spanirds from this port and Margearetia — the Ship *Star* of Salem, Brig *Liberty* and Schooner *Boston* of Philadelphia my vessel as Sune as she got in here she was robbed and striped of Every thing to fit out the priveter with that took me the Cargo they begun to discharge the next day after we got in Sum of it they Sold as they discharg<sup>d</sup> it and part of it they landed and put in to the guverment stors and they have bin Selling of it out of the Stors as fast as they can — they say that they will Send the papers up to Gardelupe and have the vessel and Cargo condem<sup>d</sup> there — they fit out the priveters here and git Commissions from Gardelupe for them and when they take vessels they send the papers up to Gardelupe and have them Condem<sup>d</sup> and if you apply to the Guvener he tells us that he has nothing to do with it that it will be Condem<sup>d</sup> in Gardelupe — my Self and all the people was turned on Shore out of the vessel in two days after we got in here when I was taken I was within less then a mile and half of the main land and between that and a small Island call<sup>d</sup> Coche it is unsarting when I shall git away from this we are at a great loss here for a man to interpet there is only two who understands the English language and one of them is agent for the priveter and the other is afraid to intarpet any thing for fear the guvener will put him in to Gail So that the only thing that I Can do is to waight and See what will be dun with my papers In Gardelupe — we have the Brig *Delight* Glazier of Philad<sup>a</sup> Bound from this to Laguira but it will be Impossable for her to git out from this without being taken this port is Completly Blockaded by frensh Priveters they board every thing coming in or going out

from your very humble S<sup>t</sup>

WILLIAM DUER

Extract from journal of the American Merchant Brig *Columbea*,  
Tuesday, 22 October 1799

The first Part Present Breeses and Clear Wether all Sails Set at 7 P M took in the Lower Stun-sail

The Middel Part Light Stedey Breeses and Clear Wether at 10 A M Made the Land Mayaguana Baring W N W Dist 4 Leages A Sail in Sight to the S W

The Latter Ends Light Breeses and Clear Present Wether at Mer<sup>d</sup> Mayaguana Bore W N W Dis<sup>t</sup> 4 or 5 Le<sup>gs</sup> all Sails Set

[Latitude Observed 22. 15 N.]

[MSB. New London, Conn.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 22 October 1799

Calm and clear weather, @ 1 a light air sprung up from the E N E continued the chace, @ 4 Shortnd sail and boarded the chace an American Ship from Martinico bound to Jamaica, the Boarding officer reports several sick men who made application for a surgeon, which the Surgeon of the *Constitution* was order'd to attend @ 5 wore and Stood in for Cape francois till half past 7 in the evening at which time we tackd and brought too with the Ships head off the land Cape Francois S S W 6 or 7 miles Wore and tackd as nessasary to keep sight of the Cape @ 12 Moderate & Cloudy @ 4 light airs and cloudy, @ Daylight Saw 4 strange sail which appear'd to be coming out of Cape francois @ 10 Calm Ships head E S E, @ 11 a light breeze sprung up from E N E spoke with an american Schooner from Surinam bound to Cape francois, @ 12 Moderate & Variable the Cape S by W 9 miles, Departed this life James Collins seaman occasiond by a complication of diseases

[Latitude Observed 20. 03 N.]

[NYHS, NHSC.]

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

[TRENTON]

Navy Department 23<sup>rd</sup> October 1799

Capt<sup>n</sup> THOMAS TRUXTUN

DEAR SIR I have now the pleasure to return your Commission by order of the President — It has never been accepted by him or there would have been insurmountable difficulties in the way of restoring you to the rank you held in 1794 — You must be satisfied to submit to the arrangements of that year and must rely upon the desire which the President feels and which will continue to be felt by the Officer at the head of this Department whoever he may be to save your feelings from unnecessary mortification, without entering into any stipulation, which indeed is impossible, as you will readily see on a little reflection —

It is intended if agreeable to yourself, that you should resume the Command of the *Constellation* at Norfolk where she will be the 10<sup>th</sup> of Nov<sup>r</sup>, & that you should proceed to your old station where you will have the command of a considerable part of our Force — Capt<sup>n</sup>

Barry is going to France, & captain Talbott has his station at Saint Domingo — I wish to hear from you as quickly as possible, for it is time that I should make arrangements for the *Constellation* should you not take her —

I have the Honor to be with great respect

Sir

Y<sup>r</sup> obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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

[TRENTON]

*Navy Department 23rd October 1799*

Capt<sup>n</sup> HENRY GEDDES

*New Port on Delaware —*

SIR I have received your letter of the 21st instant & have no other directions to give you, but that you proceed immediately to Baltimore and give every attention to the equipment & preparation of the [U. S. Sloop] *Patapsco*. The Bearer Captain Josiah Hazard has been recommended to me for the appointment of Sailing Master and represents himself to be an experienced Seaman — If you should not have engaged another Person you will receive this Gentleman as your Sailing Master —

I have the honor to be Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

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

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

[TRENTON]

*Navy Department 23<sup>d</sup> October 1799*

Capt<sup>n</sup> PATRICK FLETCHER

of the

*George Washington*

SIR Immediately upon receipt hereof if you have not done it before, you will be pleased to make out a general return to Mess<sup>rs</sup> Gibbs & Channing & transmit me a copy thereof, embracing every thing necessary to prepare the *George Washington* for Sea & the quantity of provisions on hand —

I have the honor to be Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

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

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

NEWPORT Octo 23 1799 —

The Ship *Meremack* Moses Brown Esq Comm — recaptured from the french the Schooner *Charming Nancy*, from S<sup>t</sup> Kitts & sent her to this Port — she has 40 Puncheons Rum, 8 bbls Sugar & 255 bushels salt. He wrote yesterday to M<sup>r</sup> Barns to libel her, but we are informed by Col Peck he is in Taunton; as Cap<sup>t</sup> Brown writes us the crew of the

*Merrimack* would be discharged in November, that it is necessary process should issue as early as possible — There is one of the Frenchmen on board whose evidence will be necessary, which we wish to be taken — The prize Master informs us the Vessel is very leaky and there is salt on board. The Cargo ought to be immediately landed: but being unadvised of the proceeding that would be regular in this case & as M<sup>r</sup> Barns is absent, we shall be obliged with your advice — If the order should come from you for permission to unlade the Goods in the leaky state of the Vessel we shall be obliged in your forwarding it

Hon<sup>o</sup> BENJ<sup>s</sup> BARN [Presumably STODDERT] Esq —  
[Newport, H S. Gibbs & Channing LB.]

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Extract from journal of the American Merchant Brig *Columba*,  
Wednesday, 23 October 1799

Beings [begins] with Modret Breses and Clear Wether All Sails Set at 6 P M in Stering Sails A Ship to Wenderd of Hus Bering Down for Hus Haled all the [sail?] Down in T G Sail and Up Courses at 7 She Spock Hus and Sent Hur Boot A Bord of Hus She Proved to Be the Ship *Boston* Belon[gi]ng to the United States She Told Hus that Henager Bor S b E of Hus Whent Under[r] Top Sail all Night A[t] 6 A M Saw Littel Henager Bering West Dis<sup>t</sup> 4 Leages Gret D<sup>e</sup> Bore S S W 4 Leages 3 Sails to Wenderd Set all the Sails whe could Modret Breses Runing A Long the Iland

[MSB. New London, Conn.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Wednesday, 23 October 1799

Moderate Breezes and clear weather, @ 1 a Commission<sup>d</sup> and a petty officer was order'd in to Cape Francois with a Boats crew on Service.

@ 3 Spoke with an american Schooner from Cape francois bound to Baltimore. Made and shortn'd sail as nessasary to work to windward, @ half past 6 Cape francois S S W 5 miles, @ 7 shortn'd sail and brou<sup>t</sup> too with the Main top sail to the Mast. @ 8 the North extreem of Tortudas bore W N W 7 leagues, @ 12 Moderate and cloudy, @ 4 d<sup>e</sup> weather

From daylight till 12 Meredian Lying too and Standing off and on waiting for the Boat to return from Cape francois saw two strange sails standing in towards the land down nearly about Port Cumberland, @ 12 Moderate & Clear Cape francois bearing S S E, 3 leagues  
[Latitude Obs<sup>d</sup> 20.00 N.]

[NYHS, NHSC.]

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To President John Adams from Secretary of the Navy

[TRENTON]

*Navy Depart. 24. Octo<sup>r</sup> 1799.*

SIR I do myself the honor to enclose my Ideas on a few of the points proper to be noticed in the Speech to Congress. I have said nothing about the Penn<sup>a</sup> insurrection, the begining of that business

being better understood by Col Pickering, & the conclusion, by Mr Henry, than by me. I have forborne any observations about spoiliations by British Cruisers, & the extraordinary lengths to which the Judges of the inferior tribunals suffer themselves to be carried, in the condemnation of our Vessels — supposing Col Pickering has official documents on these points, & if he has not; doubting the propriety of mentioning them. If noticed, the mention of them I think, should be accompanied by expressions of the Presidents confidence that such irregular & unjustifiable proceedings are unauthorized by & unknown to, the British Cabinet — and of his reliance, that the Representations he had caused to be made would produce an immediate remedy.

If we desire the British Cabinet to pursue a just line of conduct towards us, we should in speaking on the subject, not seem to doubt it.

As to the Navy, I doubt, whether in the present state of our affairs, any more small vessels should be added to it — & have supposed it would be best, merely to mention the subject, as meriting the attention of Congress. If they appropriate to finish the 6 — 74 gun Ships — and to provide more timber for more large ships, it will be doing as much perhaps as ought now to be required.

I have also omitted to say any thing about the state of our own Country or of Europe — not feeling myself so well qualified as others are, to speak upon such subjects.

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

[TRENTON]

*Navy Department 24<sup>th</sup> October 1799*

Capt<sup>n</sup> STEPHEN DECATUR

SIR In my last conversation with you on the subject of Captain Truxtuns resignation I was under the impression that his Commission would not be restored to him unless with your acquiescence —

Since this I have conversed with the President on the subject and find that he has intentionally declined accepting Captain Truxtuns proffered resignation, with the expectation, which has since been realized, that when the first emotions occasioned by the Presidents late decision had subsided he would consent to remain in service — With this view his Commission has lain in this Office unaccepted, of course he has always been an Officer in the Navy, and yesterday, by direction of the President, I returned him his Commission —

No stipulations have been entered into in favor of Truxtun, but the rank is left as settled by the nomination of '94 and established by the late decision of the President — The prevalence of the general opinion that Captain Truxton was completely out of service, may occasion some disappointment to the Officers of the Navy whose rank would be affected by the resignation of this Officer — But when it is known that his Commission has never been accepted it cannot possibly give a moments uneasiness and it would give much pain



both to the President and myself should this measure be disagreeable to you, which however I assure myself cannot be the case upon the shortest reflection — You must be convinced that no measures would be taken to retain the services of any man, however, desirable it might be, to the injury of the other Officers of the Navy, and particularly those whose pretensions are no way inferior —

I have the honor to be

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

To Archibald Campbell, Navy Agent, Baltimore, Md., from Secretary of the Navy

[TRENTON]

*Navy Department 24 October 1799*

ARCH<sup>d</sup> CAMPBELL Esq<sup>r</sup>

*Baltimore*

SIR The Secretary of State has agreed to take the *Montezuma* — You will therefore be pleased to suspend her sale —

I am Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

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

Extract from a letter from a passenger aboard the American Merchant Ship *Washington*, Captain Williamson, concerning her encounter with a French Privateer.

LISBON, Nov. 7, 1799.

"On the 24th ultimo, in lat. 48, 30, N. long. 8. 50, W. we at day break discovered a sail at a considerable distance a-stern of us, which we perceived stood for us; in the course of a short time we clearly saw that she gained on us fast, and that she had every appearance of an armed ship of very considerable force; at half past 6 o'clock, orders were given for all hands to quarters, and every preparation to be made for an engagement, which were executed by the crew with the utmost possible exertions of manly courage and alacrity; during this time she came up to us so near as for us to discover every proof of her being a French privateer: at this crisis she manœuvred a little by alternately taking in and setting sail, as though she doubted whether an attack on us would be prudent — at nine o'clock, we saw her croud sail and appeared determined to make up to us as soon as possible; finding she outsailed us, we shortened sail in order that she might reach us and decide our fate, which, on their perceiving, they fired a gun to leeward and shewed French colors; we instantly returned her fire and hoisted a French ensign; she then fired a shot at us, which fell short of our starboard quarter; we immediately down with the French and up with the American colors, and fired a shot at her; she then hauled to windward a little and stood on a few minutes, when she bore down on our larboard side obliquely, so as to be in a position to give us a broadside; and when she got within two ship's lengths of us, (at 10 o'clock) the action commenced, when both ships discharged their whole broadsides, and continued a tremendous firing; she, in the course of a few minutes, came within pistol of us, and kept up a brisk and considerable fire of musquetry

from her quarter deck and tops, which were turned to the best of our abilities from our quarter deck. On this side (the larboard) we had three long twelve pounders between our foremast and bow, one do. in the larboard main cabin, and eight twenty-four pound carronades on the gun deck; of the latter, the principal part upset in recoiling, in consequence of the plan of the carriages they were on — however, we continued a well-directed firing with the remainder that could be brought to bear, as well as a small quantity of musquetry, for about half an hour, during which time our colors were shot down, but instantly rehoisted on discovery. She now thought proper to change her situation, and dropped astern of us, still keeping up a brisk firing; when she got in that position, she raked our rigging, which cut it extremely; after firing a few minutes astern of us, she came up on our starboard side within musquet shot, and broadsides were fired at each other, as well as musquetry. Again we had the great mortification to see the most part of our carronades on this side upset: thus were we obliged only to fight our remainder guns, as before noted, not being able to replace the carronades immediately, for the want of a greater number of men; however, we supported ourselves in this situation for near another half hour, when she, we conceive, made an attempt to board us, but not finding it altogether practicable, at eleven o'clock she stood off our starboard bow, to repair the damages she had received, which we perceived to be material. We fired a few of our long twelve pounders after her, but she sailed so fast, that she soon got out of our reach. Orders were given for all hands on the upper deck, which were obeyed with the addition of three cheers; refreshments were immediately given to the men, and orders for preparations to be instantly set about, to be made for her return. The men with the greatest firmness and activity set about it, some to repair the riggin, others to get up the carronades, a fresh supply of ammunition, &c. &c. In fact, in the course of a short time, we were in perfect order to re-engage. At twelve o'clock she changed her course to one which gave us reason to doubt her being satisfied with what she had received: at half past twelve she had got about one mile astern of us, when she put about, crouded sail and after us; and at one o'clock, she came within long shot of us, and recommenced the action by firing single guns astern of us, and then came up on our starboard side, but still at long shot; and the firing on both sides was tremendous for about forty minutes, during which time we made use of every exertion to get near to her, but as we drew up she fell off. She then came very near us, and passed our bow within pistol shot, we conceived, with an intention either to board or rake us, neither of which she did; while going round our bow she kept up a faint fire of musquetry, and when off our larboard bow she fired a few guns at us, while we gave her the contents of all of ours which could be brought to bear on her. Several of our cannonades stood this time, the effects of which must undoubtedly have extremely injured her hull. At two o'clock she run from us again, and we continued an unremitted firing while within our reach; she stood off our larboard quarter, our crippled state preventing us chasing her. We immediately, as during the previous cessation, made every repairs and preparations possible for a third assault. In the course of an hour we discovered her making after us, and when she got within about half a mile off us, she changed

her course to the S. E. and totally abandoned the idea of capturing us. We fired a few guns after her, with a view of tantalizing the pirates she contained.

"Thus ended a very severe engagement of two hours, which some of our men (old man of wars men) say was on our side uncommonly well fought, and that the chance against us at the commencement was very great.

"This privateer (or frigate, some of our men say she was) appeared new and clean, a beautiful mould, and an uncommon fast sailer — we are well assured that she contained from two hundred to two hundred and fifty men, and twenty eight guns, nines, twelves, eighteens and thirty-two pounders. We are fully convinced that she must have been very considerably damaged, particularly in the hull. Some of our men saw several of their crew thrown over during the engagement.

"Our ship (the *Washington*) is an old Indiaman, about 850 tons burthen, sails tolerably fast, contains seventy men, eighteen twenty four pound cannonades, only fifteen of which were mounted at the commencement, and the greater part of which upset, as I have noted before; eight long six pounders (one of which was not mounted) and two six pounders on the upper deck, (one of which was foul and not used) consequently we had but twenty-three guns at the commencement, and a great number of them not being in use after the first fire, we cannot calculate on having more than fifteen guns during the action. We had but one man killed and two wounded; our masts, spars, sails and rigging are extremely cut and shattered by balls, double-headed shot, canister, grape and langrage, which is composed of pieces of bar iron, nail rods, and spikes of various sizes. It is impossible for me to describe to you the appearance of our deck after the action; it was almost covered with our rigging, &c. &c. as also an astonishing quantity of the enemies musquet balls, &c. &c. as above noted.

We have received but little injury in our hull: our captain (Williamson) and the other officers, during the contest, behaved with the greatest degree of bravery, firmness and activity, as also some of my fellow passengers; and the conduct of the men, almost indiscriminately, deserves the highest praise for their spirited actions, whose exertions I saw much of."

[LC, "Federal Gazette & Baltimore Daily Adv." Balt., Md., 10 Feb. 1800.]

[24 October 1799]

Extract of a letter from a Gentleman in Lisbon, Portugal, concerning the *Bellona*, a French Privateer lately arrived at Corunna, after engagement with an American Ship.

LISBON, Nov. 16, 1799.

"The detention of the *Malabar* gives me an opportunity to inform you, that I have just seen an extract from a letter which gives an account of a French privateer that looks like a frigate, having arrived at Corunna, about the 27th or 28th ult. in order to repair the damages which she had received from being engaged with (according to their accounts) an American ship of twenty guns and fifty men, but that they found it totally impracticable to capture her, after laying alongside of her four hours. This privateer is called the *Bellona*, out of Bourdeaux, containing thirty guns (of the sizes I have wrote you)

and upwards of two hundred men. They acknowledged that they had thirty men killed, and many wounded; also that their hull is extremely pierced, cut and shattered.

"Those accounts perfectly correspond with the conceptions we had of the privateer with which we had the engagement on the 24th ult. if so, I will leave you to judge of our conduct in that action, as I hope you are in possession of the details from me, which I assure are correct, and as committed in my notebook the day after the action."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 13 February 1800.]

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Extract from journal of the American Merchant Brig *Columba*, Thursday, 24 October 1799

Beings [begins] with Stedey Breses & Plesent Weth[er] all Sails at 6 P M the S E Part of Grat Haneagua Bore N W b N Dis<sup>t</sup> 4 or 5 Leages

The Midel Part frish Breses and Cludy At 6 A M Cap Nazes Bore N W b W Dis<sup>t</sup> 5 or 6 Leages

the Latter Light Winds Plesent Wether at Mer<sup>d</sup> the platform Bore East Dis<sup>t</sup> 12 or 14 Leages and the East End of Cube Bore North all Sails Set

[Latitude Observed 19. 56 N.]

[MSB. New London, Conn.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding Thursday, 24 October 1799

Moderate breezes and clear weather, Standing off and on by Cape francois, @ half past 1 the Cutter returnd from the Cape, @ 2 Tack'd and Gave chace to two strange sail in the offing @ 5 shortnd sail and boarded the two strange sail, two american Schooners from Baltimore and New York bound to Cape francois at 7 P M saw a strange sail bearing E N E which appeard very suspicious we tackd as nessasary to pursue the chace all night. @ day light saw the suspicious sail which we again chac'd till 8 in the Morning at which time we boarded her an American Brig Mounting 16 Guns from London bound to Cape Francois who Informd Captain Talbot that he was bound from London to La Guira and with the latter he was allowed no communication, it being Sacred to all american commerce, @ 9 filld and stood in for the Cape @ ½ p<sup>t</sup> 10 brou<sup>t</sup> too the Cape S W by S 7 miles, @ 12 Moderate and clear the Cape S S W 6 miles saw a strange sail running down for Cape Francois.

[Latitude Observed 19.59 N.]

[NYHS, NHSC.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 24 October 1799

[In Vera Cruz Roads.] Begins with moderate pleasant Weather

Middle part light airs & pleasant at 7 A M weigh'd the stream Anchor at 11 unmoor'd Ship, at Mer<sup>dn</sup> hove up the other anchor but the wind coming in to the North<sup>d</sup> could not get out. run out a hauser to the Spanish Frigate & hung by her

Latter part D<sup>o</sup> Weather

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

To William Gray, Chairman of Committee, Salem, Mass. from Secretary of the Navy

[TRENTON]

Navy Department 25<sup>th</sup> October 1799

W<sup>m</sup> GRAY Esq<sup>r</sup>  
Salem —

SIR I Enclose you a copy of my letter to Captain Prebble of this date on the subject of Officers for the *Essex*, and I must request that the Committee will select suitable characters for the vacant stations of Commissioned and Warrant Officers —

It is a long time since I have heard from you respecting this Ship but I have no doubt that every exertion has been made to prepare her for Sea

I have the honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

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

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

[TRENTON]

Navy Department 25<sup>th</sup> October 1799

Captain EDW<sup>d</sup> PREBBLE  
Salem

SIR Lieutenant Beale has been instructed to join the *Essex* where from the date of his Commission he must act as first Lieutenant

The Committee I presume have appointed a second Lieutenant, as they had permission to appoint one, and I have provided a Surgeon and Purser Of the Commissioned and Warrant Officers, there remains therefore to be provided, One Lieutenant, One Surgeon's Mate, One Chaplain, One Sailing Master, One Boatswain, One Gunner, One Sailmaker, one Carpenter, and Twelve Midshipmen — The President desires that you will consult with W<sup>m</sup> Gray Esq & the Committee & get them to nominate suitable persons to fill these several stations, in time to admit of their receiving their Commissions & Warrants before the *Essex* sails — The petty officers allowed you are, Two Masters Mates, Two Boatswains Mates, 8[?] Quarter Gunners, 2 Carpenter's Mates, 1 Captains Clerk, 1 Yeoman of the Gun Room, 1 Cockswain, 1 Cooper, 1 Steward, 1 Armourer, 1 Master at Arms and 1 Cook, all of which you will appoint yourself in proper season —

I rely with confidence upon your using every exertion to expedite the Equipment and preparation of the *Essex* for sea, it being of every importance that she should sail before the Ice sets in

I have the honor to be

Sir

Yr obed St

P. S — As soon as I hear that it is necessary I will send on Recruiting Instructions

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

To Lieutenant William Maley, U. S. Navy, from Secretary of the Navy

[TRENTON]  
Navy Department 25<sup>th</sup> October 1799

Lieu<sup>t</sup> W<sup>m</sup> MALEY  
of the *Experiment*,  
Baltimore

SIR I have received your Letter of the 22<sup>nd</sup> Inst — Lieutenant Russell will not enter on board of the *Experiment*, nor can I send on any other Lieutenant, and if a suitable person cannot be found at Baltimore, you must do with one Lieutenant — Your Sailing Master I hope is an experienced man, and you will be able to do very well without two Lieutenants, if it should turn out that a proper man cannot be got —

In two or three days I shall send on your sailing orders

You ought to have 6 or 8 Watch Coats for which apply to M<sup>r</sup> Yellot —

I am Sir

Yr obed Servt

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

To General Wilkinson from Secretary of the Navy

[TRENTON]  
Navy Department 25<sup>th</sup> October 1799

General WILKINSON  
New York

D<sup>r</sup> SIR The 12 Gun Schooner at Baltimore I find is ready for Sea — I shall order her to Norfolk, where she will be long before the 10th November and where she will wait for nothing but you & the chartered Vessel with the Arms —

This Vessel I very well know may be dispatched from New York in three days, or she may be detained at Norfolk three weeks very busily employed all the time at the will of the person who has the direction of her Lading — It will depend upon the Military then & appurtenances whether you are to be kept all the winter from your wife & whether my Schooner is to be kept weeks perhaps months waiting to be employed in Convoying you & the Stores to New Orleans

The *Constellation* will be at Norfolk the 10th November. She cannot be detained there two days for the few supplies she will require — I wish this vessel also to be employed in seeing you safe to New Orleans — She shall be so employed if you are ready to depart from Norfolk as Soon as She is, but I cannot promise to detain her — Regulate your affairs accordingly —

I have the honor to be

D<sup>r</sup> Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

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

To TENCH Francis, Purveyor from Secretary of the Navy

[TRENTON]

*Navy Dept 25<sup>th</sup> October 1799*

TENCH FRANCIS Esq<sup>r</sup>

SIR You will be pleased to take measures immediately to secure the delivery at Philad<sup>a</sup> of 150,000 lbs. of Bread for the use of the Navy within one month from this time — There will also be a demand at Philad<sup>a</sup> for 400 Bbls. Beef and 400 of Pork, the one half of each within 5 weeks, & the other in two months, for which you will please to provide —

I wish to be informed imm<sup>o</sup> whether the Bread can certainly be procured in Philad<sup>a</sup> in the time mentioned for if there are any doubts, I shall make arrangements for obtaining it here, where there will be no difficulty, also the Beef & Pork —

I have the Honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

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

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

[TRENTON]

*Navy Department 25<sup>th</sup> October 1799*

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

*New Port*

GENTLEMEN I enclose you an extract of a Letter from the Collector of Newport and request you will be pleased to make such arrangements for the support of the men alluded to as their necessities may require — Those discharged from the service on Acc<sup>t</sup> of sickness ought to be supported at the Expence of the Public until they are sufficiently recovered to support themselves

I am Gentlemen

Y<sup>r</sup> obedient Serv<sup>t</sup>

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

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

[TRENTON]

*Navy Department 25<sup>th</sup> October 1799*

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

*George Town Potomack*

SIR I have just received a letter containing the following paragraph

“D. Carroll told me that the exch<sup>g</sup>

“of property between him & the Comm<sup>rs</sup> to

“accommodate the Navy had not been made

“and he expressed doubts on the Subject.”

Is it possible that this can be true after the Commissioners letter — There must not be a log laid towards the wharf nor any other expense incurred about the Exch<sup>g</sup> ground until the title is completely in the power of the Commissioners — If this cannot be effected the yard

shall be placed at the Marine Hospital or Somewhere out of the City — I pray you to make the necessary enquiries & be sure that the thing is properly settled —

I have the honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

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

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

[TRENTON]

Navy Department 25<sup>th</sup> October 1799

*The Commissioners of  
The City of Washington*

GENTLEMEN I have just received a letter dated the 21<sup>st</sup> Inst from which the following is an Extract

“I spent some days last week in the Federal City In a conversation with M<sup>r</sup> Carroll I found the Exch<sup>e</sup> of property between him & the “Commissioners to accommodate the Navy had not been made and “he stated some indirect doubts on the subject” —

When I received the letter with which you honored me on this subject I had no doubt that the necessary exchange had been made and have governed myself accordingly — The information I have just received is too important not to make me anxious to have the contents of your Letter to me confirmed —

I have the honor to be

Gentlemen

Y<sup>r</sup> obed. Serv<sup>t</sup>

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

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

[TRENTON]

Navy Department 25<sup>th</sup> October 1799

JEREMIAH YELLOT, Esqr

*Baltimore —*

SIR If a proper person cannot be found in Baltimore for a first Lieutenant of the *Experiment* she must go to Norfolk with the present Officers — The difficulty of getting an Officer to go in a small vessel is inconceivable and I think not very reputable to them for they are the only Vessels onboard of which men can have a chance of reputation.

Shaw was to have been at Baltimore long before this — I will endeavor to find & hasten him on Geddes too I have several times ordered on and shall insist on closer attention — Will you be pleased to furnish Six watch Coats for the *Experiment* —

I have the honor to be

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



To the Secretary of the Treasury from Secretary of the Navy

[TRENTON]

Navy Department 25<sup>th</sup> October 1799

The Hon<sup>ble</sup>

Secretary of the Treasury

SIR I have the honor to enclose Estimates for the expense of maintaining the Navy for the year 1800 amounting to 2,480,690 Dollars and 15 Cents — These Estimates are calculated for all the Vessels, obtained or to be obtained of those authorized by Law, except Six Seventy four Gun Ships, which were estimated to cost including every thing necessary for their Equipment, Military Stores excepted Two Millions, Fifty Six Thousand two hundred Dollars.

Congress at their last Session appropriated One Million of Dollars for these Six Ships and Six others to mount not exceeding 18 Guns which last were estimated to cost Three hundred thousand Dollars, leaving Seven hundred thousand Dollars to be applied towards the building of the Six Seventy four Gun Ships So that there remains to be appropriated to Complete these Ships the Sum of One Million three hundred and fifty six thousand two hundred Dollars — How much of this Sum or whether the whole will be necessary in the ensuing year, will depend on our Situation with Foreign Nations — if we are to escape for a few years the calamities of War, these large Ships, will be the better for being built very Slowly, & in this case, Six Hundred thousand Dollars might be enough to appropriate for the year 1800. — The appropriation for the Navy for the present year will be found more than Sufficient for the expences of it — I Shall be better able to judge a month hence, how far the appropriation will exceed the Expenditure.

I have the honor to be

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

[25 October 1799]

To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

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

Secretary of the Treasury

SIR In the Estimate of the Expenses of the Marine Corps for the year 1800 which I had the honour to enclose to you on the 25<sup>th</sup> ult<sup>o</sup> an omission happened in respect to the number of Drums and Fifes to be provided for & Some other Small articles to amount of 2263. . 84/100 D<sup>rs</sup> for which an additional estimate is now enclosed which be pleased to direct to be annexed to the original.

With great Respect —

I have the honor to be

Sir —

Y<sup>r</sup> obe<sup>d</sup> Serv —

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

To Elias Hasket Derby, Sr., Salem, Mass., from Samuel Derby, commanding the American ship *Antelope*

CAPE FRANCOIS Oct<sup>r</sup> 25<sup>th</sup> 1799

SIR This will inform you of my Arrival here, after having been off Lagaira & refused Admittance into that port. I had clued up all Sails & got ready for coming too, when the visit boat came alongside & ordered me out, saying the port was shut against American Vessels — it was in vain I pleaded the want of water — the officer peremptorily refused my having any, of course was obliged to leave there for this place as the only Alternative, where I arrived yesterday — I find Coffee is much higher than I expected could purchase in this place @ 30 Sols but shall wait a few days 'till I inform myself the prices at the different ports in the bite & govern myself accordingly — Should they be more favourable shall proceed there — my endeavours will be to make as much dispatch as will be consistent with the interest of the voyage — the last passage I have had several opportunities to prove the sailing of the *Antelope* — one with an English cutter brig soon after leaving the Channel which we out sailed with great ease — off Lagaira I fell in with the British frigate *Acasta*, was with her one day & had a fair Chase by the wind & was gratified with beating her very much; the officer came on board afterwards & acknowledged it though it was the first time — She is esteemed to be a very fast Sailing frigate — on my passage from Lagaira fell in with a french privateer Sch<sup>t</sup> of 14 guns — I had the wind of him about half a mile, standing upon opposite tacks when upon my lee quarter he tack'd & made all sail after me — soon found we left him very fast & in 5 hours judged him to be 9 miles astern. Still kept on Chase & in 4 hours more was out of sight. I think you may fairly conclude the brig to be a very [fast] sailing vessel —

Am in hopes to give you more information by Capt. Endicott who sails in a few days for Salem in mean time —

Am Sir your ob<sup>t</sup> Serv<sup>t</sup>

SAM<sup>l</sup> DERBY

ELIAS H — DERBY Esq<sup>r</sup>

Sugar----- 66/  
Coffee----- 29 @ 30 Sols  
Cotton----- 30 Dollars  
Molasses-- 4/ p<sup>t</sup> Vett [Vat]

[Essex Institute. Vol. 19, Ships Papers, 1782–1828.]

To Secretary of State from John Culnan, U. S. Consul, Teneriffe

(Copy)

TENERIFFE 25<sup>th</sup> October 1799.

TIMOTHY PICKERING Esq<sup>r</sup>

I confirm foregoing repetition of my last respects. — have now to request you will be pleased to forward a Diploma of my appoint<sup>t</sup> to our Minister M<sup>r</sup> Humphreys at Madrid, w<sup>th</sup> directions that he should get me recognized at said Court — As the one I forwarded some time ago, with that intent, was thro' neglect mislaid, or lost, & til my

Exequator is obtained, I cannot appear in a public capacity, which has been attended hitherto w<sup>th</sup> much inconvenience — I retain one of my s<sup>d</sup> Comisions as I could not venture it out of my hands, from the precariousness of the times these three years past. —

Cap<sup>n</sup> Kennedy of the American Brig *Belisar*<sup>s</sup> lately arrived here from Greenoch, reports that he spoke the 11<sup>th</sup> Curr<sup>t</sup> off the harbour of S<sup>ta</sup> Cruz (on this Island) the *Insurgent*, frigate, Cap<sup>n</sup> Murray, last from Madeira, who informed him that he intended calling in for Refreshm<sup>ts</sup> but he has not Since appeared.

The *Volney* french privateer, Cap<sup>n</sup> Pouquet is now at the Island of Palma, & will be soon out on a Cruise. Another of same description is now fitting out at S<sup>ta</sup> Cruz.

TENERIFFE the 13<sup>th</sup> Janua. 1800

SIR: Craving refference to my last respects of which preceeding is a triplicate — Am now come to inform you that two Americans has been since captured by french privateers & sent to these Islands — Viz<sup>t</sup>

1799

Decem<sup>r</sup> 14<sup>th</sup> — Brig *Charlotte Murdock*, John Walker, from Maderia, bound to N. York in ballast, carried to the Island of Palma, by *La Petite Mouche*, I. Barret, built and fitted out from this Island.

1800

Janua. p<sup>t</sup> [?] — Brig *Rover*, Thom<sup>s</sup> Pattin, from Virginia, bound to Havana w<sup>th</sup> tobacco & staves, sent to this Island by the *Sans Façon*, Clement Roup, fited out from la Vera Cruz. —

The crews of the above vessels consiting of 24 hands, are under my charge. — you will allow that twelve Cents per day is insufficient for their maintanance &<sup>s</sup>

Respectfully saluting you, I remain

Sir

Your most hble Serv<sup>t</sup>

JOHN CULNAN

TIMOTHY PICKERING Esq<sup>r</sup>

[SDA. CL Teneriffe. Vol. 1, 1795–1839.]

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Extract from journal of the American Merchant Brig *Columbea*,  
Friday, 25 October 1799

Beings [begins] with Modret Breses & Clear Plesent Wether all Sails Set at 4 P M Saw A Sail to Wendert of Hus and one A Stering at 6 Frish Breses in Stering Sails and F T G Sail at 8 in M T G Sail and all the Stacles and Haled the Mainsail Up

The Middel Part frish Breses and Cludey at 6 A M the Light Winds and A Havey Sea A Going from the Nored and Easterd at 10 Set the M T G Sail & Rile & for T M Stacle

at Mereden Cape Dona Maria Bore E b N Dis<sup>t</sup> 13 or 14 Leages

[Latitude Observed 19.00 N.]

[MSB. New London, Conn.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday 25 October 1799

Begins with light breezes & pleasant weather — at 1 P M let go the Larb<sup>d</sup> Anchor again —

Middle part D<sup>o</sup> weather at 6 A M hall'd out from the Castle at 7 set sail, fir'd a salute of 13 guns & was answer'd by the same number from the Spanish Frigate

at 10 The City of Vera Cruz bore S W by W dist. 4 leagues in Latt 19.12 & Long 97°.24 West —

Latter part fresh breezes & pleas<sup>t</sup>

[Latitude Observed 19.27 N,]  
[Longitude Observed 97.01 W.]

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

Extract from letter to Secretary of State from Edward Stevens, U. S. Consul General, St. Domingo

[CAPE FRANCOIS, 26 October 1799.]

The *Boston*, the *General Green* & the *Norfolk* have been cruising for some Time in this Neighbourhood, and have been lately joined by the *Constitution*. There has, however, been no french Privateer in these Seas since my arrival. They keep generally farther to the Northward, & have intercepted several American Vessels bound for different Ports in the W. Indies. All those that have been brought into the Harbour under the Jurisdiction of Gen<sup>l</sup> Toussaint, have been instantly released. —

Our armed Vessels that have been at the Cape have met with a very cordial Reception, and have been treated with the utmost Respect & Attention. —

[SDA. Cape H., CL, Vol. 1, 1797–1799.]

To Midshipman Nathaniel Bosworth, U. S. Navy, From Secretary of the Navy

[TRENTON]

Navy Department 26th October 1799

M<sup>r</sup> N. BOSWORTH  
New York

SIR I am honored with your Letter of the 24th Inst —

As soon as the men under your Command are discharged from the [prize] *Amelia* you will please to order them to proceed to Boston and join Capt. Sever

If these men are furnished with Certificates from the Purser of the *Constitution*, specifying the sums they have recieved & the time to which they have been paid & will forward them to this office, I will direct whatever may be due to be paid immidiately

You may also join the same Ship —

I Have the honor to be

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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

[TRENTON]

Navy Department 26<sup>th</sup> October 1799

Capt<sup>r</sup> ROBERT GILL

SIR I am honored with your Letter of yesterday — The Mistake relative to the order for the Guns for the Frigate at Norfolk may be easily rectified as it will be as easy for M<sup>r</sup> Lane or M<sup>r</sup> Foxall to cast Nine pounders as twelves — I cannot designate before we hear from Norfolk what stores it will be necessary to send from Philadelphia but I shall be prepared by the time you get the Guns ready

With respect to the 12 Pounders for New London if they are not on hand you may suspend the making them until the *Chesapeake* is supplied — The two British Guns must answer, if M<sup>r</sup> Hubbard cannot exchange them as he proposed at the Fort at New London —

Enclosed are lists of Military Stores, Provisions, Hospital Stores & Cabin Furniture for the Brig *Augusta* which be pleased to have prepared by the time she will be ready to receive them — The Medicine is to be put up by Doctor Gillespie — As he has had no written order please inform him that her Complement is 100 Men —

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

By order

AB: THOMAS.

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

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

[TRENTON]

Navy Department 26 October 1799

M<sup>r</sup> JOSIAH FOX

Norfolk —

SIR Since I have been in the Navy Office I have always considered the *Chesapeake* as calculated to carry 30 — 18 pounders & 14 Twelves To day it has been discovered that she was originally intended to carry 28 — 18 pounders & 16 Nines — I cannot find that any orders have been given to alter her from the first design, & yet the letter covering directions to you to have the Carriages made designates 12 pounders — As the Guns are now preparing & will soon be ready to send off — I am directed by the Secretary to request that you will be pleased as soon as may be to forward to this Office correct information on the subject —

I am Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

AB: THOMAS

P. S. On shewing this letter to M<sup>r</sup> Stoddert, he observed that he had determined the Quarter Deck Guns should be 9 pounders — therefore it is only the numbers we want — Dimensions for making the Carriages are inclosed this day to M<sup>r</sup> Pennock —

AB. THOMAS

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

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

[TRENTON]

Navy Department 26th October 1799

W<sup>m</sup> PENNOCK Esq<sup>r</sup>  
Norfolk

SIR A Mistake has been made in giving directions for making the Carriages for the Guns of the *Chesapeake* — She is to mount Eighteen pounders & nine pounders — You will please to have the Carriages made accordingly

I have the honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

P S — Be pleased to inform me as early as may be whether the Frigate is pierced for 30 or 28 Guns on the Gun Deck, and what number on the quarter Deck &c The dimensions of the Nine Pounders are enclosed —

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

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

[TRENTON]

Navy Department 26th October 1799

Capt<sup>n</sup> ROBERT GILL

SIR There is a mistake in the order for the Guns for the Norfolk Frigate — 28 — 18 pounders and 16 — 9 pounders are the quantity of Guns wanted — I beg the favor of you to call on Mess<sup>rs</sup> Lane & Salter & M<sup>r</sup> Foxall & get them to furnish immediately between them 16 Nine Pounders — perhaps they have as many on hand & take the first opportunity to send them to Norfolk with the 18 pounders and such stores as Col. Thomas will direct

I am Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

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

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

[TRENTON]

Navy Department 26th October 1799

STEPHEN HIGGINSON & Co  
Boston —

GENTLEMEN I have yet recieved no advice of the sailing of the *Herald* — a circumstance of surprize and mortification —

I have the honor to request that you will detail to me particularly the cause of her detention — it is necessary that some steps should be taken to convince the officers that a prompt execution of orders will always be expected —

I have the honor to be

Gentlemen —

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

To Theophilus Brower, New York, from Secretary of the Navy

[TRENTON]

Navy Department 26<sup>th</sup> October 1799

THEOPHILUS BROWER Esq<sup>r</sup>

New York

SIR I am honored with yours of the 22<sup>nd</sup> Inst — The Vessels cruising off Cape Francois have been directed to pay attention to the trade of Cuba & will I hope afford relief to your Ship at Neuvas before any Instructions from me can reach them — I shall however send directions for this purpose, and a vessel which will shortly sail shall receive orders to the same effect —

I have the honor to be

Sir

Y<sup>r</sup> most obed. Serv<sup>t</sup>

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

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

[TRENTON]

Navy Department October 26<sup>th</sup> 1799

Major W. W. BURROWS

SIR In your Estimate for the Expences of the Marine Corps for the year 1800, you made a small mistake as to the number of non commissioned officers & privates composing it — Agreeably to the Law for augmenting the Marine Corps passed 2<sup>nd</sup> March last the whole is to consist of 56 Sergeants, 56 Corporals 50 Drums and Fifes (Say 25 of each) and Eight hundred & ninety privates — I mention this for your Government with respect to Clothing which the Secretary of the Navy has directed to be procured agreeably to your orders —

I have the honor to be

Y<sup>r</sup> obed. Serv<sup>t</sup>

(Sign<sup>d</sup>) AB. THOMAS

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

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

NEWPORT Octo 26 1799

SIR We have received your favor of y<sup>e</sup> 18 Ins<sup>t</sup> Your request for a supply of Sea stores for the ministers & y<sup>e</sup> who take passage in the *United States* shall be duly made. —

We thank you for your permission for Geo. Gibbs jr to take passage in the *United States*, which is agreeable to Cap<sup>t</sup> Barry. —

The *George Washington* has arrived here; Cap<sup>t</sup> Fletcher dispatches, will inform of the bad State of this Ship, & his unfavorable opinion of her, for a cruising Ship; that it is unnecessary to State Cap<sup>t</sup> F. communications to us respecting her. Cap<sup>t</sup> F. proposes getting her stores out, & hauling her into dock — for which use we have engaged M<sup>r</sup> Bartons Wharf & Stores — Cap<sup>t</sup> F. intends paying his Crew this week, retaining only a sufficient number to unlade & deposit her stores. — We have not rec<sup>d</sup> any statement of the amount due but are informed that about twenty five thousand dollars will be wanted —

We shall supply the money required on application, and as this with our supplies to Cap<sup>t</sup> Barry will occasion us to be in considerable advance we shall be obliged in your ordering to be remitted us by first Post Thirty Thousand dollars. —

Cap<sup>t</sup> F. informs there is prize money due the Officers & Crew of the *George Washington*, about four thousand dolls, for the amount due, he will draw [two words obliterated] for. — There will be claims, we suppose, for rations due the Officers & Crew, having no directions on this subject — we wish you to advise us for our Government — We find the Crew of the *General Green*, have generally given Powers to receive their half monthly pay quarterly — but Comm<sup>o</sup> Barry having informed us that it was intended to be made the Wives or families of the Crew, we have in consequence made payments on Powers for half pay only to such — refusing to pay on Powers, the givers of which having no Wife nor Family.

Hon BENJAMIN STODDERD Esq —

[Newport HS. Gibbs & Channing LB.]

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Extract from journal of the American Merchant Brig *Columbea*, Saturday,  
26 October 1799

Light Brees and Clear Wether A Havey Swell from the Easterd at 4 P M Squaley With Thunder and Lighting at 6 the Iland of Navasa Bore 5 or 6 Leages Dis<sup>t</sup>

The Midel Part Light Ares of Wind and A Havey Swell from the Easterd

The Latter Part frish Breeses at Mer<sup>d</sup> Navas Bore East Dis<sup>t</sup> 7 or 8 Leages

[Latitude Observed 18.33 N.]

[MSB. New London, Conn.]

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To Captain James Sever, U. S. Navy, from Lieutenant Joseph Saunders  
(or Sanders) U. S. Navy

Boston October 27<sup>th</sup> 1799

SIR I have this Moment rec<sup>d</sup> yours of the 24<sup>th</sup> Inst. & but yesterday yours of the 16<sup>th</sup> the reason you did not hear from me before was owing to my being Detaind in Gloucester Longer than I first expected & waited to write you by M<sup>r</sup> Elwel which Letter I Presume you have rec<sup>d</sup> with him & 13 Able Seamen all of them Robust in constitution & Belonging to Gloucester to Procure which Induc<sup>d</sup> me to tarry so Long there the 25 Men you mention I Am sorry I Knew Nothing of Untill Yesterday or I make no Doubt I should have Obtained them they were no Doubt Influenc<sup>d</sup> by some persons in this place to reject Sailing in the *Congress* what could be his or their motive for Dissuading them from the Ship I cannot tell — the Twelve hundred Dollars I have Duly rec<sup>d</sup> & signd Your rec<sup>pts</sup> for the same but I did not receive it in 8 Days after I left Portsmouth[h] which rather Detained me in recruiting the number of men 29. Which I sent you from boston took 1000 Dollars for Advance In shipping A Number more men I shall stand in Need of further Supplies — from the Great Number



of Fine looking sailors to be seen in the streets — I have reason to suppose many may be Obtaind I shall send on the first I Enter with the Utmost Expedition I have seen Lieut<sup>nt</sup> Strother of the Marine choir & shall Inform him of your Orders — M<sup>r</sup> Higginson tells me the Anchors were sent on Last thursday

I am Sir Your Obedient Serv<sup>t</sup>

JOSEPH SAUNDERS —

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

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To Major Commandant William W. Burrows, U. S. Marine Corps, from  
First Lieutenant Philip Edwards, U. S. Marine Corps

BALTIMORE, October 27<sup>th</sup>, 1799

SIR, Your letters dated the 21<sup>st</sup> & 24<sup>th</sup> inst were duly received and the Orders respecting Schooner *Experiment*, complied with the very day that Captain Maley was ready to receive the Marines on board. — I was surprised at the Secretary's troubling you about them, but at the same time, thought some one in this City had made themselves over busy — however on the receipt of your last, my conjectures were confirmed. — Burland I did enlist, and I did turn him off, but not after feeding, paying &c for three months. — If you recollect some time since I mentioned to you that I had met with a Character that was Crazy, and in your answer dated July 12<sup>th</sup> 1799, you desired that all Crazy & unsound men might be discharged, and that they should not appear, on any of my returns. — But, Sir, from the conduct of Burland, by whom I was imposed on I had previous to that date turned him off — he is a perfect Madman, which is too well known to every one that has any thing to do with him; and, the very person who has been at the pains of troubling the Secretary about him, knows that he is unfit for Public Service. Before and after I turned him off, I applied to get the unhappy wretch into the Mad or Work-house, but was denied. — I have not charged the Public with feed or Cloaths for him. — I hope, Sir, that my Honor, will never receive stain or injury on such account as this. — I have made it my particular study to conduct myself in the Recruiting business, in such a manner, as to obtain the approbation of every one, and not their censure or disgust; and I will venture to assert that from the number of men I have enlisted here, not one complaint can be produced against them for Marauding, nor three for disturbing the Peace or quietness of the Citizens. — And I knew that if I kept such a character as this Burland, I should not only be censured by the Citizens, but by yourself, and besides incur a heavy loss. — I have explained this business as candid and concise as possible, and I hope you will do me the justice of letting me know, who it is, that wrote the Secretary in favor of their crazy friend Burland.

The Detachment for Boston has sailed, and the *Experiment* has her complement of Marines on board, and sails on Tuesday — The ship *Chesapeake* [Sloop *Patapsco*] and schooner *Enterprise*, are to be Marined next; added to this I have the *Montezuma* to take care of. I shall continue to persevere in the Service that I have embarked in, and bid defiance to the busy calumniators that would blast my reputation or prejudice me in the opinion of the Secretary or yourself. I

am in want of Cloathing, arms, &c. the Detachment for Boston & the *Experiment* I armed & accoutred complete Lt. Sheredine will lose his passage — I remain Sir, with perfect

Respect and Esteem

Your obedient Servant

PHILIP EDWARDS

[Lieut. of Marines]

A Marine named Thadeus Carter has arrived here from the frigate *Boston* I shall supply him with Cash & send him for Headquarters tomorrow — he is an Invalid.

WILLIAM W. BURROWS, Esquire,

*Major Commandant of the Marine Corps*

[MCA. LR, 1799.]

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Extract from journal of the American Merchant Brig *Columbea*,  
Sunday, 27 October 1799

Beings [begins] with frish Brees and Clear Wether all Sails Set at 4 P M in Lower Stering Sail at 6 in F T M Stunsail and for top Galansail. at 8 Haled the Main Sail up in all the Stacles and Haled our Wind to the Southard

The Midel Part frish Brees and Hazey Wether at 8 A M the East End of Jamaica Bore W B S Dis<sup>t</sup> 6 Leages A Strong Curent Seting to the N and Easterd

Ends with frish Brees and flying Cludes one Hand Still Sick

[Latitude Observed 18 . 09 N.]

[MSB. New London, Conn.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy,  
commanding, Sunday, 27 October 1799

Strong Gales & Squally Standing to N E by N and N N E @ 1 wore to the Southward and stood in towards the land under double reefd topsails, @ the close of the evening the weather had the appearance of an E N E Gale single reefd the courses and close reefd the topsails @ 6 orders was Given to make the Ship snug and secure before Night Employd Getting forward the fore runners and Tacks Set up the Belly Stays launchd Top Gallant mast and bent storm staysails, @ 7 More moderate Saw the Cape S W by S 5 leagues, Wore to the Northward and came to the wind under close reefd topsails and Reefd foresail Split the fore top mast Stay sail unbent it and bent another, Continued standing to the Northward till 12 Mid-night we then wore towards the land

AM @ 3 Saw the land from S S W @ daylight wore to the N<sup>d</sup> saw a strange sail bearing E N E, up Top G<sup>t</sup> Mast & Yards and Gave chace @ 9 Moderate & Cloudy tackd to the Southw<sup>d</sup> @ 10 Assembled the Ships company and performd divine service @ 12 Moderate breezes and clear weather the chace S E 7 or 8 miles, Cape francois S W by W ½ W 6 leagues

[Latitude Observed 20 . 14 N.]

[NYHS, NHSC.]

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

[TRENTON]

Navy Department, 28th October 1799

THOMAS TRUXTUN Esqr

Perth Amboy —

D<sup>r</sup> SIR I am honored with your Letter of the 25<sup>th</sup> and am very sorry for your indisposition, not only on your Account, but as it may effect the arrangement with which I was so much satisfied — Before I take any steps towards a different arrangement I will wait to hear from you again in hopes that your Health may have mended — I told General Wilkinson who means to embark at Norfolk under Convoy of a 12 Gun Schooner for New Orleans that the *Constellation* would see him safe part of the way, but if your Health will admit your joining the Ship by the 20th I had rather she should wait till then & let the General go with the Schooner only, otherwise Barron must go with the *Constellation* & Morris (a very young man) must have till Sever is ready the command of Guadeloupe —

If your health will not admit of your getting on board of the *Constellation*, then you may employ yourself in fitting out the 44 Gun Ship at New York — But I believe (this is my private opinion) that before she will be ready for Sea we shall have peace with France and that the present Winter is the only Season we shall have to gather laurels —

As to Captain Dale — the stipulation made with him is that Government is not under any obligation to call him into the Service — Having been so much indulged, if called in he ought to be content with his rank from his last appointment — The President has always the disposition to do Justice, I have not the power to make promises yet I think that matter will end as you wish should it not you must be content — As to opposition from any particular quarter, dont let reports of this kind make any impression on your mind, any man is fond of rank & on this subject, there is nothing like generosity to be found — A thousand advantages will arise from having a good understanding with all the Officers of the Navy and not one from the Reverse

I will take some proper opportunity to communicate your letter to the President

I have the honor to be with great Esteem

Dear Sir

Yr obed Servt

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

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

[TRENTON]  
Navy Dep<sup>t</sup> 28<sup>th</sup> Oct<sup>r</sup> 1799

Lieut<sup>t</sup> JOHN SHAW  
*Phila<sup>a</sup>*

SIR Your services are immediately required at Balt<sup>o</sup>, to which place you will be pleased to repair with all convenient dispatch, to take command of the *Enterprise*.

I am &c.

N B: A similar Letter, directed to L<sup>t</sup> Shaw at Wilmington & another to him at New Castle

[NDA. OSW, Vol. 3, 1799–1800.]

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To Secretary of State from Secretary of the Navy

NAVY DEPARTMENT  
Trenton — 28<sup>th</sup> Octo<sup>r</sup> 1799 —

Col<sup>o</sup> PICKERING

DEAR SIR It will save you and myself trouble and perhaps the business will be better done, by ordering Cap<sup>t</sup> Mallowny to proceed from Philadelphia to Baltimore with Cap<sup>t</sup> Smith — in order to deliver over to him the *Montezuma* and her stores — or such of them as Cap<sup>t</sup> Smith will want. — When this is done, and it is seen what stores go with the Ship, we can better ascertain an equitable price for the whole. —

I will accordingly this day, order Mallowney to proceed to Baltimore — and if you will direct Smith also to proceed thither, the business can be settled at once — Perhaps it will be well to give a positive direction about the number of Guns, — that point being fixed, Smith will only take stores to correspond — If more than 12 Guns are taken, so many men will be required to man the Ship as to leave little room for a Cargo —

I am &c &c

[NDA. Sec. State LB, 1798–1824.]

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

PHIL<sup>a</sup> October 28<sup>th</sup> 1799.

Lt. S. W. GEDDES

SIR You will immediately proceed to New Port, relieve L<sup>t</sup> Henry Caldwell and take the Command of the Marines on board the *George Washington*.

Marines in no Service are ordered aloft, but may be permitted. —

Every Sentry must be full dressed & accoutred, and powdered if possible.

No Sentry to be relieved without a non commissioned Officer. —

On your Return into Port you will forward a Statement of y<sup>r</sup> Detachment, and the Amount of Pay due them that the Money may be remitted as soon as possible.

Y<sup>r</sup> obed Sev<sup>t</sup>

W. W. BURROWS  
M. C. [Major Commandant]  
M. C. [Marine Corps]

[MCA. LR, 1799.]

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

NEWPORT Oct<sup>r</sup> 28 1799.

The Purser of the *George Washington* estimates that there will be wanted for the payment of the Officers & Crew Twenty eight thousand Dollars — and Comm<sup>o</sup> Barry wants five or Six thousand to take with him, besides the supplies rec<sup>d</sup> for the Ship — which monies we shall furnish on application; this being so sudden, obliges us to negotiate a discount at Bank for part of the money for 10 or 15 days, by which time we suppose the remittance we requested from you in our respects of y<sup>e</sup> 26 will come to hand. —

Should it be concluded to repair the *George Washington*, for the service of Government, we can have her repaired here with all possible dispatch on the sheath<sup>s</sup> Copper being sent us. —

Hon BENJAMIN STODDERT Esq —

[Newport HS. Gibbs & Channing LB.]

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

NEWPORT Oct<sup>r</sup> 28 1799 —

The United States Ship of War *Meremack* Moses Brown Esq Commander has recaptured from the French & sent to this Port the British Schooner *Charming Nancy* from S<sup>t</sup> Kitts bound to Newport [?] to the address of Gouverneur & Kimble — This Vessel Cap<sup>t</sup> Brown, writes us was eleven days in possession of the French, which entitles them to half her & Cargo — Cap<sup>t</sup> Brown directs us to settle the salvage & remit the part belonging to the officers & Crew to M<sup>r</sup> Higginson, Boston. —

We have caused a libel to be preferred to the district Court, for the determination & adjustment of the salvage. — You will please advise us what proportion the Government is entitlled to receive of the salvage that may be awarded. — Her Cargo consists of 40 Puncheons Rum, 8 bbls sugar & 255 bushels salt as appears by the papers.

Hon<sup>o</sup> BENJAMIN STODDERT Esq

[Newport HS. Gibbs & Channing LB.]

336 NAVAL OPERATIONS; AUGUST 1799–DECEMBER 1799

To James Simons, Collector of Customs, Charleston, S. C., from Secretary of  
the Navy

[TRENTON]  
Navy Dep<sup>t</sup> 28<sup>th</sup> Oct<sup>r</sup> 1799

JAMES SIMONS Esq<sup>r</sup>

SIR, I am honored with your's of the 11<sup>th</sup> inst and now enclose a Comm<sup>n</sup> for Lieut<sup>t</sup> O Driscoll, whose appointment was confirmed the 26<sup>th</sup> Ap<sup>l</sup> last, and rank given him from that date; earlier rank could not be given him as the Gen<sup>l</sup> Pinckney has only been considered as a Galley.

The names of the Surgeon & Purser of the *Pinckney*, have never been received.

I am &c

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

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Extract from Journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Monday, 28 October 1799

Moderate breezes and cloudy, In chase to the Eastward Tackd as nessasary to pursue the chace, @ 4 shortnd sail and spoke with the chace an American Schooner from S<sup>t</sup> Thomas bound to Cape francois, filld and Gave chace to a small schooner In towards Monte a christo which we pursued till sundown, and nearly to the Edge of the reef which Extends to the Westward the North side of the Seven Brothers the chace was very suspicious we could not pursue her any further as the Breakers was visible two or three miles a head Tackd to the Northw<sup>d</sup> and shortnd sail the Monte E by S  $\frac{1}{2}$  S 8 miles the 7 brothers S E by S 6 miles the Cape S W by W, 8 leagues up courses and came to the wind, from 12 to 7 AM Calm, Ships head E N E @ half past 7 a light breeze sprung up from E S E Made sail from 9 to 12 light airs and Variable from E S E, employd washing and fumigating between decks Sailmakers employd Repairing a Main topsail Carpenters occasionally @ 12 light airs and variable Monte a christo S  $\frac{1}{2}$  W 8 leagues

[Latitude Observed 20.20 N.]

[NYHS, NHSC.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy,  
commanding, Monday, 28 October 1799

Begins with moderate breezes & cloudy.

at 7 P M sounded, got no bottom

Middle part moderate & pleasant

at 6 A M out reefs & sent up T G Y<sup>as</sup>

at 7 Set T G Sails —

Ends with pleasant moderate weather —

[Latitude Observed 21.39 N.]  
[Longitude Observed 93.37 W.]

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

[29 October 1799]

Extract from letter from Captain Thomas Baker, U. S. Navy, commanding the U. S. Ship *Delaware*, concerning her capture of the French privateer brig *Ocean*

OFFICIAL.

off CURRACOA, Nov. 15.

"On the 29th October, I had the satisfaction to fall in with and capture, after a chase of 7 hours, the French privateer brig *Ocean*, mounting 10 guns with 70 men."

[LC, "Connecticut Courant", (Conn.), 6 January, 1800.]

[29 October 1799]

Extract from a letter from Captain Smith of New York, who was a prisoner on board the French Privateer *Ocean*, when she was captured by the U. S. Ship *Delaware*, Captain Thomas Baker, U. S. Navy, commanding

NEW-YORK, Nov. 27.

"I am much indebted to capt, Baker for the seasonable relief afforded me, and about 30 other American prisoners on board the French privateer brig *Ocean* of Guadaloupe, which the *Delaware* captured on the 29th ult. and carried her into St. Kitts. The *Ocean* is a fine new Bermudian built vessel, pierced for 18 guns, and had on board ten long nines, sixes and fours, and 134 men when she left port, and about 90 when captured. During the chase 8 of her guns, her boat, &c. were thrown overboard: she at length carried her fore-top-mast and main-top-mast over the side to the no small satisfaction of a number of poor fellows who were calculating on a French prison at Guadaloupe, in a few days."

[LC, "Claypoole's Amercain Daily Advertiser" (Phila.) 2 Dec. 1799.]

[29 October 1799]

Sale of the French Brig *L'Ocean* captured by the U. S. Ship *Delaware*

Sales of the French Brig *L'Ocean*, captured by the U. S. Ship *Delaware*, Thomas Baker Esq<sup>r</sup> Commander

1799 Nov <sup>r</sup> 18	Sold to Miles Staunton Brig & all her Materials for.....	£1780	.	.
	— CHARGES —			
	Paid a prize Master & 2 Negroes to take care Vessel 13 days each... 23. 8.			
	Bell. & Advertisement..... 1. 10.			
	Cance to attend..... 3. 10—			
	My Commission on £1780.....	162	4	
	@ 7½ p <sup>r</sup> Cent.....	133. 10—		
	Net Pro.	£1617.	16	.
3921. 83				
1960. 96 U. S. part.				

Errors Excepted  
Saint Kitts Nov<sup>r</sup> 30<sup>th</sup> 1800

DAVID M CLARKSON

To Archibald Campbell, Navy Agent, Baltimore, Md., from Secretary of  
the Navy

[TRENTON]

*Navy Department 29th October 1799*

ARCHIBALD CAMPBELL Esq<sup>r</sup>

*Baltimore —*

SIR The Secretary of State has finally relinquished his intention of purchasing the *Montezuma* — You will therefore be pleased to sell her agreeably to the tenor of my letter of the 22<sup>d</sup> Ins<sup>t</sup> except that instead of reserving all her Military equipage, you will use your discretion in judging whether the Ship herself will command a better price with all — or part of her Military equipment or without it, & simply fitted for a Merchant Ship Should you be of opinion that the Ship will Sell better armed & that a reasonable price will be given for the Stores you will so dispose of them or any part of them, but if not you will please to have her dismantled of her warlike Stores and Sold —

The Slop Cloathing and Military Stores not disposed of with the Ship, you will please to Secure — The Slops you will take the trouble to offer to either of the Vessels now fitting out at Baltimore The Military Stores not Sold you will please to offer to M<sup>r</sup> Yellot who will take any or all of them for the use of the Vessels fitting under his direction Should M<sup>r</sup> Yellot not want the Military Stores or the Pursers refuse the Slops you will be pleased to store them in a House which should be rented by the Public for this & other purposes Should M<sup>r</sup> Yellot receive any or all of the Stores or the Pursers the Slops, you will take their respective receipts for the articles so received, if they do not want them it will be necessary to forward your own receipts to the Accountant of the Navy for the articles rem<sup>d</sup> in your Care, that the Books of the Ship may be finally settled.

I have the Honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

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

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

[TRENTON]

*Navy Department 29th October 1799*

JEREMIAH YELLOTT Esq<sup>r</sup>

*Baltimore —*

SIR I would have sent yesterday & would this day send Maleys orders to proceed to sea, but she is to convoy from Hampton a vessel from N York with Public stores to New Orleans & that vessel is not yet ready to leave New York — Maley must therefore wait tho I do not like to keep our Vessels waiting after they are ready for Sea —

The Secretary of State has been about taking the *Montezuma* for weeks past — therefore I have not directed her to be sold — We have the number authorized by Law without her



I have now written to M<sup>r</sup> Campbell to sell her, but such of her stores as the vessels under your care may require must be so appropriated — To this effect I wrote M<sup>r</sup> Campbell several days ago —

I have the honor to be

Sir

Y<sup>r</sup> obed. S<sup>t</sup>

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

To Daniel W. Coxe, Merchant of Philadelphia, Pa., from Secretary of the Navy

[TRENTON]

*Navy Department 29 October 1799*

DANIEL W. COXE Esq<sup>r</sup>

*Philad<sup>a</sup> —*

SIR It is intended that a sufficient vessel shall convoy from Norfolk to New Orleans about the 12 November Some Public Stores intended for the Mississippi —

If you & other Merchants have Vessels for New Orleans & can get them to Norfolk the 12<sup>th</sup> November you may be pretty certain of a sufficient Convoy —

I have the honor to be

Sir

Y<sup>r</sup> obed. S<sup>t</sup>

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

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

[TRENTON]

*Navy Department 29th October 1799*

Mess<sup>rs</sup> STEPHEN HIGGINSON & Co

*Boston —*

GENTLEMEN I am honored with your letter of the 17<sup>th</sup> Ins<sup>t</sup> —

Your acquaintance with the Mechanics of Boston will enable you to select judiciously the most proper person to superintend the Seventy four to be built there — If M<sup>r</sup> Hart be your choice you will be pleased to engage him at a reasonable Compensation — You will not however stipulate for an annual salary; for as the Ship will be the better, the longer she is building, her completion will not be urged unless circumstances demand it, and I think it highly probable his constant attention will not be necessary — You will therefore agree with M<sup>r</sup> Hart so as to allow him a just reward for his services during the time they are required by the Public —

M<sup>r</sup> Hart or any man acquainted with Ship building can tell you at a word whether proper pieces for her Keel, Kelsons &<sup>t</sup> for a Seventy four can be obtained in that quarter & I request that you will give me this information as soon as possible that arrangements may be made in time for furnishing them The Keel of the *Constitution* was procured in Jersey — I can send you such pieces on much better terms, equally good — There will be no necessity for preparing the Spars on hand before they are wanted — Our Ships are generally detained in port for other Business long enough to have Spars which are at hand got ready, they ought to be kept in that state in which

they are best preserved — The Contracts for Live Oak have been completed & the Contractors are going on with Spirit — so that I have no apprehension of disappointment

I have the honor to be

Gentlemen

Y<sup>r</sup> obed. S<sup>t</sup>

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

To Elias Hasket Derby, Sr., Salem, Mass., from Elias Hasket Derby, Jr.

NAPLES 29 Oct<sup>r</sup> 1799

Hon<sup>d</sup> SIR That this may find you in better health than when I left you is my sincear wish — It has been an unhappy circumstance in my Voyage that I cannot bring it to a close agreeable to your wishes this Fall without too great sacrificse, my mannufactred Silks cannot be ready & the Red wine of Port Jolo is not yet in season to Ship — my sales have been handsome though not quite so great as I could have wished I have been obliged to use a great deal of adress & exersize all my patience to effect them — They are now compleat all to 200 Quintals of Roll Tobacco brought by Cap<sup>t</sup> Allin from Gibraltar who is discharged & is now on his pasage from Palermo to Charlstown — They will amo't with the Tobacco to about 120 Thousand Dollars — I have bought 16 Brass Guns at 1/ Sterling p<sup>r</sup> pound. expecting them to be as good a return as almost any thing. Also 65 Boxes Manna cont<sup>d</sup> abo<sup>t</sup> 8332 lb at  $\frac{1}{2}$  Doll<sup>rs</sup> p<sup>r</sup> lb or thereabouts & 8770 lb Liquorice @ 8<sup>d</sup> lawf<sup>l</sup> Mon<sup>y</sup> 16 or 18 hundred Dollars in Ladys & Mens Gloves the same sum in Ladies Shoes — which with an Invoice of Brushes & some other small matters together with fifty Thousand Doll<sup>rs</sup> contracted for principaly in Ormazine Silks, some Maha Breches patterns, some Black, White & Coul<sup>d</sup> Sattins about seven Hundred Casks of Wine in 58 Gall<sup>ns</sup> French fashioned Casks at about 12 Dollars, I expect will compose the *Mount Vernons* Cargo for America. In the mean time whilst the Silks are in the Looms I have thought it for your Interest to purchase two Polachers rigg<sup>d</sup> Ships of 290 & 310 Tons both of them very fine Ships allmost new & great sailors they are now ready to procede with the *Mount Vernon* for Manfredonia to take on your Acc<sup>t</sup> Cargoes of Wheet to Leghorn which from the rising state of the Market I think will more than clear the Ships — they cost with all expences about 16 Thousand Doll<sup>rs</sup> & By means of the Brass Guns & others bought with them they mount 12 & 14 Sixes. — Wages 9 Doll<sup>rs</sup> p<sup>r</sup> month — I think if I have the good fortune to bring them safe home you will allow either of them to eaqul the *Mount Vernon* — My present intentions is to make all the disp<sup>ch</sup> in my power to return with the three Vessels to this place & load them with wine for Salem — which will be in some preperation for them I hope this arrangement will meet your approbation for I assure you I did not know how I should otherways invest my funds Exchange on London besides the uncertanty of it is very disadvantag<sup>e</sup> To invest 100 Thousand Dollars in silks would not certainly do & to leave property in a disturbed Country like this were they Gilotina 6 of a Day 3 or 4 Times a Week would be madness M<sup>r</sup> Bruce takes the *Lucy* & M<sup>r</sup> Dana the *Nancy* named for my Sister Peckman — They

are both well off for Officers & I trust with M<sup>r</sup> Collins & others I shall do perfectly well — if we are fortunate I shall be here in two months or at furthest I trust in 10 Weeks to take my Manufactures & Wines for home — so that in March or April I may count on being home & I think with a good Voyage We are in fine Health & Spirits. Cap<sup>t</sup> Meek & Smith have gone from Leghorn to Spain to return to Leghorn so that I shall meet him there & perhaps Leave this Country with such a Fleet as must put us out of all Danger — the newes in this Country is that Suwarrow has beaten the French in Switzaland in a Terrible Battle loosing himself 4000 horse & 10,000 Men, killing 15 thousand French & 20 Thousand Prisoners. Buonapart has assumed the Turks put on their Dress, Married a Turkish Lady, call himself Ally something else is building a Mosk & declared himself the Chief of Cairo — his situation before was desperate but tis said his is now successful — I am with many wishes for yours & the Familys Wellfare Your Affectionate Son

P S — The English Minister, Lord Nelson, }  
& Commodore Trobridge have been very }  
polite to me.

[P. S.]

NAPLES 5 Nov<sup>r</sup> 1799 —

The news of Buonaparts victory is not to be depeneded on for tis now said he has escaped in a Boat to Versails & Suwarrows Victory is not confirmed — though generally credited — I am now ready after much trouble with the Officers to depart either this evening or tomorrow Morning —

E. H. D.

[Essex Institute. Vol. 24, Ship Papers, 1738–1811.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding Tuesday, 29 October 1799

Moderate breezes and cloudy Standing towards Monte a christo under the Topsails and Top Gallantsails Employd as nessasary @ 6 Fresh breezes and cloudy In Top Gallantsails and double reefd the Topsails Monte a Christo S S W 5 leagues @ 7 Wore to the Northw<sup>d</sup> and Brought too with the Main Topsail to the Mast, @ 12 Moderate and clear lying too, @ 6 AM saw two strange sail bearing W by N, Bore up made all sail and Gave chace @ 10 Answerd the private signal of the United States Brig *Norfolk* @ 11 Shortnd sail and brought too Captain Bainbridge waited on Captain Talbot from the *Norfolk* and Informd him the other strange sail we saw was an American Schooner which he had boarded At 12 fresh breezes and clear weather Monte a christo S E 8 leagues Cape Francois S S W 7 leagues

[Latitude Observed 20 . 20 N.]

[NYHS, NHSC.]

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To Captain John Barry, U. S. Navy from Captain Amos Stoddard, U. S. Army

FORT WOLCOTT 30<sup>th</sup> October 1799.

SIR, Permit me to acquaint you, that this day at 12 o'clock a Federal Salute of Sixteen Guns will be fired from each of the Garrisons

in this harbor, in honor of the birth of the President of the United States.

Understanding that The *United States* and The [George] *Washington* Frigates will also pay the salute, I have dispatched Lieu<sup>t</sup> Steele on board to acquaint you with the arrangements we have made, and to request your concurrence so far as to fire the first salute, and The [George] *Washington* to fire the next — which shall be followed in succession by the two Forts, Wolcott and Adams.

With the usual felicitations of the day,

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

Your very hum<sup>l</sup> Serv<sup>t</sup>

AMOS STODDARD, Cap<sup>t</sup>  
Commanding.

Commodore BARRY.

[HS of Ps. NDA photostat.]

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

[TRENTON]

Navy Department 30th October 1799

Captain PATRICK FLETCHER  
of the *George Washington*  
New Port

SIR The next service required for the *George Washington* will be to go to France in order to bring back our Commissioners — It will be necessary that she should arrive at L'Orient by the 20th of March, to effect which she ought to leave New Port about the 1st of February — It is intended to send her as a Flag [of Truce] on this occasion & take no more than a sufficiency to navigate her — I suppose 70 or 80

After she has performed this service it will be determined whether this ship will be sold or altered & made a better Cruiser — all that is necessary at present is to prepare her for the Voyage to France — For this purpose her Copper should be repaired, the requisite caulking performed & such Spars, rigging, Sails and Anchors, Cables, &<sup>s</sup> &<sup>s</sup> as will be necessary provided

I have written to Mess<sup>rs</sup> Gibbs & Channing to make this provision without delay upon your requisition

The Crew I hope is paid off and discharged before this, — No more men must be kept on board the ship than barely a sufficiency to take care of Her while the repairs are going on, & when you have put every thing in train so that you can leave the Ship in the care of one of your Lieutenants you can go on furlough to Boston until your services are required to prepare for the Voyage which I suppose will be about the 1st of January —

I have the honor to be

Sir

Your obed Servt

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

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Wednesday, 30 October 1799

Fresh breezes and cloudy, lying too Unbent the fore top sail and Bent another Supplyd the United States Brig *Norfolk* with 31 Gallons of vinegar, @ 4 Saw a strange sail bearing N W  $\frac{1}{2}$  N wore to the northward and Gave chase *Norfolk* in company, @ half past 4 saw two strange sail bearing W N W and one bearing S W by W Bore up S W by W and gave chase @ half past 5 observed the chase to be a Ship of war Cleard ship for Action. @ half past 6 answerd the Night Signal of one of his Brittanick Majestys Ships *Oiseau* the *Norfolk* in company. @ 12 brought too with the Main Topsail to the Mast till 8 in the Morning at which time we wore to the Southw<sup>d</sup> and parted company with the U. S. Brig *Norfolk*

Saw the land bearing S S W, @ 11 Tackd to the Northward the East end of Tortudas S S W 4 leagues. Employd working to windward towards Cape francois.

At 12 Fresh breezes and clear weather Cape Francois bearing S E by S  $\frac{1}{2}$  S 7 leagues Tortudas S W by S 6 leagues

[Latitude Observed 20.06 N.]

[NYHS, NHSC.]

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

[TRENTON]

*Navy Department 31st October 1799*

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

*New Port —*

GENTLEMEN The *George Washington* is to undergo immidiately repairs sufficient to prepare her for a Voyage to France to bring our Ministers from thence. — I have written to Capt Fletcher that on application to you every thing necessary to effect this object will be furnished These repairs must be completed by the first of February at which time she must positively sail —

Captain Fletcher has been informed that as it is uncertain whether this Ship will be kept in service after her return from France, "*All that is necessary at present is to fit her for that voyage*" — Under these circumstances I assure myself that nothing will be attempted in the repairs which is not absolutely necessary —

I have the honor to be

Gentlemen

Y<sup>r</sup> obed. Serv<sup>t</sup>

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

To Master Commandant Timothy Newman, U. S. Navy, from Secretary of the Navy

[TRENTON]

*Navy Department 31st October 1799*

Capt<sup>n</sup> TIMOTHY NEWMAN

*Of the Warren —*

*Newberry Port —*

SIR I have received yours of the 22<sup>d</sup> Inst and am very much pleased to learn that the *Warren* is progressing with such rapidity in her preparation for Sea —

I enclose you Warrants for Jeremiah Pearson & Jonathan Greenleaf & your son John Newman and Blank oaths which you will require them to take & transmit to this Office previously to receiving their Warrants —

I Have the honor to be

Sir

Yr obed Servt

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

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

[TRENTON]

*Navy Department 31<sup>st</sup> October 1799*

Major W. W. BURROWS

*Philadelphia*

SIR The Ship *Warren* will be ready in a few days for Sea — You will be pleased therefore to have the detachment of Marines ordered in my letter of the 10<sup>th</sup> Inst. provided as speedily as possible that the Ship may not be detained for want of them —

I have the honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

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

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

[TRENTON]

*Navy Department 31<sup>st</sup> October 1799*

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

*George Town —*

SIR If you can have provided 600 Barrels of very good Beef for the Navy to cost not more than 12, at most 13 Dollars p<sup>r</sup> Bbl, the Beef to be cut into pieces of 5 lbs & no Shanks or Heads, you will please to do so — None but large Beef and sufficiently fat will do for the Navy it ought to be packed & salted with the greatest care & must be so secured as to last an India Voyage — It is possible that Eno & other Butchers might furnish it but the utmost attention must be paid to prevent their taking out the good pieces —

The Navy Sailors having been used to the best Beef will not eat the common kind We can buy common beef for 8 D<sup>rs</sup> p<sup>r</sup> Barrell but prefer giving 13 D<sup>rs</sup> for good — If you cannot be sure of getting of proper quality such as will do credit to the place you had better have nothing to do with Beef —

I have known droves of fat Cattle from the South Branch pass through George Town If the Butchers could buy not exceeding 6<sup>d</sup> p<sup>r</sup> Lb. for the four quarters they might well afford to furnish the best Beef at 12 or 13 Dollars —

I have the honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

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

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

[TRENTON]

*Navy Department 31st October 1799*

JEREMIAH YELLOT Esq

*Baltimore—*

SIR I am honored with yours of the 29<sup>th</sup> Ult<sup>o</sup>

I shall take no steps to provide another Commander for the *Enterprise* than Lieutenant Shaw — The requisite remittance shall be forwarded you and recruiting Instructions sent Captain Geddes on my arrival in the City — I am now moving —

I have the honor to be

Sir

Yr obed Servt

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

To Abraham Hunt, Trenton, N. J., from Secretary of the Navy

[TRENTON]

*Navy Department 31<sup>st</sup> October 1799*

ABRAHAM HUNT Esq<sup>r</sup>

*Trenton New Jersey*

SIR I take the liberty to request the favor of you to purchase for the use of the Navy Three Hundred Barrels of Pork to be cut into pieces of about 5 lbs. and to be well secured so as to serve for the longest voyages Very young Pork ought to be avoided, and it is found by experience, that it is cheaper in the Navy to give a good price for good Provisions than to buy inferior at a very low rate — I request also that you will please to have 50,000 lbs. of good Ship Biscuit prepared & sent to Philadelphia if practicable by the first of December — I wish the Bread to be of a quality rather superior to the best Bread you furnish for the best Merchants use

You may if you please draw on me at sight at Philad<sup>a</sup> for 3000 D<sup>rs</sup> as an advance in part of the order

I have the honor to be

Sir —

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

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Thursday, 31 October 1799

Fresh Breezes and cloudy, Employd working to windward between Tortudas and Cape Francois, @ 3 saw a strange sail bearing W N W tackd as nessasary to work to windward @ 5 fresh breezes and Squally split the spanker double reefd the Topsails @ 6 Tortudas S W by W Cape francois S S E 5 leagues @ 12 Midnight d<sup>o</sup> weather, @ 6 saw two strange sail one bearing S W and the other bearing W S W bore up and Gave chace to the W S W, @ 10 shortn'd sail brought too and spoke with his Majestys Sloop of war *Drake* Captain Parkins. @ half past 10 filld and made sail to the Northward parted company with the *Drake* saw a strange sail bearing E S E Gave chace

@ half past 11 Shortn'd sail and boarded the chace an English Brig from S<sup>t</sup> Johns bound to Jamaica, Carryd away the slings of the Mainyard Unbent the Mainsail and bent another

At 12 the Cape S E by S 9 leagues

[Latitude Observed 20.16 N.]

[NYHS, NHSC.]

To Secretary of State from Oliver Ellsworth & W. R. Davie, Envoys Extraordinary and Ministers Plenipotentiary of United States to France

NEWPORT, November 1<sup>st</sup> 1799

SIR, We arrived here yesterday, and as all the necessary arrangements for our voyage will be made tomorrow, we expect to sail on Sunday, if the Frigate can go out with safety.

We have found the most ample and satisfactory preparations for our accommodation on board the *United States*, and feel ourselves particularly indebted to the Secretary of the Navy for his polite attention to this subject.

We beg you to be assured of the respect & esteem

Of your humble Servan<sup>ts</sup>

OLIV<sup>r</sup> ELLSWORTH  
W. R. DAVIE

[SDA. Disp. France, Bk 7, 1799–1800.]

[1 November 1799]

Protest of Thomas C. Howe, Commander of the American Private Armed Schooner *Spartan* captured by French Letter of Marque Schooner *Diomedé*

MARTINICO

By this Public Act or Instrument of Protest — be it made Known and manifest unto all persons to whom these presents shall come or may in any wise concern that upon the day of the date hereof Before me Samuel Lynch Notary Public and Tabelian duly admitted and sworn residing in the Town of Saint Pierre and Island of Martinico abovesaid Personally appeared Thomas Charles Howe late Master of the Schooner *Spartan* [See commission of 18 October 1799.] belonging to Baltimore in the United States of America, Edward Orn chief Mate and Lot Brewer, second Mate of the said Schooner who being duly sworn upon the holy Evangels of Almighty God did depose and declare as follows. —

That is to Say

That these appearers in their capacities as above recited saild in the said Schooner *Spartan* from Baltimore on the twentieth day of October last with a Cargo on board bound to the Island of Saint Bartholomews at which time the said Schooner was tight staunch and strong as well above water as below had her cargo properly stowed and was in every respect well appointed for the said voyage commenced upon the Day above set forth and pursued without any material Occurrence intervening until the first day of November instant in Latitude 23.30 Longitude 63 when these appearers fell in with and were captured by a French Republican Privateer Schooner called the *Diomedé* mounting eight carriage Guns and four Swivels having seventy men on board That the Appearer the Master together with



Six of his Crew were carried on board the said Privateer and several Men from the Privateer put on board the said Schooner *Spartan* with orders to proceed with her to Basseterre Guadaloupe where she arriv'd on the Ninth day of said Month of November under convoy of the privateer and these appearers were put into prison and remained here until the twenty first when they were sent in a flag of Truce on board the *L'Insurgente* Frigate belonging to the United States of America and were carried in said Frigate to Saint Pierre Martinico at which post they arrivd on the twenty fourth and on the next day the twenty fifth of said Month of November the appearer the Master Noted this his solemn Protest against the before recited incidents and Misfortunes —

And the said appearer the Master further saith that before his departure from Guadaloupe he applied for and, endeavourd to obtain a Copy of the Condemnation of his Vessell and Cargo but it was refusd him —

And Thereupon I the said Notary at the Instance and request of the said appearer did even as I do by these presents Publickly and Solemnly, Protest against the incidents casualties and Misfortunes before recited against the French Republic the said French Republican Privateer *Diomedé* her commander officers and crew and all with them concerned, for forcibly capturing Seizing and taking possession of the said Schooner *Spartan* and Cargo and carrying her into Guadaloupe as hereinbefore set forth Also against the Owners freighters and charterers of the said Schooner and Cargo and the Insurers thereof for all Damages and Losses, Costs, charges, hurts, detriments prejudices and inconveniences whatsoever which these appearers or any with them concerned in either already have or may hereafter Pay, Suffer, Sustain or be put into by means or on account of the Capture of the said Schooner and Cargo And that no loss that hath already been incurred or may hereafter be incurred therefrom do fall on these appearers or any with them concerned.

THOMAS CHARLES HOWE

In Testimonium Veritatis I the said Notary have hereunto set my hand and affixed my Seal of office this twenty fifth day of November 1799.

[SEAL]

S LYNCH  
Not<sup>y</sup> Pub

[Ct. of Cl., French Spol., Case No. 1696.]

[1 November 1799]

Decree of Condemnation of the American Private Armed Schooner *Spartan*, captured by French Letter of Marque Schooner *La Diomedé*

Capture of the  
American Sch  
*Spartan*

By the Letter  
of Marque  
*La Diomedé*

session of the 22<sup>d</sup> Brumaire 8<sup>th</sup> Year of the French Republic, one and indivisible.

In the Name of the French Republic  
The Tribunal of Commerce and

Prizes established at the Island of Guadaloupe,  
sitting at Basse Terre of said Island, at its ordinary

Having seen the verbal process of the Capture made at sea on the 1<sup>st</sup> November 1799, of the American Schooner *Spartan* of Baltimore, Captain Thomas Charles Howe, by the Schooner Letter of Marque *La Diomede*, Captain Joseph Colong, the examination made on the 18<sup>th</sup> Brumaire 8<sup>th</sup> Year, by the Justice of the Peace of the Canton of Basse Terre at the time of said Capture, the analysis of the papers found on board of said Schooner by Citizen Berrien, sworn Interpreter of the English language; which papers as well as those analysed have been deposited at the Bureau; the assistant sworn Interpreter, Citizen Wénen [?] present at the Session

Having heard the President in his report and the Commissioner of the Executive Directory in his argument, the case deliberated upon, Considering that from the said papers analysed and from those of the examination above mentioned it is established that the Schooner in question is armed and that the Captain of said Schooner, is the bearer of a Commission from the United States of America which authorizes him to cruise against the Armed vessels of the French and to capture them with their crews and French merchandize and to carry them to the ports of the United States, which is in contravention to the laws and to neutrality

Considering that the said Captain has no role d'Equipage as he confesses in his examination

In applying, 1<sup>st</sup> Article 12 of the law concerning Prizes of October 21<sup>st</sup> 1744 they expressed: "All foreign vessels on board of which, &c., and on which there is no role d'equipage issued by the public officers of the neutral ports from which the vessels have sailed, shall be good Prizes."

2<sup>d</sup>, Article 4<sup>th</sup> of the decree of the 12<sup>th</sup> Ventose 5<sup>th</sup> Year, as follows: "In conformity to the law of the 14<sup>th</sup> February 1793, the provisions of the law of the 21<sup>st</sup> October 1744 and of the 26<sup>th</sup> July 1778 concerning the manner of establishing the ownership of neutral vessels and Merchandize shall be executed according to their form and tenor; Consequently all American vessels, which shall not have on board a role d'equipage in good form, such as is prescribed in the model annexed to the treaty of the 6<sup>th</sup> February 1778, of which the execution is ordered in Articles 25 and 27 of the same treaty, shall be good prizes."

The Tribunal decreeing in favor of the demand of the Commissioner of the Executive Directory declares, the said American Schooner *Spartan* a good prize, with her rigging apparel and Cargo, and orders the sale thereof according to the usual forms for the benefit of the Captors Owners and others interested in the Schooner, Letter of Marque *La Diomede*, an inventory previously made of all, in the presence of those concerned.

And acknowledge the act of said Commissioner for the reserves by him made of giving, if need there be, and after having taken the necessary information from one of the Captors who says it was permitted to throw overboard a case containing some of the goods of the Cargo

Ordered [two words illegible] and decreed at the said Tribunal, at said Session, at which were present: Citizens Antoine Jean Bonnet,

President, Joseph Chalzan, Antoine Eloi Duc, Judges; and Guerin,  
Secretary adinterim, the said day, month and year —

BONNET

JOSEPH CHALZAN DUC

*President*

GUERIN

*Secretary ad interim*

[Ct. of Cl., French Spol., Case No. 856.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Friday, 1 November 1799

Moderate Breezes and clear weather. Lying too examining the  
chace @  $\frac{1}{2}$  p<sup>t</sup> 1 filld and made sail to the Northward Employd work-  
ing to windward between Tortuda & the Cape @ 4 saw 2 strange sail  
bearing E S E apparently bound to the Cape @ 8 Tackd up courses  
and brou<sup>t</sup> too the Cape S S W 2 or 3 leagues @ 12 Wore to the South-  
ward and brou<sup>t</sup> too AM @  $\frac{1}{2}$  past 4 wore to the Northward. @ Day-  
light made sail and Gave chace, @  $\frac{1}{2}$  p<sup>t</sup> 8 Answerd the private Signal  
of the chace which we soon discoverd to be the *Boston* Cap<sup>t</sup> little, @  
9 Wore and Steerd down for her wake allowing her to pass nearly 2  
miles a head, we then Tried on a Bowling which brought us parrallel  
to her course with an Equal proportion of Canvass we found her far  
from Equability in sailing, @ 11 we Tackd on her weather Bow In  
order to Give her a fair Tryal at sailing @ 12 Shortnd sail and brought  
too the *Boston* a Stern nearly one mile Cape Francois S by W 9 leagues  
[Latitude Observed 20.30 N.]

[NYHS, NHSC.]

To Secretary of State from William Smith, U. S. Consul, Lisbon, Portugal

(Private)

LISBON, 2<sup>d</sup> Nov<sup>r</sup> 1799

DEAR SIR In my last I inform'd you that I had been so fortunate as  
to procure a passage for John [Pickering] in the *Zealous*, Cap<sup>t</sup> Hood a  
british 74. I accompanied him on board the Ev<sup>t</sup> of the 21<sup>st</sup> Ult. &  
the next morning I found my house so dull that I went to pass eight  
days at Cintra & Colares; I was surprized to find on my return that  
he only sailed from the Tagus on the 26<sup>th</sup> the Convoy having been  
detain'd in the River all that time by head winds & bad weather. As  
the winds have been fair since, I hope he will have a quick passage to  
Portsmouth: there were about 30 sail in the Convoy: Gen<sup>l</sup> Cuyler &  
several other passengers went in the *Zealous*.

Two days ago arriv'd here in distress the *Washington*, Cap<sup>t</sup> William-  
son, bound from London to Philad. with 34 passengers. She mounts  
22 Guns has 70 men & off Scilly fought 2 hours a large french privateer  
of 28 Guns & beat her off. She had one killed & 2 wounded, and is  
injured in her masts &c<sup>e</sup>

I have Letters from O'Brien to the 13<sup>th</sup> Sept — he is much in want of  
funds, & is very apprehensive of a war with Tunis, unless the stipu-  
lated presents &c<sup>e</sup> arrive soon; Eaton is of the same opinion. No  
time sho<sup>d</sup> be lost in forwarding the requisite supplies to those Regencies,  
accompan<sup>d</sup> by all means, by some frigates.

As this goes a circuitous route, I shall say little of news, which you'll probably get soon enough by the Packet, direct from London; bad news always travel fast enough. In Italy things look toler<sup>r</sup> well, but in Swiss<sup>t</sup> they are very bad, & I am afraid equally so in Holland. Bonaparte, Berthier &c are arriv'd in France, sick of Egypt, tho they have sent before them fine tales of Victories. —

With respect & esteem

Yours &c

W[ILLIAM] S[MITH]

[Mass. HS. Pickering Papers, Vol. 25.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Saturday, 2 November 1799

Moderate Breezes and cloudy lying too *Boston* in company At 1 Captain Little waited on Captain Talbot @ half past 1 filld and made sail In towards Monte a christo, Employd Trimming ship @ ½ p<sup>t</sup> 5 Tackd and shortnd sail brought too with the Main Topsail to the Mast the Monte E S E 4 Leagues and the Cape S S W 10 leagues @ 8 *Boston* in company @ 12 d<sup>r</sup> weather lost sight of the *Boston* from 8 P M till 4 AM Employ'd filling Salt water filld 47 tons in the Ground tier @ 5 Saw a strange sail bearing S S E suppos'd her to be the U S Ship *Boston* wore to the Southward in order to Join company

from 6 AM to 12 Light airs and Variable employ'd slinging the lower yards and setting up the Bobstays Carpenters and Sailmakers employd as nessasary, @ 12 light airs then Made sail, the sail we suppos'd to be the *Boston* E S E 9 Miles standing towards us with a Brig in company Monte a christo S E by S 9 leagues

[Latitude Observed 20. 20 N.]

[NYHS, NHSC.]

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

NEWPORT *Nove 3 1799*

We have the pleasure to advise you that the Ship of War *United States*, sailed this day at 12 oClock with the Commissioners — The Stores you requested us to procure for them we supplied, and doubt not, but they will be to their satisfaction; We also procured the Cable wanted by Commodore Barry, the Anchor, ordered from New York, arrived in season, and it is on board; that from Boston, tho' sometime shippd is not arrived.

We have duly received your several favors of y<sup>e</sup> 22<sup>d</sup> 23 24 & 25 Octo — We have supplied the Purser of the *George Washington* with money to pay off the crew, as he has applied for it; he has received of us for this purpose 15,250 dollars; the residue we suppose he will apply for the beginning of this week, when it shall be furnished. We have informed the Command<sup>r</sup> Officer of Marines in this Ship, of your directions to pay him up to the 1 Octo — and that we would furnish the money requisite on his application. —

We have also communicated to the Collector, your directions respecting the support & Cloathing of the sick, and that we would

make the requisite advances. — We will immediately inform ourselves where the provisions you order purchased can be procured of the best quality and lowest terms, to both of which you may be assured of our pointed attention and we shall attend to have them put up in the best manner & at the most proper season. That we had put up the last season, has been approved & kept well. —

As you mention these provisions to be for the supply the ensuing season we suppose they will be in time to be procured in the course of the Fall & Winter, as we can make the contracts to best advantage — within which time they shall be ready, if however, there should be a want of a considerable part or the whole of them earlier, you will please to advise us. — Capt: Fletcher is waiting your directions about the *George Washington* from the representation he informs us he has made you. he considers her unfit for a cruising Ship. She would however answer well for a store Ship, and we suppose such an one will be wanted, to supply those cruising Ships that cannot carry supplies for a long cruise. —

Hon BENJAMIN STODDERT Esq

[Newport HS. Gibbs & Channing LB.]

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

CAP FRANCOIS Nov<sup>r</sup> 3<sup>th</sup> 1799. —

DEAR SIR I had the Pleasure of writing you on the 26<sup>th</sup> ult<sup>o</sup> by the Ship *Sally* Cap<sup>t</sup> Fivley since when two important Circumstances have taken Place which I think it my Duty to communicate to you. —

Several french Merchants of this Place desirous of engrossing all the Commission Business of the American Vessels presented a Petition to the Ordonnateur in Chief of the Marine which had a direct Tendency to prevent any neutral Vessel from being enter'd at the Custom House unless Security was given either by a french Citizen or by some other Person having fixed Property in the Colony. Some few Americans who had recently acquired Property of this description by rebuilding Houses and who were actuated by the same improper Motives united with the former in this Petition without giving me the least Notice of their Intentions. At the Head of these was M<sup>r</sup> Meyer who prevailed upon several Citizens of the U States who did not see the ill Consequences of this Petition to sign it. As soon as it was presented the Ordonnateur in Chief wrote a Letter to the Custom House forbidding it in future to admit any Stranger as Security unless he possess'd fixed Property in the Colony. The fatal Effects of such a Law presented themselves to me immediately. It would have effectually prevented any American Captain or Supercargoe from doing his own Business unless he would consent to pay a burdensome Exaction to some other Person who could legally be admitted as his Security. These Exactions have sometimes risen as high as 2½ & 3 p<sup>r</sup> C<sup>t</sup> on the Am<sup>t</sup> of the whole Cargo and have been demanded with an Effrontery that can scarcely be parralleled in any other Country. There was but one Mode of avoiding such an Imposition — that of putting the Cargo into the Hands of the Security to be sold on Commission. In this latter Case much Collusion & Fraud might

be practised undiscover'd by the petty Merchants in the Colony who are too apt to take every Advantage of Strangers. If the Security happened to be a Frenchman the Property became immediately unsafe as his Person might be suddenly put in Requisition & his Goods taken for the Use of the Republic without any Compensation being ever made. — But one Consequence more alarming than any I have mentioned would have instantly flowed from it had it been carried into Execution. The English would have made it a Plea for capturing & detaining all Vessels bound from St Domingo alledging that if their Business was done by a french House there must be french Property on board. Upon much more frivolous Pretexes have many hundred american Vessels been condemned in the Admiralty Court of Jamaica. —

Viewing the Law I have mentioned in this unfavourable Light & being applied to by several Persons who deemed it a Greivance I immediately remonstrated against it and insisted that it should either be annulled altogether or it's Operation suspended until the Decision of the General in Chief could be known. — After much Difficulty the latter Request was complied with — it was suspended. I have written to Toussaint on the Subject and have no Doubt that the Result will be as favorable as I could wish. —

I feel some Degree of Pain Sir that in remonstrating against this oppressive Regulation I have been obliged to oppose the Wishes of some of our Citizens. This seeming Inconsistency would not have taken place had I been made acquainted with the Petition before it was presented or had there been that Cooperation in the Consul which I had a Right to expect. I am happy however to inform you that several of those Americans who unwarily signed the Petition have since seen their Error & regretted it as they would have been the first Victims of it's operation. I now enclose you a Copy of the Letter I have alluded to. A Perusal of it will enable you to see it's mischievous Tendency. —

This unpleasant Discussion had scarcely terminated before I received the Letters I enclose from General Toussaint & the Ordonateur of the North. I have not answered them yet. The Subject is of too interesting a Nature to be determined before I have a Conference with Cap<sup>t</sup> Talbot & the other naval Commanders in the Service of the U States who have been cruising off this Port for 2 or 3 Weeks past. I shall go on board of the *Constitution* early in the Morning and take such Measures with Cap<sup>t</sup> Talbot as without committing the Dignity or sacrificing the Interests of the U. States will enable me to strengthen Toussaint's Confidence in the American Government and prevent any Inconvenience to our Commerce.

I had the Honor of conversing with you on the Subject to which these Letters refer before I left Philadelphia and have since written to you respecting it. I should be glad to have your Instructions concerning it. In the mean Time I take the Liberty to suggest that it would be of material Consequence in future to give such precise & well defined orders to the ships of War on this Station as would effectually prevent any Interruption of that Harmony which now subsists between the U. States & the Colony of St Domingo. Our armed Vessels have hitherto been treated with the utmost Hospitality in the several Ports of the Island & every Disposition shewn by Gen<sup>l</sup> Toussaint to conciliate the Friendship of the American Government

& protect it's Commerce. By the next opportunity I hope I shall have the Pleasure of informing you that this Business has been settled amicably & that no disagreeable Consequences have resulted from it. — I have the Honor to be with the most perfect Consideration — Dear Sir

Yours most obed<sup>t</sup> Serv<sup>t</sup>

EDWARD STEVENS

Hon<sup>d</sup> T. PICKERING

&<sup>d</sup> &<sup>d</sup> &<sup>d</sup>

[SDA. CL, Cape Haytien, Vol. 2, 1799–1800.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 3 November 1799

Moderate and clear weather, @ ½ P<sup>t</sup> 12 Shortnd sail and brou<sup>t</sup> too for the *Boston* and Brig with her to Join company @ ½ p<sup>t</sup> 1 they Joind company. Captain Little reports to Captain Talbot the Brig as american belonging to Portsmouth from Grenada Capturd by a french privateer 5 days ago and Recaptured last evening by his Brittanick Majestys Brig *Drake* and orderd to Jamaica for Adjudication and there were two american Sailors on board left by the french privateer who makes application to be Received on board the *Constitution*, In compliance of their request they were orderd to Join the *Constitution*, @ half p<sup>t</sup> 2 the Brig parted company, @ 5 wore and came to the wind to the Northward under all plane sail In order to give the U S Ship *Boston* another Fair Tryal at Sailing @ 7 Shortnd sail and parted company with the *Boston* this is now the second time we have Given Captain Little a trial at sailing he is now fully satisfyd of the *Constitutions* Superiority, @ 8 tackd to the Southward @ day light saw a strang sail bearing W S W which we chacd till 9 at which time we discoverd her to be the U S Ship *Boston* pursuing the orders that she received last evening we then Gave chace to the N N W @ 11 Assembled the ships company and performd divine Service the Chace N by W 14 Miles Cape S by E 40 miles

[Latitude Observed 20. 20 N.]

[NYHS, NHSC.]

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

NAVY DEPARTMENT  
Philad<sup>a</sup> 4th November 1799

JEREMIAH YELLOT Esq<sup>r</sup>

Baltimore —

SIR I have not yet got my office opened at this place, so that I can only say that a remittance shall be made you by tomorrows post & that I am very sensible of the justice of your observation as to the employment of the Schooner as a convoy, a thing forced on me only by necessity, but she will get clear of the convoy at New Orleans and will then be at liberty to cruise & I think alone for when the small

vessels are employed with the large ones, they are made little more than tenders —

I have the honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

B. S.

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

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

[PHILADELPHIA]

Navy Department 4th November 1799

Capt<sup>n</sup> THOMAS TRUXTUN

Perth Amboy —

SIR The last two or three days having been occupied in moving the Office &<sup>t</sup> to this place will account for my not having replied to either of your last letters —

I will keep in mind that the New York Frigate [the *President*] of 44 Guns is destined for you, whenever she will be ready for Service — At Guadeloupe there are at this time and on the Voyage thither the

<i>John Adams</i> , of	32 Guns,	[George] Cross
<i>Connecticut</i>	24	[Moses] Tryon
<i>Adams</i>	32	[Richard V.] Morris
<i>Pickering</i>	14	[Benjamin] Hiller
<i>Eagle</i>	14	[Hugh G.] Campbell
<i>Delaware</i>	20	[Thomas] Baker
<i>Baltimore</i>		[William] Cowper

We have no Brig or other vessel East of Baltimore that will be ready to sail for some time, so that you must get to Norfolk by land, or if you go in a Ship, chartered to take Military Stores at New York to New Orleans to call at Norfolk You will arrive in good time —

I have the honor to be

Sir

Yr obed Serv<sup>t</sup>

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

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Monday, 4 November 1799

Light airs from the southward. In chase to the NNW, @ 1 calm ships head to the Northward, @ 2 a light breeze sprung up from NNE In studdingsails and gave over chase, @ 4 light airs and variable from ENE to ESE hauld to the wind to NNE @ 5 Tackd to the southward and stood in for the Cape @ 6 single reefd the Top-sails and Stowd the Staysails @ ½ p<sup>t</sup> 6 the Cape S by E 11 leagues from 8 PM to 4 AM light airs and variable @ daylight saw 3 strange sail bearing WSW which appeard to be bound to the Cape Bore up made all sail and Gave chase @ 9 We observed the 3 vessels to be steering on different courses @ 10 A dead calm, @ 11 a light breeze sprung up from the ESE Gave chase to a Ship working to windward in under the land, Employd clearing the fore and Main hold In order to obtain the true Quantity of water which we find Sufficient for 15 days at



the present allowance, @ 12 the Cape bore S by E 7 leagues the chace S by W 7 Miles

[Latitude Observed 20° 17' N.]

[NYHS, NHSC.]

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

Begins with fresh Breezes & cloudy weather — at ½ past 5 down T G Y<sup>ds</sup>

At Midnight sounded but got no bottom with 70 fath<sup>s</sup> of line —

Middle part D<sup>o</sup> weather — at ½ past 6 A M sounded but got no bottom, saw the land bearing S W 9 leagues at 7 set M Sail let 2 reefs out of the T Sails at 8½ up T G Y<sup>ds</sup> & set the T G Sl<sup>s</sup> & steer<sup>s</sup> Sails —

Ends moderate and cloudy. at Mer<sup>d</sup><sup>n</sup> the land bore from S S E to N W

[Latitude Observed 20.37 N.  
Longitude Observed 96.52 W.]

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

To Lieutenant Archibald McElroy, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 5<sup>th</sup> November 1799

Lieut ARCH<sup>d</sup> M<sup>c</sup>ELROY  
of the *Augusta* —

SIR The [U. S. Brig] *Augusta* must be officiered and manned agreeably to the following list — Commander

2 Lieutenants	40	drs	per	m <sup>o</sup>	&	3	rations	pr	day
1 Sailing Master	40	"	"	"	2	d <sup>o</sup>	"	"	"
1 Surgeon	50	"	"	"	2	"	"	"	"
1 Surgeons Mate	30	"	"	"	2	"	"	"	"
1 Purser	40	"	"	"	2	"	"	"	"
1 Boatswain	20	"	"	"	2	"	"	"	"
1 Gunner	20	"	"	"	2	"	"	"	"
1 Sail Maker	20	"	"	"	2	"	"	"	"
1 Carpenter	20	"	"	"	2	"	"	"	"
4 Midshipmen	19	"	"	"	1	"	"	"	"
1 Masters Mate	20	"	"	"	1	"	"	"	"
1 Captains Clerk	25	"	"	"	1	"	"	"	"
1 Cook	18	"	"	"	1	"	"	"	"
1 Steward	18	"	"	"	1	"	"	"	"
1 Cooper	18	"	"	"	1	"	"	"	"
1 Master at Arms	18	"	"	"	1	"	"	"	"
4 Quarter Gunners	18	"	"	"	1	"	"	"	"
1 Armourer	18	"	"	"	1	"	"	"	"
30 Able Seamen									
20 Ordinary ditto									
10 Boys									
14 Marines including Officers									

100

You will without delay proceed to open a rendezvous in the most suitable places in the City & exert yourself to engage the Petty

Officers agreeably to the foregoing List — Thirty able Seamen, twenty Ordinary Seamen and ten boys, and name to me suitable persons for Boatswain, Gunner, Sail Maker and Carpenter — The other officers will be provided you and the Marines will be supplied by the Major of Marines —

Able seamen you will allow 17 Dollars per month, Ordinary Seamen and Boys from 5 to 14 Dollars according to merit; all to be entered to serve one year from the Brigs first weighing anchor on a cruise —

Every man entered must take an oath agreeably to the form you will receive herewith

You will suffer none to be entered but such as are sound and healthy, and permit no indirect or forcible means to induce men to enter the service —

You will allow two months advance, but previously take care to obtain responsible security to resort to in the event of desertion

You will have a regular account kept of the name, station & pay, a discription of the person and usual place of residence of each recruit, so that he may be identified at any future period —

I enclose the form of a Shipping paper, pay roll, Muster Roll, and form of the Bond to be signed by the Sureties for the Seamen &<sup>s</sup> &<sup>s</sup> all of which you will have kept with the utmost exactness —

Monies will be advanced you from time to time to effect this business & you must advance to your recruiting officers who will be allowed two Dollars for each Recruit in full for every expence of attesting, Ribbon, Punch &c &c

Previous to sailing you will deliver your account and Vouchers to William Winder Esquire for Settlement —

I Have the honor to be

Sir

Your obed Servt

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

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

[PHILADELPHIA]

Navy Department 5<sup>th</sup> Nov<sup>r</sup> 1799

Major W. W. BURROWS

*Philad<sup>a</sup> —*

SIR The *Augusta* requires fourteen Marines including Officers — You will be pleased to take immediate measures for supplying this detachment —

I have the honor to be

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

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

[PHILADELPHIA]

Navy Department 5<sup>th</sup> November 1799

Captain HENRY GEDDES  
of the *Patapsco*  
Baltimore

SIR The [U. S. Sloop] *Patapsco* must be officered and manned agreeably to the following List.

— The Commander —			
2 Lieutenants	40	dollars per mo & 3 rations per day	
1 Surgeon	50	" " 2	" "
1 Purser	40	" " 2	" "
1 Sailing Master	40	" " 2	" "
1 Surgeons Mate	30	" " 2	
1 Boatswain	20	" " 2	
1 Gunner	20	" " 2	
1 Sailmaker	20	" " 2	
1 Carpenter	20	" " 2	
6 Midshipmen	19	" " 1	
2 Masters Mates	20	" " 1	
2 Boatswains Mates	19	" " 1	
5 Quarter Gunners	18	" " 1	
1 Carpenters Mate	19	" " 1	
1 Captains Clerk	25	" " 1	
1 Cooper	18	" " 1	
1 Steward	18	" " 1	
1 Armourer	18	" " 1	
1 Master at Arms	18	" " 1	
1 Cook	18	" " 1	
45 Able Seamen			
41 Ordinary Seamen & Boys			
21 Marines including Officers			

140

You will proceed as soon as the *Patapsco* is ready to receive them to open rendezvous and exert yourself to engage Petty Officers, agreeably to the foregoing list Forty five able Seamen, Forty one Ordinary seamen and Boys, & call on the Boatswain, the Gunner, the Sailmaker & the Carpenter formerly of the *Montezuma* to act under your command The other officers are already provided —

Able seamen you will allow 17 Dollars per 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 —

Every man entered must take an oath agreeably to the form you will recieve herewith —

Enclosed is the form of a Shipping paper, Pay Roll, Muster Roll, and of a Bond to be signed by the Sureties for the Seamen & all of which you will have kept with the utmost exactness —

You may allow two months advance but previously take care to obtain sufficient security to resort to in the event of desertion —

You will suffer none to enter but such as are sound & healthy and permit no indirect or forcible means to be used to induce men to enter the Service —

Jeremiah Yellot Esquire will advance you the necessary monies, & you must advance to your Recruiting Officers who will be allowed besides their pay & rations two Dollars for each recruit in full for every expence of recruiting —

Prior to sailing you will transmit your account & Vouchers to William Winder, Esq. for settlement —

I Have the honor to be

Sir

Yr obed Servt

NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 5<sup>th</sup> November 1799

Capt<sup>n</sup> HENRY GEDDES  
of the *Patapsco*, Baltimore

SIR I am honored with your letter of the 28<sup>th</sup> Ult<sup>o</sup> by which I observe you had opened a Rendezvous — I did not suppose the Ship was in a state to require the Crew, or I should have sent you Recruiting Instructions which you will now receive & to which you will conform — The Warrants for the persons you mention shall be sent you —

You will also now receive Instructions for your government on a cruise, some attention to which will be necessary before your departure

Your sailing orders will be sent when I hear you are ready to receive them, which I wish may be early —

I have the honor to be

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 5 November 1799

Major W. W. BURROWS

SIR The *Patapsco*, Captain Geddes at Baltimore requires Twenty one Marines including Officers — You will be pleased [to take] immediate measures for supplying this detachment —

I have the honor to be

Sir

Y<sup>r</sup> obed. S<sup>t</sup>

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

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

[PHILADELPHIA]

Navy Department 5<sup>th</sup> November 1799

Capt<sup>n</sup> ROBERT GILL

SIR Captain Decatur has been so much indisposed as to be unable to attend the proving Foxalls Guns — You will therefore please

direct M<sup>r</sup> Foxall to prove them himself & you are to receive all such as he shall vouch for, if they have good insides & are fair in every particular.

I am Sir By order of the  
Secretary of the Navy,

AB. THOMAS.

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

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

[PHILADELPHIA]

Navy Department 5<sup>th</sup> November 1799

JACOB SHEAFFE Esq<sup>r</sup>

SIR I am honored with your letter of the 27<sup>th</sup> Ultimo — The Knees for the Beams of the Seventy fours are all to be of Live Oak, and a sufficiency for that to [be] built at Portsmouth will be sent you —

I have the honor to be

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

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

[PHILADELPHIA]

Navy Department 5<sup>th</sup> November 1799

WILLIAM MARBURY Esq<sup>r</sup>

*George Town Potomack*

SIR I am honored with your letter of the 1<sup>st</sup> Inst Being determined that there shall be no difficulties about the title to Ground selected for the Navy, after expenses have been incurred, I must, again repeat my desire that not a single wharf Log be laid until the title to the whole Ground selected is entirely in the possession of the Comm<sup>rs</sup> —

I too well know the mode of conducting business in the City of Washington to think it proper to trust any thing to Chance—

I have the honor to be

Sir

Your obed Servt

B[ENJAMIN] S[TODDERT]

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

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy commanding, Tuesday, 5 November 1799

Light airs and variable, Ships head to the Northward @ 1 observed the chace to Tack to the Southward which we could not pursue, the wind being so light that our ship wou'd neither Veer nor Stay the chace was an armd ship which appeared very Suspicious, @ 5 a breeze sprung up from NNE Made all sail and pursued the chace which we boarded @ 10, she was an American Armd Ship from Baltimore bound to Cape francois @ ½ p<sup>t</sup> 10 filld and Made sail to the Northward @ 12 Moderate & Clear, the Cape SSE 5

leagues, @ day light saw two strange sails in under the land which appeard to be bound to the Cape and another in the offing which we chaced and Gave her a shott as she passd the weather beam to make her bear up bore up and boarded the chace an American Schooner from St Thomas<sup>s</sup> bound to Cape francois, Employd working to Windward Washing and fumigating Between decks &c @ 12 Cape Francois South 8 leagues

[Latitude Observed 20°23' N.]

[NYHS, NHSC.]

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To Citizen Roume, Particular Agent of the Executive Directory at St. Domingo,  
from Edward Stevens, U. S. Consul General at St. Domingo

(Copy)

CAPE FRANCOIS 6<sup>th</sup> Nov<sup>r</sup> 1799 —

#### CITIZEN AGENT

I had the honor of receiving your letter of the 14<sup>th</sup> Brumaire expressing the apprehensions of the french Merchants in this City respecting the safety of their Vessels bound for France. It is very true that an act of Congress was passed at the session before the last authorising the Ships of War & armed Vessels of the U. States to capture all french armed Vessels. This was deemed a measure of absolute necessity at the time & the continued depredations of the Privateers of Guadaloupe & other french Vessels since, prove that the Act is not without its utility at present. With this act, Citizen Agent, both you & the General in chief were acquainted at the time you made the arrangements contained in your Arrête of the 6<sup>th</sup> floreal & it must have been evident to you that being passed by a representative Government it could not be repealed without its approbation. The President of the U. States could not counteract its general operation tho' he was invested with sufficient authority to modify it in such a manner as to adapt it to the local situation of any of the french Colonies that might shew a disposition friendly to the Commerce of America. This has been done in the fullest extent & with all possible attention to the honor and good faith of the American Government. In consequence of the arrangements made by the Government of St Domingo & the strong assurances it has given to respect the American Commerce, the Commanders of the Ships of War belonging to the U. States are instructed to shew every degree of attention to the Merchant Vessels of this Colony & not to disturb even those that are armed, provided they are furnished with the necessary Passports. From this line of conduct I am convinced our naval Commanders will not swerve. — I can therefore with some degree of Confidence assure you that the apprehensions which the Merchants of this City express on the Subject of their Commerce are totally void of foundation.

It becomes a question how far Vessels not belonging to the Colony of St Domingo are comprehended in the instructions given to the Naval Commanders of the U. S. No positive stipulations have been made in their favor. But as the American Government always actuated by the principles of Justice & reciprocity desires nothing more than to protect its Commerce while it respects that of other

nations, I make no doubt that the Instant it receives unequivocal Proofs that the Vessels above mentioned are fitted out merely for the purposes of Commerce & not intended to make incursions on those of the U. S. they will in like manner meet with every degree of Respect & attention. The hospitable reception that has been given to the Ships of War belonging to America in the ports of St Domingo & the great degree of attention shewn to the persons & property of American Citizens are pleasing proofs of the sincerity & good faith of this Government & of their ardent desire to preserve the harmony that subsists between the two Countries. Encouraged by these favorable appearances & desirous of contributing as much as lay in my power to the continuance of a good understanding with this Colony, — I have hitherto taken it on my responsibility to give letters of recommendation to all the Merchant Vessels employed in its commerce. The same pure & disinterested intentions will continue to actuate me in giving Passports to others as soon as I am convinced that their designs are not hostile to the American Trade. The expedient you have proposed, Citizen Agent, is at once politic & necessary. — It will restrain the depredations of those vessels at the same time that it will restore confidence to those Americans who are employed in Commerce with this Island. — I therefore beg leave to assure you that as soon as the necessary securities are given, I shall not refuse the Passports you demand. I shall also avail myself of the first favourable opportunity of writing to the Government I have the honor of representing on this important Subject & make no doubt that such wise & salutary Regulations will be adopted as will in future prevent the Possibility of misunderstanding between this Colony & the United States. —

Permit me to renew my assurances to you and the General in Chief that it is the sincere wish of the American Government to establish a permanent intercourse with this Colony on the solid Basis of Justice & good faith & that as the representative of that Government, I shall at all times feel a sincere pleasure in promoting the Tranquility & happiness of St Domingo as far as is consistent with the Dignity & Interests of America.

I have the honor to be with the greatest Respect & Consideration,  
Citizen Agent,

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

signed EDW<sup>d</sup> STEVENS

Citizen ROUME

*Particular Agent of the Executive Directory  
at St Domingo.*

[SDA. CL, Cape Haytien, Vol. 2, 1799–1800.]

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

[PHILADELPHIA]

*Navy Department 6th November 1799*

Capt<sup>n</sup> THOMAS TRUXTUN

*Perth Amboy —*

SIR I am honored with yours of yesterday, and now enclose you a Warrant for M<sup>r</sup> Samuel Angus, Midshipman —

I shall send on your final Instructions to Norfolk, under cover to  
M<sup>r</sup> Pennock —

I have the honor to be

Sir

Your obed Servt

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

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

[PHILADELPHIA]

Navy Department 6<sup>th</sup> November 1799

Capt<sup>a</sup> SAMUEL BARRON  
of the *Constellation* —

SIR It is intended that Captain Truxtun shall take the Command  
of the *Constellation* & that you remain at Norfolk to superintend the  
preparation and equipment of the *Chesapeake* —

You will however continue in the command of the *Constellation*  
until the arrival of Capt<sup>a</sup> Truxtun and have every necessary supply  
furnished her so that she may be compleatly prepared for Sea on  
his arrival —

I hope by your attention and exertions that the *Chesapeake* may  
be got out this winter —

I Have the honor to be

Sir

&c &c

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

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

[PHILADELPHIA]

Navy Department 6<sup>th</sup> November 1799

WILLIAM PENNOCK, Esq<sup>r</sup>  
Norfolk Virginia

SIR I expect the *Constellation* will be at Hampton before the  
receipt of this She will want some few supplies which I request  
may be furnished without delay, so that Captain Truxtun when he  
arrives to take the Command of her may at once proceed to Sea —  
Capt<sup>a</sup> [Samuel] Barron will continue the command until the arrival  
of Captain Truxtun, & then he will attend to the Frigate *Chesapeake*,  
which I wish may be got out this Winter —

I have the honor to be

Sir

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

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



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

[PHILADELPHIA]

Navy Department 6<sup>th</sup> November 1799

*The Commissioners of the City of Washington*

GENTLEMEN I am honored with your letter of the 30<sup>th</sup> Ult<sup>o</sup> — I never supposed that you could do more than reserve the Squares required for the Navy Yard, & I should not have troubled you with my letter of the 25<sup>th</sup> Ult<sup>o</sup> if I had not feared that even this was not in your power —

M<sup>r</sup> Marbury had sent me your letter to him of the 18 September wherein you say "We will reserve the Squares N<sup>o</sup> 853 & 883 for the "use of the United States & presume the Secretary of the Navy "will apply to the President of the U. S. for such instructions as "he may think necessary to secure the Title of them for the use of "the Navy Yard". and which left no doubt on my mind that every thing was settled or would be imm<sup>o</sup> settled with the Proprietors to enable you to fulfil your promise to M<sup>r</sup> Marbury — Judge then my surprize when I understood from a quarter entitled to credit that it was uncertain whether M<sup>r</sup> Carroll would relinquish his right to part of one of the Squares —

I percieve by your letter to M<sup>r</sup> Marbury of the 1<sup>st</sup> Inst as well as by the enclosures sent to me, that you consider M<sup>r</sup> Carroll and M<sup>r</sup> Prout bound to relinquish their property in the squares in question — But why not require them to execute the Act of relinquishment?

You must be fully sensible of the impropriety of commencing an extensive & permanent establishment on Ground, the title to which is doubtful or litigable, nor can I consistently with my own sense of duty permit a single Step to be taken towards accomplishing the object I had in view, until the Title to the Ground required is clearly & indubitably in the United States, nor can I till this is done make application to the President to take any measures with respect to this property — It must first be public property in Law as well as in equity, before he can have any power over it—

I have the honor to be

Gentlemen

Y<sup>r</sup> obed Serv<sup>t</sup>

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

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot  
U. S. Navy, commanding, Wednesday, 6 November 1799

Fresh breezes and clear weather, Employd working to windw<sup>d</sup> @ 2 d<sup>o</sup> weather single reefd the Topsails and handed Top Gallant sails @ half past 3 Tackd to the Northward and double reefd the Topsail, @ 6 Wore to the Southward and came to the wind from 8 P M till day light carryd an easy sail sufficiently to keep to windward between Cape francois and Monte a christo at Sundown Monte a christo S E 4 Leagues Cape francois South 7 leagues wore and tackd as nessasary to keep clear of the land during the night, @ day light saw Monte a christo SSE 4 leagues, @ 9 Unbent the Main Topsail and bent another Carpenters and Sailmakers Employd as nessasary

At 12 Moderate breezes and clear weather Monte a christo S by E 9 or 10 leagues —

[Latitude Observed 20° 17' N.]

[NYHS, NHSC.]

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

Begins with pleasant weather & fresh breezes employ'd beating to windward — at 6 P M the Northernmost point of land in sight bore N W dist 5 leagues the Southernmost point S by W 4 leagues Bore away —

Middle part fresh breezes & pleasant

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

[Latitude Observed 21. 24 N.]  
[Longitude Observed 96. 02 W.]

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

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

SALEM Nov<sup>r</sup> 7<sup>th</sup> 1799 —

SIR I have the honor to inform you that I arrived here last evening and have taken charge of the *Essex* she is now compleatly rigged, has all her ballast on board and her stock of water will be nearly compleat by tomorrow night. I found on board one Midshipman M<sup>r</sup> Tho<sup>s</sup> Randal who arrived at Boston too late for the *Herald*, and twenty seamen, The Committe have not appointed a 2<sup>d</sup> Lieu<sup>t</sup> as you expected, neither do they contemplate nominating one. I am much in want of the assistance of the officers to attend to the Ship and the recruiting service, I shall be obliged to open a rendezvous tomorrow to recruit men sufficient to make the ship safe at her anchors in case of a Storm. I presume the *Essex* can be got ready for sea in thirty days if my recruiting instructions arrive soon, the Agent M<sup>r</sup> Waters & the Committe are disposed to render me every assistance in their power &c.

EP.

[EDWARD PREBLE]

SEC<sup>y</sup> NAVY,

P.S. Since my return from the Ship this day I rec<sup>d</sup> your letter of the 25<sup>th</sup> and shall attend to it.

[LC, EPP, 1799—1800, Vol. 2.]

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

[PHILADELPHIA]

Navy Department 7<sup>th</sup> November 1799

Lieut JOHN SHAW

of the *Enterprize* — Baltimore

SIR You are allowed for the Schooner *Enterprize* under your Command, (besides your Commissioned & Petty Officers of which I enclose you a list — fourteen Marines including Officer which will be

supplied you by the Major of Marines) Twenty four able Seamen at 17 D<sup>rs</sup> per month & twenty Ordinary Seamen & Boys at from 5 to 14 Dollars according to merit to be entered to serve one year from the Schooners first weighing anchor on a cruise —

You will suffer none but sound and healthy men to be entered & permit no indirect or forcible means to be used to induce them to enter the Service —

Every person entered must take an Oath agreeably to the form you will Receive herewith —

You may allow, two months advance but previously take care to obtain suff<sup>t</sup> security to resort to in the event of desertion.

I enclose you the form of a Shipping paper, Pay Roll, Muster Roll, Bond to be signed by the Sureties for the Seamen &<sup>t</sup> &<sup>c</sup> all of which you will have kept with the utmost exactness —

Jeremiah Yellot Esq<sup>t</sup> will supply you the necessary monies & 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 expence but that of enlisting the men at a distant port — In such case, the Expence of provisioning & transporting the men to the Schooner will be allowed, but they must be economical in their expenditure as no extravagant Charge will be admitted and no Charge will be admitted without a proper voucher to support it —

Prior to sailing you will transmit your Account and Vouchers to William Winder Esquire Accountant of this Department for Settlement —

I Have the honor to be

Sir

Yr obed Servt

Officers allowed the *Enterprize* & their Pay and Rations —

Comm <sup>d</sup>	50 D <sup>r</sup>	and	4 rations
Two Lieut <sup>s</sup>	40	"	3 d <sup>o</sup>
1 Surgeon	50	"	2 d <sup>o</sup>
1 Gunner	20 D <sup>rs</sup> per m <sup>o</sup>		2 rations per day
1 Boatswain	20 "	"	2 d <sup>o</sup> d <sup>o</sup>
1 Sailing Master	40		2 d <sup>o</sup> d <sup>o</sup>
1 Purser to act also as } Capt <sup>s</sup> Clerk	40 d <sup>rs</sup> —		2 rations
2 Midshipmen	19 \$		1 d <sup>o</sup>
1 Steward	18		1 d <sup>o</sup>
1 Cook	18		1 d <sup>o</sup>

The Cook and Steward to be appointed by yourself —

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

To Major Commandant William W. Burrows U. S. Marine Corps, from Second Lieutenant Newton Keene, U. S. Marine Corps

SHIP *Connecticut*  
off Portorico Nov<sup>r</sup> 7<sup>th</sup> [17]99

Maj<sup>r</sup> BURROWS

SIR I beg leave to inform you that we arrived off this Island on the 28<sup>th</sup> Octob<sup>r</sup> after a passage of thirteen days & which we should have performd sooner had we not have been detaind by chasing of Vessels none of which were molesting the Trade of the United States.

Since our arrival at this place we have been principally employed in cruising round the Island & have the pleasure of informing you that we have this day Released from French Piracy Cap<sup>t</sup> Mitchell in a Schooner from Baltimore who was captur'd about fifteen days past & by whom I send you this Letter. I have been extremely unwell since I left America & several of the men under my Command are now very unwell. I hope their Indisposition proceeds from nothing more than the Common Malady which the Sea inflicts — It may not be amiss to observe that Capt Tryon does everything in his power to make those under his Command happy.

I have the Honour to be  
Your Obedt Serv<sup>t</sup>

NEWTON KEENE  
*Lt of Marines*

[MCA. LR. 1799.]

[7 November 1799]

Communication from Master Commandant William Bainbridge, U. S. Navy,  
commanding U. S. Brig *Norfolk*

OBSERVATIONS on the 7<sup>th</sup> of November 1799 at 1 P. M.

The frigate made the American private Signals of the day; — answered it. I then hoisted the distinguishing flag for the *Norfolk*, which was answered on board the frigate, by the *Bostons* distinguishing flag. at 2 sprung up a breeze, — made Sail in chase of the Sloop, and Barge; at  $\frac{1}{2}$  past two the *Boston* gave chase, at 4 being close aboard them, the *Boston* fired at the Barge, she hove to, I ran along side of the Sloop, and order her under the *Bostons* lee. — I then went on board of Captain Little, where we examined the papers of the Barge; but finding no Passport from our Consul, nor no authority from the General Toussaint. Both Captain Little and myself thought it advisable to bring them before you for further Investigation, — agreeable to which I obeyed the orders of Captain Little, have left my destined Station to appear with them. They are Commissioned by Roume, the Agent of the french Directory, residing in the Cape as a Privateer, and not as a Vessel, belonging to General Toussaints forces, and have no papers to shew the Sanction for their Cruising, and the Commission which they shew from Roume, particularly mentions that they are to Receive, the Orders of the Commandant, of the Station. Previous to their Commencing operations, which orders they have not got, nor neither have they seen Captain La Croix, the Commandant, not a single paper relative to the Sloop or Cargo can be found. The Privateers men say, they were none on board when they took her and that she had a Spanish flag flying, but from the interrogations of the women, the Cargo on board appears to belong to a M<sup>r</sup> Bertrand, a french Merchant at Jeremie and a M<sup>r</sup> Shinnot a frenchman, who was Super Cargo on board and was killed by the first barge. Knowing General Toussaints Vessels, to be Commissioned by himself, and a Passport from the American Consul General, residing in Cape francois, and this Barge not being Commissioned in that form I consider her Sailing under the authority of the french Republic, and under the immediate Orders of the french Directory, through their Agent, At 8 p. m. having taken the Barge

in tow, received the frenchman on board, put on board the Sloop a Midshipman and five hands to work her, left the four women and nine Children with one frenchman on board.

Madame Mastere, passenger, says, she left Jeremie 4 days ago in the Sloop, M<sup>r</sup> Raimond master, he was a Spaniard and had a Spanish crew on board. M<sup>r</sup> Shinnot a frenchman was Supercargo, that in Jeremie she was loaded by a M<sup>r</sup> Bertrand, Merchant there; and from the Conversation that took place, between M<sup>r</sup> Shinnot and M<sup>r</sup> Bertrand in the Port of Jeremie, just before the Sloop sailed, She believes the property to be M<sup>r</sup> Bertrands and the Supercargo's who was murdered onboard, the day they left Jeremie, at 4 p. m. about from the said port with ten men, negroes and Mullatoes came on board Killed three frenchmen who were passengers, pillaged and plundered the Baggage, took two frenchmen, who were also passengers with them, left the Sloop without molesting the Spaniards and the day following the Spaniards seeing the Barge now in possession of us, a coming towards them, they, immediately one and all took the boat and left only the four women and nine children on board and that this barge came and took possession of them in this Manner. —

Madame Rollane, gives a Statement, nearly Similar to Madame Mastere.

[SDA. Cape Haytien, Vol. 1, 1798-1799.]

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To Secretary of War from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 7<sup>th</sup> Nov<sup>r</sup> 1799

SECRETARY OF WAR

SIR The Schooner to convoy your stores to New Orleans has been ready for sea for some days past at Baltimore. I am anxious to send to the Commd<sup>t</sup> his final instructions which I cannot do, not knowing the vessel he is to convoy nor the probable time she will be at Norfolk. Will you be so good as to give me this information?

I have &c

[NDA. Sec. War, LB, 1798-1824.]

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To the Commanders of the Ships of War & Armed Vessels of the United States on the St. Domingo Station from Edward Stevens, U. S. Consul General at St. Domingo

(Copy)

CAPE FRANCOIS November 7, 1799

GENTLEMEN The armed Ship, the *Egyptian*, Commanded by Cap<sup>taine</sup> Cottineau having returned from a cruise in the Western parts of the Colony, where she has been of infinite service in protecting the Commerce of the Neutrals as well as the Coasting vessels of the Island, the Government of St Domingo has deemed it expedient to fit her out a second time for this laudable purpose. This Ship is in the immediate service of the Government, and is fitted out merely for the purpose of destroying the barges of Rigaud and cooperating with the General in chief in his expedition against the Rebels of the South. She has

received the most positive instructions to respect the American flag and afford it every support & protection. To these Instructions she adhered very strictly in her last Cruize, & was of no small service to the American Commerce at a time when there were no armed vessels belonging to the United States to protect it in those Seas.

I therefore beg leave to recommend her to the good offices & friendly protection of the Naval Commanders in the service of the United States, & to request that they will suffer her to accomplish the intention of her Voyage without hindrance or molestation. — Such conduct on their part will be considered as an act of strict Justice by the Government of this Island and will tend to preserve the harmony which now subsists between the two Countries. The hospitable treatment our ships of war have received in the ports of this Colony and the protection which is afforded to the persons and property of American Citizens demand this proof of good faith and reciprocity which I am convinced, Gentlemen, you will not hesitate to shew to the vessel I now have the honor of recommending to you. —

I remain with high esteem & respect

Gentlemen

your most obedient Servant

Signed E. STEVENS

*To the Commanders of the Ships of War  
& Armed vessels of the United States  
on the S<sup>t</sup> Domingo Station.*

[SDA. C. L. Cape Haytien, Vol. 2, 1799-1800.]

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

[PHILADELPHIA]

Navy Department

Accountants Office 7 Novemb 1799

GENTLEMEN It appears by a letter received from the Comptroller of the Treasury, dated the 6<sup>th</sup> Ins<sup>t</sup> that you have received of the Ship *Galen* from London, on acco<sup>t</sup> of this department — 59 Iron Cannon of the following descriptions, to wit.

4.....	twenty four pounders
17.....	eighteen..... do
10.....	twelve..... do
3.....	nine..... do
20.....	six..... do
5.....	four..... do

—  
59

You will be pleased therefore to enter the same in your Store Account

I am Gent<sup>l</sup> Very respectfully

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

(Signed) WILLIAM WINDER

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>  
Boston

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

[7 November 1799]

Extracts from a journal kept on board the American Merchant Sloop *Harriett*, Captain Roberts commanding, from Martinique, describing treatment by a French Privateer

"On Wednesday, October 30, got under way from St. Christopher's, in company with eighty sail, one half American vessels, for different ports in the United States; the remainder British vessels bound for Europe, under convoy of a 74.

November 1. Anchored abreast of Tortola; and on the 2d, was joined by several merchantmen and a 74, from Tortola; the *Harriett* parted convoy the same evening.

November 7. Was boarded by a French schooner mounting two four pounders, of and from Porto-Rico; they took the captain and all his crew on board the cruiser, where they stripped every man, in search of money; in the mean time an officer and two men examined every part of the vessel, chests, trunks, &c. and took every thing they thought proper, such as quadrants, wearing apparel, and ships stores. There being no cargo on board the sloop, they treated capt. Roberts very roughly, and insisted on his paying 500 dollars as a ransom for his vessel, or they would send her for Porto-Rico; but capt. R. declaring he had no money on board, and the officer from the sloop confirming the same, they permitted him to return on board his vessel, when he was again searched by the privateersmen, who robbed him of 10 joes, and abused him very much. After satisfying themselves with plunder, they told capt. R. to proceed."

[LC, "Claypoole's American Daily Advertiser" (Phila.), 19 December, 1799.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 7 November 1799

Moderate breezes and cloudy, @  $\frac{1}{2}$  p<sup>t</sup> 12 Tackd to the southward @ 3 saw a strange sail bearing S S E made sail and gave chase @ 5 fresh breezes and Squally Split the Jib Unbent the Jib and bent another @ 6 shortnd sail and spoke with the chase an American Schooner from Turks Island bound to Cape francois double reefd the Topsails, @ 8 Moderate and cloudy lying too with the Main topsail to the Mast Monte a christo SW by S 4 leagues continued lying too till 12 Midnight at which time we wore to the Southward and Stood in for the Monte, @ 3 AM saw a strange sail steering before the wind Bore up Made sail and gave chase @ half past 4 shortnd sail and boarded the chase an american Armd Ship from St Thomas<sup>s</sup> bound to Cape Francois continued lying too till daylight In order to see if there should be any vessels running down by Monte a christo, @ 6 filld and made sail to the northward the Monte SSE 4 or 5 leagues Employd clearing the Sailroom and Airing the sails Sailmakers employd repairing a Main Topsail Carpenters employd repairing the Main Capstern

At 12 Moderate breezes and cloudy Monte a christo S by W 9 leagues

[Latitude Observed 20°23' N]

[NYHS, NHSC.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Thursday, 7 November 1799

October the 31<sup>st</sup> 1799. I rec<sup>d</sup> a letter at Portland from the Sec<sup>y</sup> of the Navy dated the 21<sup>st</sup> Ins<sup>t</sup> ordering me to repair to Salem and take command of the *Essex* and equip her for sea as soon as possible, Nov<sup>r</sup> 4<sup>th</sup> I sett off for Salem and arrived there the 6<sup>th</sup> the 7<sup>th</sup> in comp<sup>y</sup> with the Navy Agent, I went on board the *Essex* and took the Command of her, Mustered the Ships comp<sup>y</sup> consisting of M<sup>r</sup> Tho<sup>s</sup> Randal Midship<sup>n</sup> 17 Able & 3 Ordinary seamen, M<sup>r</sup> Randal inform<sup>d</sup> me that James Mitchel, A. S. deserted the 1<sup>st</sup> Ins<sup>t</sup> I found the Ship moored between her two bowers in 5 fath<sup>s</sup> water muddy bottom about half a league from the town, the flag staff on Fort Pickering bearing NE b E 3 Cables length dis<sup>t</sup> Our dis<sup>t</sup> off shore 2 Cables lengths from the spot on which the Ship was built, her Iron & Shingle ballast and part of her water on board, her masts & spars all in place rigged with her Standing and Most of her runing rigging, all the Joiners & much of the Carpenters Smiths & painters work to be done. Ordered the Top Gallant yards to be sent down.

[LC, EPP, 1799-1800.]

To Thomas Skelly, Captain of Brig *Morning Star*, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 7<sup>th</sup> Nov<sup>r</sup> 1799

Capt<sup>n</sup> THOMAS SKELLY  
of the Brig *Morning Star* —

SIR I enclose you a letter for Silas Talbot Esq<sup>r</sup> of the Frigate *Constitution*, Commanding officer on the S<sup>t</sup> Domingo Station, which I beg the favor of you to deliver. Should you not meet with Captain Talbot on your passage to Port Republicain you will be pleased to deliver the dispatches to Nath<sup>l</sup> Levy Esq<sup>r</sup> Navy Agent at Saint Domingo — Should you fall in with a French Armed Vessel, you will please throw the dispatch overboard, with Lead or some heavy metal —

I have the honor to be

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

[Enclosure]

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

[PHILADELPHIA]

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

Capt<sup>n</sup> SILAS TALBOT  
of the *Constitution* —  
Cape Francois —

SIR Referring to my letter of the 24<sup>th</sup> September copy of which is enclosed — I have only to say by the present opportunity that you will soon be joined by two or three additional Public Vessels & that provisions will be sent you under Convoy in about three weeks, & that if you should want in the Interim for your own or any vessel under your Command you must get supplied through M<sup>r</sup> Levy, the Navy Agent at Cape Francois —

Captain Truxtun has resumed his commission in the Navy and will go in a few days in the *Constellation* to

Forwarded pr  
the Brig *Morn-  
ing Star* Cap  
THOMAS SKELLY  
See letter to  
Skelly on the  
other side



take the Command on the Guadeloupe Station — I mention the circumstance of his resuming in order to say that the rank of 1794 is established & that paragraphs in our Newspapers stating the contrary must not be regarded —

I have the honor to be

Sir

Your obed Servt

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

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

[PHILADELPHIA]

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

Lieut JOHN SHAW

of the *Enterprize* Baltimore

SIR I am honored with your Letter of the 4<sup>th</sup> Inst —

You will want but few able seamen for the [Schooner] *Enterprize* & these you will I hope be able to procure in Baltimore, if however you are certain that this cannot be done in a short time you will send on an officer immediately to Philadelphia for the purpose of recruiting them —

I this day forward a Commission to M<sup>r</sup> W<sup>m</sup> C. Jencks who will act as one of your Lieutenants M<sup>r</sup> Carroll is not yet appointed, nor will he be if so deficient in experience as you represent him —

You are at liberty to appoint your own Sailing Master — If you can furnish yourself with a proper sett of Glasses at Baltimore you will be pleased to do so — Captain Yellot will pay for them —

You will herewith receive your recruiting instructions & the orders for your Government on a cruise, some attention to which will be necessary before your sailing — I hope you will be soon ready to receive your Sailing orders — On the subject of a Camboose I know not what to say, there being none to be had here immedately — I hope M<sup>r</sup> Yellot can somehow arrange to supply you —

Each officer will receive 2 months pay in advance —

I have the honor to be

Sir

Yr obed St

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

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Friday, 8 November 1799

Moderate Breezes and cloudy Employd working to windw<sup>d</sup> to the Eastward of Monte a christo, wore and tackd as nessasary @ 5 Unbent the Mizzen Topsail and Bent another @ 7 Tackd to the Northward shortn'd sail and Brought too the Monte SW by W five leagues continued lying too till 1 AM we then wore in towards the land to prevent vessels coming out of the Cape, @ 4 fresh breezes and cloudy

wore to the N<sup>d</sup> @ 6 saw a strange sail bearing N by E made all plane  
sale in chace @ 7 she pass'd the weather Beam the weather being  
hazy prevented us from answering her private signal she then tack'd  
to the N<sup>d</sup> and we pursued her under a press of Sail till 11 AM with  
the American private signal continually flying at which time she  
answered nearly 3 miles on the weather Beam, W[e] suppos'd her to  
be the U S Ship *Herald* after we had clearly understood the signal  
We bore up and made all sail in chace to the NW at 12 the chace  
NW by W 14 miles

[Cruising off Cape Francois.]

[NYHS, NHSC.]

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

First part fresh breezes & pleasant with a rough sea —  
at ½ past 2 P M set M Sail  
at 3 P M let 1 reef out of F & M T Sails  
at 6 Squally with rain hand<sup>d</sup> M Sail & Close reef'd the T Sails  
Middle part Squally  
at ½ past 5 A M set M Sail let 2 reefs out of the Topsails  
Latter part cloudy

[Latitude Observed 22.38 N. ]  
[Longitude Observed 94.42 W.]

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

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To Lieutenant Jeremiah Barton, U. S. Navy, from Captain Alexander Murray,  
U. S. Navy

*Insurgent* 9<sup>th</sup> Nov<sup>r</sup> [1799]

Lieu<sup>t</sup> J: BARTON

SIR 'Tis my desire that you go on shore at Bridge Town, & make  
all the enquiries you can respecting French Cruisers and likewise  
the situation of our own Vessels, if we have a Consul there you must  
find him out, & if necessary wait upon the Governor, but do not  
delay a moment longer than you see the necessity of, get all the  
news you can from America, & all the news papers you can find, and  
particularly enquire about the Fever at Philadel<sup>a</sup> after which you  
will endeavour to procure refreshments of fruit & Vegetables for the  
Sick and fowls if to be had reasonable, & finally get plenty of grass  
for our Cow & Sheep, or hay from some of the Americans if they  
have any; I confide in you to do all that is expedient for us

& am

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

U. S. FRIGATE *Insurgente*  
9<sup>th</sup> Nov<sup>r</sup> 1799

I give you herewith fifty Dollars for the general use.

[NDA. A. Murray's LB, 1799–1805.]

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

Off BARBADOS Nov<sup>r</sup> 9<sup>th</sup> 1799.

BENJ<sup>n</sup> STODDERT Esq<sup>r</sup>

SIR Convinced that it is my duty to give you a particular detail of my transactions, and finding it accord with my own inclinations, I shall now recapitulate in brief, what I have dwelt more fully upon in my various communications from Lisbon, Gibralter, Madeira & finally from Teneriffe but lest my letters should not have regularly gotten to hand (tho' I omitted no opportunities of sending duplicates when in my power) I shall proceed from the period of my departure from Hampton

On the 14<sup>th</sup> of August we took our departure from Cape Henry and were favor'd with fine weather & fair Winds till we arrived off the Western Islands (Sept<sup>r</sup> the 1<sup>st</sup>) on which passage we chased and brought too many Vessels belonging to friendly Nations from thence we steer'd for the Continent of Europe still chasing & bringing too all the Vessels we saw and arrived at Lisbon the 13<sup>th</sup> Sept<sup>r</sup> where we lay till the 17<sup>th</sup> filling up our empty Water Casks & then set sail for the Streights in company with the *Phæton* British Frigate and the Ship *Dispatch* of New York. On the 22<sup>d</sup> we arrived off its entrance & seperated from the *Phæton* when we steer'd for Cadiz where we found ourselves the next morning & lay one day close under the Fortifications. the 24<sup>th</sup> we arrived at Gibralter bay & lay off Algesiras till the 28<sup>th</sup> the wind then favoring us we made sail in company with a large fleet and Cruised off Cape Spartel two days after which we plied leisurely on towards Madeira & on the 5<sup>th</sup> of Octob<sup>r</sup> we lay off the Town of Funchal for a few hours & sent our boat on shore for information & some necessaries. from thence we cruised about that Island and Teneriffe till the 13<sup>th</sup> & took our departure from the Peak of Teneriffe with a pleasant trade wind, which shortly wafted us to the coast of Cayenne where we had several days of light Variable winds from the S S W & did not see the land 'till the 30<sup>th</sup> which was notwithstanding a fine passage of only 17 days, but in the whole course of that route from Teneriffe we never saw a Vessel till we got on the coast where we brought too a Prussian Ship bound to Surinam, & find my calculation very exact having previously inform'd you that I expected to be off Cayenne by the last of October, but it is a very sensible mortification to me that I have never yet been able to fall in with an Enemy's Vessel in all this range. had I not been fearful of extending the priviledge you gave me too far I should have extended my Cruise a little longer on the European Coast, & have try'd my fortune in the Bay of Biscay, which is now the only field for glory.

For three days we were just able to keep our Station off Cayenne River we found the current setting so rapidly to leeward that we were obliged to anchor for a while in 17 fathom water, when soon after the wind blowing up a fresh Breeze we got under weigh & plied off & on till the 4<sup>th</sup> of Nov<sup>r</sup> still finding that we lost ground & very little prospect of doing any thing on that station, as we never got sight of a Vessel, we resolved to bear a way for Surinam, running down the coast in five fathom water & but just in sight of land, the coast is so low & Shallow, but the 5<sup>th</sup> we saw a Sail which we bore down for &

Discover'd her to be the U. S. Ship *Maryland*, which had been ten days striving to beat up to windward without effect. Cap<sup>t</sup> Ro[d]gers inform'd me of the Capture of Surinam & of the three small Islands a few miles to leeward of Cayenne call'd the Devils Islands by the British, which the more confirm'd me in my opinion that it would be time lost my remaining longer on that station therefore I resolved to cruise with him for a day or two to try his sailing & then to proceed off the Windward Islands and I found I could beat him every way notwithstanding my bottom is in very bad order the copper being off, & am well convinced that our Frigates will not do on the Cayenne station without some smaller vessel with them to run in shore, for were we to meet an Enemy near the land it would be impossible to get up with him the water is so shoal.

I have this moment arriv'd off Barbadoes & am now sending M<sup>r</sup> Barton on shore to make some inquiries as I do not intend to anchor but to govern myself by what advice he brings me. I am sorry to tell you that I have had a very sickly crew since I left Madeira & have lost six of our Men & have twenty now on the Doctor's list & this is my chief motive for calling here as they stand in need of some nourishment that I have not on board having expended the most of my fresh stock for them. I hope we shall soon get them healthy. I fear this disorder is something like your Philadelphia Malady, & was brought to us by a Fifer that came round for the *Constitution* he was taken down as soon as he got on board & since that one or the other has been taken, but never was thought any thing of till we got into the warm Latitudes, however we know now how to manage it & find it soon yields to Medicine when taken in time. we have cured upwards of a hundred so that I have no uneasiness about it & hope soon to write to you from Martinico, that we have gotten well I expect to call there by the 20<sup>th</sup> or 25<sup>th</sup>

I know not whether I shall have time to write to M<sup>rs</sup> Murray at all events I will thank you to let her know I am well

With great respect

I am

Your most &c

[NDA. A. Murray's LB, 1799–1805.]

[9 November 1799]

To Commanders of the Ships of War & Armed Vessels of the U. S. on the St. Domingo Station from Edward Stevens, U. S. Consul General

Passport for the French Armed Brig *Le Vainqueur*

GENTLEMEN, The french armed Brig *Le Vainqueur* [captured by U. S. S. *Ganges*, 16 June 1799] commanded by Cap<sup>t</sup> Dan<sup>t</sup> Rouaix has been purchased from American Citizens in this Port & has been fitted out by her present owner M<sup>r</sup> Chretien a resident Merchant at the Cape solely for the purposes of Commerce. She has no Commission either as Privateer or letter of Marque but is armed only to defend herself against any attacks she may experience in the course of her voyage. The Government of St Domingo has given the Commander of her the most positive orders to respect the Flag of the United States in order

to insure due obedience to this Injunction satisfactory security has been demanded & obtained from the Owners. I therefore earnestly entreat the Commanders of the Ships of War & armed vessels of the United States not to molest or detain the said armed Brig *Le Vainqueur* Cap<sup>t</sup> Dan<sup>t</sup> Rouaix, during his voyage but on the contrary to afford him every possible assistance & protection. This is an act of strict justice due to the Commerce of S<sup>t</sup> Domingo for the hospitality which has been shewn to the armed vessels of the United States in its Ports & the protection afforded to the Persons & property of its Citizens. It will evince a disposition of Reciprocity in the Naval Commanders of Am<sup>a</sup> & very much tend to preserve that Harmony which now happily subsists between the two Countries.

In Testimony whereof I have signed these Presents & caused the Seal of the Department of Consul General at S<sup>t</sup> Domingo to be hereto affixed at Cape Francois the Ninth Day of Nov<sup>r</sup> 1799.

[SDA. CL, Cape Haytien, Vol. 2, 1799–1800.]

[9 November 1799]

To Isaac Gouverneur, New York, from Captain Thomas Truxtun, U. S. Navy

D<sup>r</sup> SIR I thank you for your kind attention in looking for a vessel for Norfolk — but the Season is so far advanced that I can not make further delay — Must therefore proceed by land.

I am with great esteem

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

THOMAS TRUXTUN.

PERTH AMBOY 9<sup>th</sup> Nov<sup>r</sup> 1799.

ISAAC GOUVERNEUR Esq  
New York

[NYPL.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Saturday, 9 November 1799

Fresh breezes and clear weather, In chase to the westward employd trimming Ship and Sails, @ 4 the chase W by S 12 or 13 miles @ 5 saw another strange sail WNW, @ ½ p<sup>t</sup> 5 the strange sail wore and Gave chase to the Sail we were chasing observd them to change Signals shortn sail and bring too as it being near the station of his Brittanick Majestys Ship *Hannibal* we supposed it to be the same we then shortnd Sail and double reefd the Topsails and came to the wind, continued standing in towards the land till 12 Midnight at which time we saw the land a little to windw<sup>d</sup> of Tortudas Tackd to the Northward till 3 AM then wore to the Southward & came to the wind under an Easy sail, @ daylight saw 2 strange sail SW by W one steering North the other to the Southw<sup>d</sup> which appeard to be under a press of sail, @ 6 discoverd them to be two English Men of war, which had pursued us during the night as we had hauld to the wind at the close of the evening without any communication of Signal the[y] would naturally suppose us to be an Enemy @ 7 we passd them to windward and saw their private signal at the fore @

10 gave chase to a sail we suppos'd to be out of the cape @ half past 11 bore up Shortnd sail and brought too and boarded her At 12 Cape Francois SE by S 4 leagues

[NYHS, NHSC.]

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

[PHILADELPHIA]

Navy Department 10<sup>th</sup> November 1799

Capt<sup>n</sup> JAMES SEVER  
of the *Congress*. Boston

SIR This Letter I presume will meet you at Boston with the Frigate — M<sup>r</sup> Higginson will there furnish you with any money necessary for finishing your recruiting & other necessary business —

I am not enough acquainted with the state of the Ship to judge when she ought to be at sea. But she has been launched a long time, & I can figure to myself nothing that ought to keep her in port later than the 25<sup>th</sup> Inst —

I hope you have been joined by Lieut Blair — I have heard nothing from him —

I have the honor to be  
with great respect  
Sir

[NDA. OSW, Vol. 3, 1799–1800.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Sunday, 10 November 1799

Moderate Breezes and cloudy Lying too Examining the chase @ ½ p<sup>t</sup> 12 filld made sail and Gave chase to a strange sail bearing N N E @ ½ p<sup>t</sup> 1 Answerd the private Signal of the United States Ship *General Greene* @ 2 shortnd Sail and brought too *General Green* in company Captain Perry waited on Captain Talbot @ half past 2 Tackd and made sail to the Southward, made and shortnd sail as nessasary to work to windward @ half past 5 shortnd sail and brought too, order'd the *General Green* to send a boat to the *Constitution*, @ 7 wore to the Northward Cape Francois W N W 4 leagues parted company with the *Gen<sup>l</sup> Greene*. AM at 6 saw a strange sail bearing S S E Made sail in chase, @ 10 Assembled the ships company and performd divine service @ ½ p<sup>t</sup> 11 fir'd a gun to bring too the strange sail brou<sup>t</sup> too and boarded an american Schooner from Baltimore bound to Cape Francois, @ 12 fresh breezes and clear weather Cape francois SW by W 6 leagues Monte a christo S E. 4 leagues —

[NYHS, NHSC.]

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Extract from log of the Merchant Ship *Friendship* Sunday, 10 November 1799

Begins with light breezes & flying clouds at ½ past 12 Saw a Sail to y<sup>e</sup> W N W Runing down for us who came up with us very fast got all ready for Action at 3 She got in our wake but still kept on to the E<sup>t</sup>ward

at 4 Saw a Sloop to y<sup>e</sup> E<sup>th</sup> & a Brig to the WBN, who apparently bore down towards us

Middle part pleasant fine breezes & flying Clouds

in all small Sails h<sup>d</sup> T. G<sup>t</sup> sails & stay sails & Clued Down the S [or T] sails &c, at ½ past D<sup>o</sup> made Sail again occasionally

at 7 Saw a Schooner to the N E Standing to y<sup>e</sup> W<sup>th</sup>

Latter part Gentle breezes & Cloudy weather Came up with the above Schooner fast —

Lat<sup>d</sup> Obs<sup>d</sup> 29° 8' North

[Essex Institute.]

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

[PHILADELPHIA]

Navy Department 11th November 1799

Captain THOMAS TRUXTUN  
of the *Constellation* —

SIR You will recieve from Captain Barron, the Circular Instructions of 29th December, 16<sup>th</sup> January 12<sup>th</sup> March 29 July for the government of your conduct on a cruise, it only remains for me to add such observations as may result from the nature of the service in which you are to be employed —

You will as soon after the receipt of this as practicable, proceed with the *Constellation* to join our Squadron on the Guadeloupe Station, their place of rendezvous is Saint Kitts — The Squadron by the time you will arrive will consist of the

Adams [Richard V.] Morris

Jn<sup>o</sup> Adams [George] Cross

Connecticut [Moses] Tryon

Delaware [Thomas] Baker

Eagle [Hugh G.] Campbell

Scammel [Mark] Fernald

Pickering [Benjamin] Hillar, and it is probable other Vessels

will be sent to Join you — You are to assume the command of these Vessels, and use your utmost efforts to keep them constantly cruising, and in the same manner you will employ your own Ship for the protection of our Commerce, which will be best effected by capturing or destroying the Enemy Vessels which issue out of Guadeloupe and other places in the vicinity of that Island Still you are to grant convoy to American Vessels when you judge it to be essential but by no means to employ your whole force in this kind of Service, for that would be to protect only a part of the Trade, at the certain expence of the residue — Nor are you to grant convoy to the importunity of captains, or Owners of Vessels when opposed to your Judgement which ought alone to govern you in this particular, for every individual Merchant or Captain, will wish Security to his own Property, altho a much greater amount belonging to others, may be exposed from the circumstance of the very partial aid given to him — But in all cases when any Vessel belonging to your Squadron is returning to the United States you should be pointed in your endeavors to get as many Merchant Vessels as possible under her convoy, & whenever the Merchant Vessels collect in Fleets, you should afford them convoy to a safe Latitutte —

In short you are to render to each Individual Vessel, all the service in your power, consistent with the greater object of protecting the whole of the trade, by capturing or destroying the Enemy Vessels which annoy it — You cannot well be too adventurous — We have nothing to fear but from want of enterprize, and it almost amounts to reflection on our Navy, that not a single small Vessel has yet been seriously engaged, which shews too great a degree of caution, It has not I am sure proceeded from want of spirit — Let it be your endeavor to wipe off this seeming reproach from our Smaller Vessels, by encouraging a Spirit of enterprize, and by giving every Comm<sup>t</sup> opportunities of distinguishing himself by daring at least; if they are still so unfortunate, as not to meet an Enemy with force and Courage to fight them we cannot help it — The French Privateers never cruise in company, nor should we in company pursue them, — By dispersing our vessels, the chances will be greater of meeting them, & the rest may be safely trusted to the Superiority of *American Valor & Skill* —

Should it so happen that you are driven from the station assined you, by a superior force, which however is far from being probable, you will endeavor to join our Squadron at St Domingo, where the force with the addition of yours will be too powerfull for any thing the French can now spare for the Islands Captain Talbot will be on that station with several other strong Vessels —

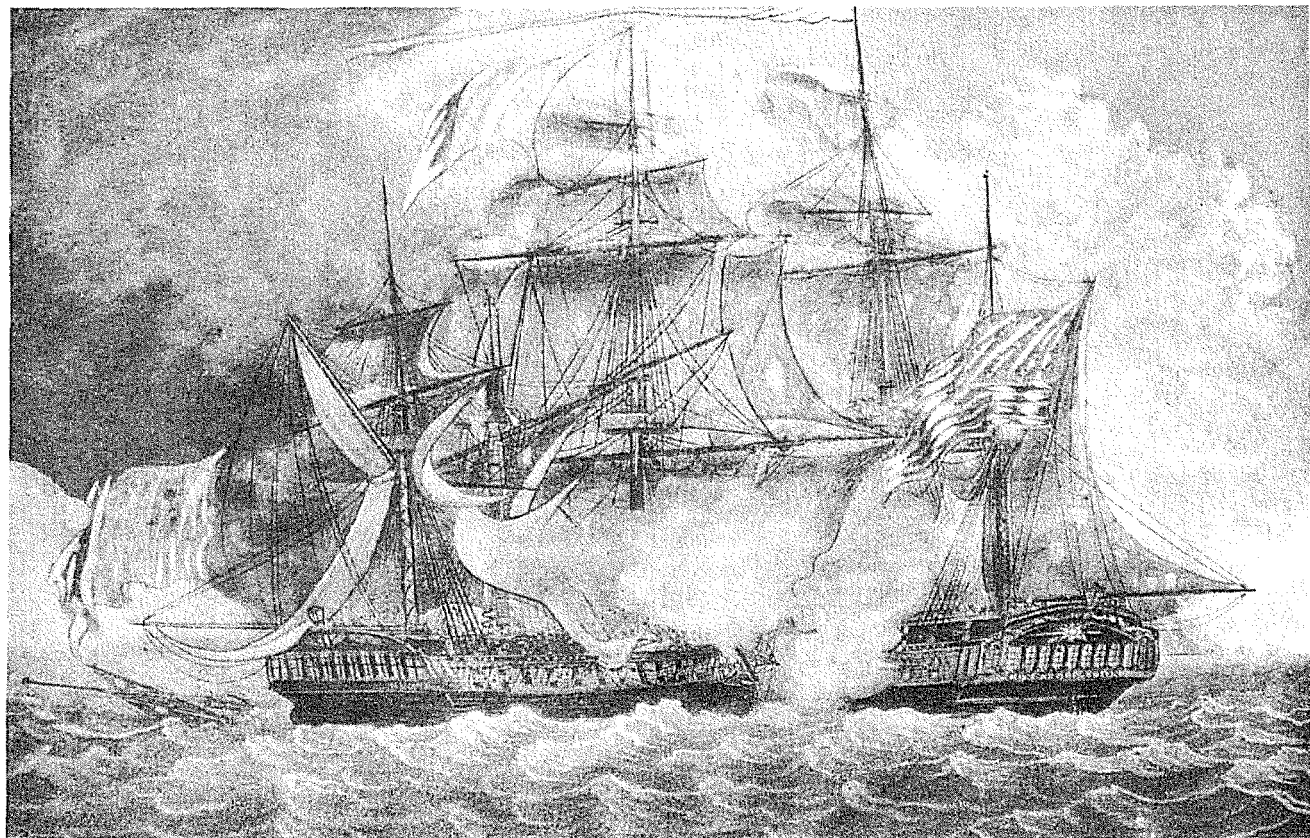
On the subject of supplies — Provisions have heretofore been sent to Mathew Clarkson Esq<sup>r</sup> of Bassatterre Saint Kitts, and it is meant to continue sending to the same place, so as to prevent the return of our vessels for want of provisions, they should Return only (unforeseen events excepted) when Justice to the Crews who engage only for 12 Months renders their return necessary —

No Vessel should return with more provisions than necessary to bring her home, the residue should always be left with the Vessels more in want and no Vessel should return without Prisoners if there are any on hand for every prudent means should be taken to avoid the expence of supporting them in the Islands, where you should procure no supplies of any kind, on Account of the Expence, but absolute necessities Every Vessel returning should come by the way of Havana and along our Southern Coast, calling at the Havana, as long as they continue to recieve our Trade, to convoy any American Vessels returning & should cruise from Georgia to their place of destination shewing herself if practicable at Charleston, unless in cases where powerfull reasons make a different rout necessary —

Whenever a prize Vessel is sent in, some of the persons taken on board of her, and all her Papers should be sent with her — Every person belonging to the Navy sent with the prize should bring the Pursers certificate of the Balance due him the day of leaving his own Ship — Pray attend to this —

Although I have already said so much on the subject, I cannot help repeating my efforts to impress on your mind the disadvantages of suffering our vessels to cruise in company — Cruising in Squadrons for small privateers seems of all means the best to avoid capturing them, it teaches the Commanders of the small Vessels, a reliance on





THE CONSTELLATION CAPTURING L'INSURGENTE, FEBRUARY 9, 1799.



force, not their own for their protection — it is enough to make them Cowards — It prevents all means of knowing who are brave among them, because none are exposed to danger — I pray you not to fall into this error — It is better to have our vessels sometimes beat, than to let them cruise for months without meeting or beating an Enemy. Even the smallest vessel we have should cruise by herself, at least this should be the practice until the Enemy cruise more in Squadrons than singly

Your command will be distinguished or otherwise, as you avoid the too common error we have fallen into, and which must be remedied — Nothing fills the President with more disgust than the paragraphs frequently seen in our Papers, giving an account of three or four of our Vessels having sailed in company from some port in the West Indies on a cruise — Three or four Vessels sailing in company when there is no prospect of meeting an Enemy equal to the smallest of them —

Should any casualty compel your return earlier than you receive orders to that effect you will deliver these Instructions to the Officer next in Command, who will in that case assume the Command of all the Vessels that may remain on the Station, & consider these Instructions as his own — I shall expect to hear from you by all opportunities the operations and employment of the Vessels under your Command —

Captain Morris was ordered on the 15<sup>th</sup> October to send two of the Vessels under his command to Curracoa to consult with M<sup>r</sup> Philips the American Consul at that place and to take the necessary steps for the securing of the persons and property of the American Citizens at that place represented by Philips to be in great danger from persons in that Island connected with others on the South side of Saint Domingo — to direct both Vessels to remain at Curracoa as long as the commanding officer of the two thought there was a necessity and one to remain for the protection of the Trade, until relieved by some other Vessel, or until further orders —

Since the information from Philips which occasioned these orders, I have heard nothing from Curracoa, but it will be proper for you to keep one of the Vessels under your command at that place until she is relieved by one to be sent from hence, and until you are informed of such an arrangement, you must consider as embraced within the limits of your Command —

You enquire how far you are to protect our Merchant Vessels from the English

The Circular of the 16 January will answer this enquiry — We arm only against the French — The English & other Belligerent powers acquire rights by being in a state of War, to search & detain Neutrals which we cannot pretend to oppose

We must take care not to assume higher ground than the Laws of Nations and our Treaties will justify — The British have a right to search our Merchant Vessels not under Convoy, — their being under Convoy makes no difference.

I am directed by the President to express to you his high confidence that every thing within the power of Vigilance and Valor will be achieved by the force under your Command —

I have the honor to be

Sir

Your most obed Servt

P. S. — You will disperse the enclosed Letters to Murray (which are all on the same subject) among your Cruisers, so as to give every chance for one of them to reach him —

B S —

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 11<sup>th</sup> Novemb — 1799

Captain HENRY GEDDES  
of the *Patapsco* —

SIR I am honored with your letter of the 8th inst —

It would have been satisfactory to have heard from you the number of men you have already obtained, I am however informed by Capt Yellot that previous to the 7<sup>th</sup> inst you had engaged 90, so that by this time you want but few of your Complement —

The *Patapsco* must if practicable sail by Friday next, or Saturday at farthest — I wish to employ her on service of a particular kind which will not admit of her remaining in port a day longer than the 17<sup>th</sup> by which time you will receive your Sailing orders — Two thirds of your full complement of men will be quite sufficient to justify your proceeding to Sea, the moment you receive your instructions — I assure myself that no exertion on your part will be omitted to prepare you for sailing by the time mentioned —

I Have the honor to be

Sir Yr obed Servt

P. S. Doctor Casey will act as your Surgeon

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 11<sup>th</sup> November 1799

JEREMIAH YELLOT Esq<sup>r</sup>  
Baltimore —

SIR I have this day written to Captain Geddes of the *Patapsco* that she is immediately wanted for Service of a particular kind which requires that at farthest she should sail by the 17<sup>th</sup> & by that time Captain Geddes will receive his sailing orders, and I beg leave to request that you will give him all the assistance in your power to complete her equipment by that time —

This Ship is in fact intended to sail as Convoy to the Vessel in which the Public Stores are to be transported to New Orleans instead of the

Schooner formerly destined for this Service, in order that the latter may be sent on service for which She is much better calculated — If however the Ship cannot be got ready by the 17<sup>th</sup> the Schooner must go — But as there were 90 men engaged by Captain Geddes on the 7<sup>th</sup> & as the Ship will not wait for more than two thirds of her full complement, I presume no detention will be occasioned by a want of men —

I have the honor to be

Sir

Y<sup>r</sup> obed Servt

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

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

NEWPORT *Novem 11 1799*

We have the pleasure to acknowledge receipt of your several favors of y<sup>e</sup> 31 Octo & 4 Novem. —

In consequence of your directions Cap<sup>t</sup> Fletcher has got the *George Washington* to the Wharf — her guns out & getting her ready to receive the necessary repairs, from a view of her bottom the Copper appears to be in a very bad state — being off in many places & very thin in others the repairs of which will be the most difficult. — we shall have the state of her bottom more fully examined to morrow, and advise you of the result by next Post. — Cap<sup>t</sup> Fletcher has given dimensions for a sett of lower shrouds, which he deems essential for her, we have ordered them to be made — he informs us that she must have a new suit of Sails & a Cable, that with all economy her outfitts will be considerable, especially at this season of the year, you may however be assured of our attention to have done only what may be necessary, and to have her ready at the time you wish. —

We rec<sup>d</sup> the remittance you referred too, in your favor of the 4<sup>th</sup> and which we have passed to the credit of the United States in our acc<sup>t</sup> transmitted the Accountant of your department, by last Post, the balance of which and our subsequent advances you have a note at foot, for the rebursement of which, we shall be obliged in your ordering a remittance to us here, or to be placed to our credit in the Bran[c]h Bank New York or Boston, as shall be most agreeable. —

Balance due as per summary Statement to the 31 Octr.	9091.66
since which Advanc <sup>d</sup> for Pay of Officers & Crew of }	8000
<i>Geo Washington</i> }	17091.66

Hon. BENJA STODDERT Esq —

[Newport HS. Gibbs & Channing LB.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy commanding, Monday, 11 November 1799

Fresh Breezes and cloudy, @ half past 12 filld and made sail to the Northward, Employd working to windward along by Monte a christo, @ 5 saw a small Schooner bearing E S E which appeard Very suspicious @ ½ past 5 gave chace under a press of sail and con-

tinued till 10 PM @ which time we Gave over chace and tackd to the Northward Monte a christo S by W 3 leagues, @ 12 Moderate breezes and cloudy, @ 2 Tackd to the Southward and stood in for the land. @ daylight saw 2 strange Sail bearing south the other W S W the one bearing south we suppose to be the English Brig *Drake* the other we gave chace to @ half p<sup>t</sup> 8 shortnd sail and boarded the chace a Bremen Ship from Bremen bound to Cape Francois @ 9 Wore and Brought too Sounded in 25 fathoms white sand Monte a christo S S E 4 leagues, Employd setting up Topmast and Top Gallant Rigging

At 12 Moderate breezes and clear weather Monte a christo SE by S 3 or 4 leagues. Filld and made sail to the Northward

[Latitude Observed 20° 06' N.]

[NYHS, NHSC.]

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Extract from log of the Merchant Ship *Friendship*, Monday, 11 November 1799

Begins with light breezes & Cloudy at 2 P M Spoke the Schooner *Fame* of Kennebeck from Martinico bound to Kennebeck out 14 Days no news at 5 to 7 Squally with rain attended with Thunder & light<sup>s</sup> h<sup>d</sup> T. G<sup>t</sup> sails Stay sails & hauled up the Courses, &c —

Made Sail again occasionally

Middle part light breezes & Cloudy

Latter part light breezes & flying clouds all Sail set that will draw &c — Employed variously —

Lat<sup>d</sup> Obs<sup>d</sup> 30°.27' North

[Essex Institute.]

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To Edward Stevens, U. S. Consul General, St. Domingo,  
from Captain George Little, U. S. Navy

U STATES FRIGATE *Boston*

12<sup>th</sup> Nov<sup>r</sup> 1799

DEAR SIR I have this day fell in with a Schooner with your pasport on board, within one league of Jeremie, supposed her bound into that port as she was Steering for it. I have therefore put a prise master on board & two men and sent her to the Cape, as my officers are not satisfied that it is really your protection, there are a number of English cruisers near this place, one of which is now in sight which undoubtedly will send her to Jamaica, If I do not send her to the cape. I hope my officers and men will be handsomely treated, till I send my boat into the cape, which will be in the course of three weeks, I put this officer and men on board to protect your pasport, & to know if it is your hand writing.

I am Sir

Your humble Serv<sup>t</sup>

GEO<sup>d</sup> LITTLE

EDWARD STEVENS Esq<sup>r</sup>  
Consul General of the U. States  
at Cape Francois.

[SDA. CL, Cape Haytien, Vol. 2, 1799–1800.]

To Master Commandant Timothy Newman, U. S. Navy,  
from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 12th November 1799*

Capt<sup>n</sup> TIMOTHY NEWMAN  
of the *Warren* —

Newbury Port

SIR In your letter of the 22<sup>nd</sup> Octo[ber] you say the *Warren* will be complete to proceed to Boston, the next high tides, and will then — that is after getting to Boston be soon ready to receive Sailing orders —

In yours of the 3<sup>rd</sup> Inst. you are waiting for orders to go to Boston — If going to Boston is necessary, I did not suppose you would have waited for orders —

Judging from your letters that it is necessary I request you will lose no time in getting thither, nor in preparing to Sail — I shall very soon send on your Sailing orders —

I have the honor to be

Sir

Yr obed Servt

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

To Purser Ebenezer Bushnell, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 12th November 1799 —*

M<sup>r</sup> EBENEZAR BUSHNELL

*Lebanon, Connecticut*

SIR Your presence is indispensibly necessary on board the *Warren* — You will therefore, on receipt of this, proceed imm<sup>dy</sup> to Boston or Newbury Port, and join her

I am

Sir

Yr obed St

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

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

[PHILADELPHIA]

*Navy Department 12<sup>th</sup> November 1799*

Capt<sup>n</sup> HENRY GEDDES

of the *Patapsco* Baltimore

SIR I enclose you a Discriptive Sheet of the Private Signals of our Navy by day and night four Copies of a Sheet explanatory of their general use, and a List of the distinguishing Flags assigned each Ship —

M<sup>r</sup> Yellot will supply you the Bunting, and you must have the distinguishing Flag of the *Patapsco* made on board

I have the honor to be

Sir

Yr obed Servt

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

To Major Commandant W. W. Burrows, U. S. Marine Corps, from J. V. Parrott  
for Secretary of the Navy

[PHILADELPHIA]

Navy Department 12<sup>th</sup> November 1799

Major W. W. BURROWS

SIR The *Patapsco* is ordered to sail at farthest by the 17<sup>th</sup> Inst —  
You will please to take the necessary measures to furnish the Marines  
I am Sir

Yr obed Servt

By order of Sec<sup>y</sup>

JO. PARROTT

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

To Archibald Campbell, Navy Agent, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 12<sup>th</sup> November 1799

ARCH<sup>d</sup> CAMPBELL Esquire

Baltimore

D<sup>r</sup> SIR I received only this day your favor of the 8<sup>th</sup> Inst — It  
is too late to say any thing about the Sale [of the *Montezuma*], which  
is to be tomorrow, nor is it necessary — You understand already  
every thing I could say — In acting for the Public no regulation is  
so good as that of acting to the best of ones judgement This you will  
do —

Should you not have sold, and can see an advantage by extending  
the Credit, I have no objection to your doing so for good paper, nor  
shall I be dissatisfied if you sell all the Guns heavy as well as light,  
and indeed all the stores belonging to the *Montezuma* — I am

D<sup>r</sup> Sir with Great Esteem

Yr obed St

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

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

[PHILADELPHIA]

Navy Department 12<sup>th</sup> November 1799

Capt<sup>n</sup> ALEX<sup>s</sup> MURRAY

Of the *Insurgente* —

3 Copies of this  
Letter per Capt<sup>s</sup>  
TRUXTON and the  
same number sent  
per Captain M<sup>r</sup>  
ELROY of the *Au-  
gusta*.

SIR Before your return to America which I wish to be  
in February, you will please to call at Kingston Jamaica,  
where you will remain just one week, giving notice to the  
principal Merchants, Geo. & Mathew Atkinson & Co, &  
others, that you will take any money for persons resident  
within the United States —

It is expected that a great deal will be sent, which  
you will deliver at the Branch Bank, Baltimore or New  
York — and you must charge for your care and trouble,  
only an half per Cent for Sums not exceeding 10,000  
Dollars, and a quarter of a per Cent for larger Sums —

I have the Honor to be

Sir

Yr most obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]



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

[PHILADELPHIA]

Navy Department 12<sup>th</sup> November 1799

WILLIAM MARBURY Esquire  
*George Town —*

SIR M<sup>r</sup> T. Johnson contracted to furnish 3000 eighteen, and 1500 nine pound Shot for the use of the Navy, and to deliver them to you at George Town — By a letter from him of the 4<sup>th</sup> October I am informed that the Shot are made, & the principal part send down — (to G. T.)

I wish you to send those in your possession imm<sup>d</sup> to W<sup>m</sup> Pennock Esq<sup>r</sup> at Norfolk & to continue to send them as fast as you receive them

On the receipt of the Shot you will forward to me an Acct of the quantity & Sizes received & on Shipping them inform me how much you have sent of each discription —

I have the honor to be

Sir

Yr obed Servt

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

Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 12 November 1799

Moderate breezes and cloudy. Employ'd working to windw<sup>d</sup> to the Northward of Monte a christo. @ 4 fresh breezes and squally double reefd the Topsails and stowd the Jib. @ 6 Moderate breezes and clear weather, the Monte S by W 6 or 7 leagues, the East extreem of the land to the Eastward E by S 6 or 7 leagues. We wore and Tackd as necessary during the night, with an offing of 4 or 5 leagues in order, to intercept vessels from passing or repassing from the Cape, @ 12 Moderate breezes and cloudy. Middle part d<sup>o</sup> weather. @ day light made sail, Split the Main Topsail, unbent the main topsail and Bent another, employ'd cleansing between decks Broach'd a puncheon of Rum no Visible Number, contents 111 Gallons short of contents 9½ Gallons. Rec<sup>d</sup> per order from the Gunner 70 fathoms of 8 inch rope for Brace Backstays Sailmakers employd Repairing a Main Topsail, Carpenters employd as necessary, @ 12 Monte a christo South 6 or 7 leagues

Cruising to the Northward of Monte a christo.

[NYHS, NHSC.]

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

Begins with fresh breezes & cloudy at 2 P M Squally with rain, took in T G Sails, at 2½ tack<sup>d</sup> Ship to the N & W<sup>d</sup> at 7 Reef'd the Top-sails, sounded several times but got no bottom

Middle part fresh breezes & Squally with rain, at 3 A M Close reef'd the Topsails & handed the M Sail at 4 got down the T G Yards, at 9 set the Storm M Staysail

Latter part fresh gales & Cloudy & large sea —

[Latitude Observed 23.55 N.]

[Longitude Observed 93.09 W.]

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

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

[PHILADELPHIA]

Navy Department 13<sup>th</sup> November 1799

Capt<sup>r</sup> THOMAS TRUXTUN

Norfolk —

D<sup>r</sup> SIR Captain Tingey just arrived from St Kitts informs me the Squadron there will want Bread

I Have desired M<sup>r</sup> Pennock to charter immediately to go under your Convoy a Vessel to take at least 1000 Barrels of Bread —

This is a thing which you had better attend to —

I have the honor to be

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 13<sup>th</sup> November 1799

WILLIAM PENNOCK Esq<sup>r</sup>

Norfolk —

SIR I request you will immediately charter any Vessel ready to recieve her load and send her with provision under convoy of Captain Truxtun for our Squadron at Saint Kitts — Let me know as soon as you can what sized Vessel you Charter & the quantity & kind of provisions sent Bread is most wanted, you must therefore send more than the proportion of Bread — Send the following articles & preserving the same proportion, if the Vessel will carry more

400 C<sup>t</sup> Bread

80 Bbl. Beef

80 d<sup>o</sup> Pork

50 C<sup>t</sup> Rice

3750 L<sup>b</sup> Cheese

200 — Candles

500 Gals. Vinegar

200 Bushels Beans or peas

400 lb. Soap

20 Bbl<sup>s</sup> Flour

20 d<sup>o</sup> Indian Meal

400 Bushels potatoes —

Molasses & Rum can be had in the West Indies — Shew this to Captain Truxtun, & let him alter or add if he pleases — The Vessel must deliver to David Clarkson, Saint Kitts, You had better pay the Freight & get a reduction of price

I did not know till the arrival of Captain Tingey, that provisions would be so soon wanted — Exert yourself and prevent delay —

I have the honor to be

Sir

Yr obed Servt

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

To Captain Richard V. Morris, U. S. Navy, from Captain Alexander Murray,  
U. S. Navy

Off DESEADA Nov<sup>r</sup> 13<sup>th</sup> 1799

Cap<sup>t</sup> V. MORRIS

of U S. Frigate *Adams*

SIR After parting with you yesterday, I began to revolve in my mind, the particular situation in which we stood, for as there are two French Frigates, daily expected to arrive at Guadalupe, shou'd we leave this station, in our absense they might pass, & as I suppose you are equally anxious with me, to fall in with them, I woud prefer remaining here a few days longer before we bear away for Basseteere, when I will then attend you

Your Most Ob<sup>t</sup> —

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

To Lieutenant Archibald McElroy, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 13<sup>th</sup> November 1799

Lieu<sup>t</sup> ARCH<sup>d</sup> M<sup>c</sup>ELROY

of the *Augusta*

SIR You will be pleased imm<sup>o</sup> to make out and lodge in this office, compleat indents of every thing which will be necessary to compleat the equipment of the *Augusta* for sea

She must in all events sail in ten days from this time ready or not —

I have the honor to be

SIR

Yr obed Servt

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

To the Governor of the Island of Porto Rico, from Secretary of State

DEPARTMENT OF STATE: —

Philadelphia, 13 Nov<sup>r</sup> 1799

SIR Mess<sup>rs</sup> Read and Forde, merchants of Philadelphia, have represented to me, that their Brigantine called the *Little John Butler*, whereof James Smith was master, was captured on a voyage from

this City to Havana, and carried to Porto Rico, where she arrived on the 5<sup>th</sup> of Sept<sup>r</sup> last. The capture was made by a privateer, called *La Bayonnaise*, under French colours, but, as Mess<sup>rs</sup> Read and Forde have been informed, without a legal commission. As it is a duty evidently resulting from the law of nations, and the 6<sup>th</sup> and 9<sup>th</sup> articles of the treaty between the United States and His Catholic Majesty, to restore to the rightful owners, property captured and carried within the Spanish jurisdiction under such circumstances; I am directed to express the expectation of the President of the United States, that your Excellency will be pleased to cause due enquiry to be made into the alledged want of a commission to authorize the said privateer to make captures; and if the allegation proves true, to cause not only the said Brigantine and her cargo to be restored, but the captors to be punished agreeably to the law of nations.

I have the honor to be,  
with great consideration  
Your Excellency's  
Most obed<sup>t</sup> Serv<sup>t</sup>

TIMOTHY PICKERING

HIS EXCELLENCY

*The Governor of the Island of Porto Rico*

[Mass. HS. Pickering Papers, Vol. 12.]

[13 November 1799]

Protest of Captain Warren Chapman, Commander of the Schooner *Shepherdess*  
captured by French Privateer Schooner *La Rouch Rencontre*

SAINT CHRISTOPHER —

By this Public Instrument and Declaration of Protest Be it Known and made Manifest To all Persons whom these Presents shall or may concern — That on Monday the sixteenth day of December in the Year of our Lord one thousand seven hundred and ninety Nine about eleven of the Clock of the forenoon Before me David Kelly Esquire Notary Public (duly admitted and sworn) residing in the Town of Basseterre in the Said Island of Saint Christopher Personally came Warren Chapman late Master of the Schooner *Shepherdess* of Haddam in the Port of Middle Town in the United States of North America, Russel Chapman and Thomas Whipple Mariners that belonged to the said Schooner who being jointly and severally duly sworn upon the Holy Evangelists of Almighty God made Oath to the following effect (that is to say) That they Sailed in the said Schooner from New London on the Eighteenth day of October last laden with a Cargo consisting of Horses Horned Cattle Lumber and Herrings bound to the Island of Saint Vincent That on their Passage aforesaid on the thirteenth day of November last being then in the latitude of 16.40 North Longitude about 59 West the said Schooner was forcibly seized and taken by a french Privateer Schooner called the *La Rouch Re, Encounter* Commanded by Captain Jerue, That on the said Schooner *Shepherdess's* being captured as aforesaid four of her Crew were taken out and carried

on board the said Privateer and in their stead Eight Men belonging to her were sent on board the said Schooner *Shepherdess* with directions to carry her to Point Petre Grand-terre at which place the said Schooner and her Cargo were condemned — That the Apparants were carried from Grand-terre to Basseterre Guadeloupe where they were imprisoned from the Tenth to the thirteenth day of this Instant December when they were put on Board the United States Brig<sup>e</sup> called the *Pickering* who brought the Apparants to the said Island of Saint Christophers where they arrived on the Fifteenth Instant Wherefore the said Warren Chapman late Master aforesaid on his behalf and on the part and behalf of the Owners Underwriters and all others Interested or in any respect concerned in the said Schooner *Shepherdess* and her Cargo Doth hereby protest against the said French Privateer her Commander Officers and Mariners and also against her Guns Tackle Apparel and Furniture for so having captured the said Schooner *Shepherdess* and Cargo as above described and for taking out the four Men and for sending the eight Men belonging to the said Privateer on board with Directions to carry the said Schooner *Shepherdess* and her Cargo to Point Petre at which place they were condemned as aforesaid for all Losses Costs Damages and Expences already suffered or which may hereafter accrue by reason of the aforegoing premises And I the said Notary at the request of the said Warren Chapman Did and Do hereby Solemnly protest against the same in manner and form aforesaid So that all matters of Insurance respecting the said Schooner *Shepherdess* and her Cargo may hereafter be properly Adjusted and Settled Thus done and protested at Basseterre Saint Christopher aforesaid in the presence of John Talbot and Edward Gillard Witnesses hereto requested

WARREN CHAPMAN	} In Faith and Testimony whereof as well the above named Apparants as I the said Notary have hereunto set our hands and I have also affixed my Notarial Seal.
RUSSEL CHAPMAN	
The mark X of	
THOMAS WHIPPLE	

[SEAL]

D<sup>d</sup> KELLY Not<sup>y</sup> Pub.

Witness

JOHN TALBOT

EDWARD GILLARD

[Ct. of Cl. French Spol., Case No. 352 and 1164.]

To Secretary of State from William Smith, U. S. Minister, Lisbon, Portugal  
(Private)

LISBON, Nov<sup>r</sup> 13. 1799

DEAR SIR A few days ago I rec<sup>d</sup> your private letters of Aug. 9<sup>th</sup> & Sep<sup>r</sup> 4<sup>th</sup> I am happy to find that my idea about going to Eng<sup>d</sup> pleased you; I remark that the Presid<sup>t</sup> still proposes the Mission to Const<sup>s</sup> [Constantinople]; but as it appears to depend on M<sup>r</sup> Kings paving the way, the period remains uncertain: I hope soon to hear from you something decisive on this subject. In my last I inform'd you that John [Pickering] sailed in the *Zealous*, Cap<sup>t</sup> Hood, with Gen<sup>l</sup> Cuyler about the 25<sup>th</sup> last month; I shall forw<sup>d</sup> your letter to him by the next packet. —

The *Washington*, Cap<sup>t</sup> Williamson from London to Philad. has put in here after an hon<sup>ble</sup> action with the *Balance*, a Privat<sup>r</sup> from Bordeaux of 30 guns, which was obliged to put in to Corunna to refit, with the loss of 30 killed; the *Wash<sup>n</sup>* had only one killed, but is much crippled. you will hear particulars from the passengers; M<sup>r</sup> Bulk<sup>y</sup> writes to you about M<sup>r</sup> Philip Wilson & his family, whose passage he was obliged to provide for, otherwise they would have remained here a dead weight on the U. S. consider<sup>t</sup> all circum<sup>s</sup> I approved of his conduct, as we had only a choice of difficulties & hope you will sanction what he has done: they were advised to go to the U. S. by M<sup>r</sup> King & putting in here in distress, in conseq<sup>t</sup> of the action, destitute & with<sup>t</sup> friends, they must either have remain'd here in misery or be sent on to the U. S. at the public expence: in the first case, as they came here in an Am. ship, & as an Am. family, their sufferings wo<sup>d</sup> have reflected disgrace on us. —

We have had disag<sup>ble</sup> news respect<sup>t</sup> Swiss<sup>d</sup> & Holland for some time past; but Massena's progress appears checked; the Archduke [?] & Survanen were approach<sup>t</sup> him with powerful armies & if they form a junction must drive him out of Swiss<sup>d</sup> — indeed that country is so exhausted that I think the theatre of the War will be removed to Suabia: Some grand exped<sup>n</sup> is talked of in France, some say Ireland, others Portugal — it is even said the fleet has sailed from Brest: it's also said that some negot<sup>n</sup> is in train about Holland, in which the K. of Prussia bears a part; Rome & Civ. Vechia are finally evacuated by the french; Genoa still holds out, but we expect any day to hear of its evacuat<sup>n</sup> — Bonapartes return is yet unexplain'd he is talked of for the com<sup>d</sup> of the exped<sup>n</sup> —

With reg<sup>d</sup> & esteem I am D<sup>r</sup> Sir

Yours &c

W[ILLIAM] S[MITH]

In one of my last I requested you to use your influence (if possible) in obtaining some arrangem<sup>t</sup> whereby my brother in law, M<sup>r</sup> George Izard, whom I have applied to to be my Secretary, might leave Am<sup>a</sup> without losing his rank in the Army. I again request your attention to this subject. —

[Mass. HS. Pickering Papers, Vol. 25.]

To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

Navy Department 13 November 1799

OLIVER WOLCOTT Esq<sup>r</sup>

Sec<sup>r</sup> of the Treasury —

SIR — I have the honor to enclose remarks extracted from the Log Book of the *Adams*, Captain Morris, in relation to the *Snow Adventure* of Boston, Captain Sherman, Owned by Benjamin Hermar, Stephen Taly & George Atkinson which it seems has been employed in the Slave trade.

I have the honor to be with great respect —

Sir

Y<sup>r</sup> Obed. Servt

[NDA. Reg. on US T, 1798–1803.]

Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 13 November 1799

Moderate and clear. Employ'd as necessary. @ 3 saw a strange sail bearing SE by E made sail and Gave chase. @ 4 Tackd brought too and boarded the chase an American Ship from Curracoa bound to Cape Francois, @ 5 filld and bore up in chase to the WNW @ half past 5 observed the chase to be standing to the southward @ half past 6 answerd the private night Signal of one of the United States Ships, @ 8 shortnd sail brought too and Joind company with the United States Brig *Norfolk* Captain Bainbridge who waited on Captain Talbot and Informed Captain Talbot he had captur'd a french armed Boat mounting 4 [or 11] swivels a number of small arms and 24 men who claimd protection from the commanding officer at Cape Francois and as their commission does not bear the signature of the Black General they are order'd on board the *Constitution* till further Information can be had. @ 10 Rec<sup>d</sup> from the U. S. Brig 24 french prisoners and an arm'd boat which we took in tow, @ 11 parted company with the *Norfolk* At 7 saw a strange sail bearing SE by E Made all plane sail in chase At 12 Moderate and Variable all sail set the chase S by W 4 miles the Monte South 12 Miles

Latitude observed 20.11 North

[NYHS, NHSC.]

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

Begins with hard gales & cloudy weather with a large Sea at 7 P M more moderate set close reefd fore Topsail at 10 set close reefd Mizzen Topsail —

At Midnight wore Ship to the East<sup>d</sup>

Middle Part moderate breezes & cloudy with a rough tumbling sea at 1 A M set the M Sail at 2 let 2 reefs out of the Topsails, at 9 got up the T G Yards & set the Sails

Latter part moderate & pleasant all drawing sail set —

[Latitude Observed 23.42 N.  
Longitude Observed 92.59 W.]

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

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

[PHILADELPHIA]

Navy Department 14<sup>th</sup> November 1799

Cap<sup>n</sup> SILAS TALBOT  
of the *Constitution*

Cape Francois

SIR I am honored with your letter of the 16<sup>th</sup> October — The arrangement you have made of the force under your Command, appears to be judicious — The Vessel which carries this letter is to remain under your Command, and you will shortly be joined by one or two more when provisions will be sent you, it being the Presidents determination to give you force enough to protect compleatly the Trade to Saint Domingo, which has become very important to the

United States, and to enable you to pay sufficient attention to the Havana, where I presume we have by this time the *Norfolk*, Captain Bainbridge & the *General Pinkney* [*Pinckney*], Captain Haywood — You must judge from the information in your power whether more force is requisite at that place & if you judge more necessary supply it —

From the complexion of the information rec<sup>d</sup> from Captains Perry & Little, it would seem that they entertain suspicion of an accumulation of French Maritime force at Saint Domingo sufficient to do us great injury, if such should be the concealed views of those who govern the affairs of that Island — But from letters from Doctor Stevens of a later date to M<sup>r</sup> Yard it appears that he, who ought to be best informed entertains no suspicions of any designs hostile to us On the contrary it seems to be his decided opinion that our Commerce will be more and more secure — Still if there should be any considerable accumulation of French Armed Vessels at Saint Domingo, it would excite uneasiness here — We cannot here perceive, that it can be necessary for Touissant to continue to employ such Vessels especially as we shall have enough in that quarter to protect our Commerce, & as it is understood to be contrary to our Arrangements with him that he should employ, or even give Asylum to French Privateers

You must keep an eye of Vigilance on the proceedings at Cape Francois, Get from Doctor Stevens a statement in writing of the understanding between him & Touissant on the subject of these armed Vessels, & govern yourself entirely by such information. — You may safely rely on him and he will communicate freely to you — It is essential that we should guard against the accumulation of force to be dangerous to our Armed Vessels, or our Commerce, it is equally essential that we should avoid giving offence by too much rigor to Touissant & the people of the Island whose friendship it is our Interest to cultivate, the trade being of vast importance to the United States —

I have the honor to be

Sir

Yr obed Servt

P. S. — Enclosed are Duplicates of Letters of the 3<sup>rd</sup> & 24th September, originals of which I suppose you have before received —

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 14th November 1799

Capt<sup>n</sup> HENRY GEDDES  
of the *Patapsco* —

Copy of this  
Letter forwarded  
at same time to  
Lieut W<sup>m</sup> Mauley  
of the *Experiment*

SIR Having already furnished you all the Instructions necessary for your Government on a Cruize, I have only to add that you are to receive General Wilkinson on board and proceed immediately to Norfolk where you will fall in with the Brig *Acteon*, Capt<sup>n</sup> Wilson with Public Stores on board — With this Vessel under your Convoy you will



The copy of this which was addressed to Lt. MALEY is ret<sup>d</sup> by Genl WILKINSON and he furnished with the preceding —

proceed directly to the mouth of the Mississippi, and if it can be done, without danger and too much detention to New Orleans. On this voyage you will pay every respect and attention to General Wilkinson — After leaving the *Acteon*, you will lose no time, but proceed by the shortest route to Cape Francois, and put yourself under the Command of Capt<sup>a</sup> Talbot —

Should you be so fortunate as to capture any French Armed Vessels or to recapture any of our own, before you join Captain Talbot, you will send them with all the necessary papers to some port in the United States for Condemnation —

I have the honor to be

Sir

Your obed Servt

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

To Brigadier General James Wilkinson, U. S. Army, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 14<sup>th</sup> November 1799*

General WILKINSON

SIR The Ship *Patapsco*, Captain Geddes & the Schooner *Experiment*, Lieutenant Maley are both at Baltimore, and I expect both ready to sail — That vessel which does not carry you to New Orleans is to go direct for Cape Francois, but being uncertain which Vessel you will go in, I have written double letters to both the Commanders — After getting to Baltimore & determining which Vessel to take your passage in, you will please to observe the following directions as to the delivery of the letters

If you go with Geddes, then you inclose in the letter to Maley N<sup>o</sup> 2, the letter for Captain Talbot and let him proceed at once on his voyage. If you go in Maly, then you will inclose Captain Talbot's letter in the one N<sup>o</sup> 2 to Geddes & he will proceed when he is ready to Cape Francois — If you go with Geddes you will in that case deliver him the letter N<sup>o</sup> 1, and send back N<sup>o</sup> 2, for him and so as to Maley's letter should yo[u] go with him —

Wishing you a Safe voyage & I remain

D<sup>r</sup> Sir

Yr obed Servt

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

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

[PHILADELPHIA]

*Navy Department 14<sup>th</sup> November 1799*

JEREMIAH YELLOT Esq<sup>r</sup>

*Baltimore*

SIR The *Patapsco* is ordered to sail immediately, and it is of great consequence that she should sail by Sunday at farthest — I am told that she only wants some Carpenters work to complete her — I

would beg leave to suggest to you the expediency of employing some person to go to sea in her for the purpose of finishing that work, if it be such as can be done at sea —

I Have the honor to be

Sir

Yr obed Servt

P. S — I have sent sailing orders to both Geddes and Maley — that Vessel which does not go [to] Convoy Gen<sup>l</sup> Wilkinson to New Orleans must go to Cape Francois & may take Merch<sup>t</sup> Vessels under Convoy —

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

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

U: S. FRIGATE *Insurgent* off DESERADA

14<sup>th</sup> Novem<sup>r</sup> 1799

BENJ<sup>n</sup> STODDERT Esq<sup>r</sup>

SIR The inclosed is a copy of my respects to you of the 9<sup>th</sup> since then I have been cruising on this Station.

On the 12<sup>th</sup> I fell in with the U: S. Ship *Adams* in sight of Deserada & hearing that two french Frigates were expected at Guadaloupe every day we determined to cruise together for I am still in hopes of falling in with them & this day we at 5 A M discovered two sail to windward, which we both gave chase to, the *Adams* after the windward one which was a Schooner Privateer, & we after the other which proved to be her prize, an English Brig of 14 guns taken yesterday, we soon came with & recaptured her, she had twenty one frenchmen on board with five of her former Crew including two gentlemen passengers, very badly wounded that could not be removed, & were most inhumanly treated by the Privateers men after the surrender, the Brig was from Barba-does bound to Liverpool in Ballast, on account of the wounded I dispatch'd her off for Martinico in haste & before I can tell you the result of the chase with the *Adams* she now appears to be nigh to her, but shall not be able to inform you further at present I have little doubt but she will soon get her guns to bear upon her

in haste

I am your most &c

[NDA. A. Murray's LB, 1799–1805.]

To Midshipman Joshua Herbert, U. S. Navy, from Captain Alexander Murray,  
U. S. Navy

U: S. FRIGATE *Insurgent* off DESERADA

14<sup>th</sup> Nov<sup>r</sup> 1799

M<sup>r</sup> HERBERT

SIR I herewith give you a Copy of my commission appointing you Prize Master of the Recaptured Brig *Margaret*, you will be careful to keep as near to us as possible, but should you be seperated before you receive your final instructions, you are to proceed to St Pieres (Martinico) & there apply to M<sup>r</sup> John Gay our Agent there, & relate to him

all the circumstances respecting the recapture, & salvage in behalf of the crews of the *Insurgent* & *Adams*, & tell him that I expect to be with him by the 25<sup>th</sup> Inst

I send you the copy of a letter to the Secretary of the Navy, which I request him to have forwarded for me by the first conveyance, mind to take good care of your Men that you do not lose them, wishing you may arrive safe

I am your most Obed<sup>t</sup>—

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

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To Master Commandant Timothy Newman, U. S. Navy,  
from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 14th November 1799*

Capt<sup>n</sup> TIMOTHY NEWMAN  
of the *Warren*—

SIR Herewith you will receive circulars of the 29<sup>th</sup> July, 29 December, 16 January 12<sup>th</sup> March & 5<sup>th</sup> September, containing general instructions for the direction of your conduct on a cruise, some attention to which will be necessary previous to your sailing — Sailing orders will be shortly forwarded to you, in the interim you will exert every nerve to prepare the *Warren* for Sea —

I have the honor to be

Sir

Yr obed Servt

[Similar letter to Captain James Sever, U. S. Navy, commanding the U. S. Frigate *Congress*]

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

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To Secretary of State from William Smith, U. S. Minister, Lisbon, Portugal

(Private)

LISBON, Nov. 14<sup>th</sup> 1799

D<sup>r</sup> SIR I wrote you yesterday via Norfolk & now add a few lines because M<sup>r</sup> Wilson, mentioned in my letter of yest<sup>r</sup> wishes to carry my dispatches to you, in hopes it may be of some service by introducing him to your protection; as I find he has a letter from M<sup>r</sup> King, I have nothing to add but my wishes that our gov<sup>t</sup> may be able to ensure success to his Claim. M<sup>r</sup> Bulkeley is uneasy at the advances he has made on acco<sup>t</sup> of the U. States, but they were absol<sup>t</sup> unav<sup>b</sup>le — Coming here in an Amer. ship, crippled by a noble & heroic defence, coming as an Amer. family of women & children, there was no alternative but to pay their passage expences, or to maintain them here, or to incur the disgrace of suffering such a family to starve here: The method pursued appeared the best & we hope will be fully approved: besides it appears that M<sup>r</sup> King advised their return to the U. S. & that M<sup>r</sup> Williams defrayed their passage expences from London. —

Mr Wilson will give you the particulars of the Action & I now add information I have rec<sup>d</sup> from Spain on the subject; a letter from Corunna of the 30<sup>th</sup> Ult. says "that a french privateer had just arriv'd there — She belongs to Bourdeaux, is called the *Balance* & is a most beautiful ship resembling a frigate, mounting 30 Guns & 200 men. A few days before, she had fallen in with an American of 20 Guns & 50 men, which was bound from London to Charleston (a mistake for Phil<sup>a</sup>) They lay along side of each other four hours; the privateer had thirty men killed (besides wounded) & was obliged to make off & get into Coruna to be repaired." Cap<sup>t</sup> Williamson merits the attention of our gov<sup>t</sup> for his skill & bravery.

Another exped<sup>n</sup> from Brest again excites our specul<sup>ns</sup> — conjectures are as vague as last Summer — whether Ireland, Portugal or the Medit. Col. H. thinks Portugal as likely as any to be the object, but there appears no apprehension here & Ireland is gener<sup>l</sup> viewed as the Conquest contemp<sup>d</sup> under the auspices of Bonaparte, whose Name would certainly raise more Volunteers than a Decree of the Council.

We have only french acco<sup>ts</sup> respecting the actual state of Egypt which is therein represented to be in a good & tranquil situation; B. is said to have opened a Negot<sup>n</sup> with the Porte — I should not be surprized if he is soon sent there as Ambass<sup>r</sup> — The news of the day are that the Emperor Paul has marched an Army of 100,000 to the frontiers of Polish Prussia, ready to abide the King of Prussia's decision — that Massena has been defeated by Survanen, who has written a public letter censuring the Russian Generals in Swiss<sup>d</sup> for suffering themselves to be surprized & defeated, & promising soon to regain all that was lost. The french papers mention a capitulation of the D. of York in Holland, but not the Terms; if they aim at Ireland, they will amuse the Duke & encourage him to stay in Holland. Rome & Civita Vecchia are finally evacuated by the French; all Italy is clear of them except Genoa & a small part of Piedmont. Genoa is expected to surrender very soon, but the neigh<sup>d</sup> of the Alps may yet continue for some time the Theatre of War. Many persons apprehend the Emp<sup>r</sup> of Germany is disposed for peace, & it is supposed the late Bankrupcies in Hamburg & elsewhere will produce a like disposition in other powers. The internal situation of France presents a horrid scene of murder, rapine & civil war: The leading men talk of peace, but it's merely to seduce the people into further exertions. The Spanish gov<sup>t</sup> having lost their *fleet*, have abolished the Department of *Marine*. — Spain is only a depart<sup>t</sup> of France. Holl<sup>a</sup> & Swiss<sup>d</sup> are devastated — where at length will War establish its Theatre & find it's requisite Supplies? —

W[ILLIAM] S[MITH]

[Mass. HS. Pickering Papers, Vol. 25.]

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Extract from log of U. S. Frigate *Constitution* Captain Silas Talbot, U. S. Navy, commanding, Thursday, 14 November 1799

Moderate breezes and clear weather, In chace towards Monte al christo, @ 1 fir'd a gun to bring too the chace, At ½ p<sup>t</sup> 1 shortnd sail and boarded the chace an American Sloop from charleston bound to Cape Francois, At 3 sent an officer and a boats crew to obtain the

soundings to the Eastward and West end of Monteachristo, from 3 P. M. untill 7 in the evening lying too. Ships head to the Northward, waiting for the Boat to return from Monteachristo, @ half past 6 hoisted a light as a signal to the Boat which was sent to sound Monte a christo shoals, @ 7 the Boat returned the officer who was ordered on this Service Reports safe navigation, within a cable length of the shore. Soundings Regular from 21 to 9 fathoms from 7 in the evening till 6 in the morning we continued lying too with the Main Top sail to the Mast Ships head NNW and N by E in order to intercept vessels passing to the Cape, @ half past 6 saw a strange sail bearing SW by W Made sail and Gave chase. Employd scrubbing hammocks, from 6 in the Morning till 12 Meridian light breezes and variable, @ 11 Assembled the ships company and read the Articles of war, Confined by order of the Captain 14 hours and punished John Bennett and Jesse Defield with 12 lashes each for theft. @ 12 Moderate & Cloudy the chase WSW 12 miles Cape Francois SW by W 6 leagues

[Latitude obs<sup>d</sup> 20.17 North]

[NYHS, NHSC.]

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To Lieutenant F. H. Ellison, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 15<sup>th</sup> November 1799

Lieut F. H. ELLISON

New York —

SIR I am honored with your letter of the 14th Inst. — The *Constellation* will sail in a few days from Norfolk, to which place you will immediately repair, and proceed in her to the West Indies and join the *Adams* — Unless you proceed expeditiously the *Constellation* will have sailed before you arrive at Norfolk in which case you must be employed on board some vessel in a station not equal to the rank you will hold on board the *Adams* of Senior Lieutenant —

I Have the honor to be

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 15<sup>th</sup> November 1799

Captain EDWARD PREBBLE

of the *Essex*, Salem

SIR I am honored with your Letter of the 7 Inst, and am very glad to find that the *Essex* is in so much forwardness, but lament that I had not been kept better informed of her progress, for I fear she will be delayed longer than she need to have been for want of arrangements & it is particularly important that she should be at New Port by the 15<sup>th</sup> December for a particular service, to convoy indeed a number of East India Ships a certain distance on their voyage — If it be still practicable for you to be ready I know you will effect it and I wish

you would let it be known at Salem that this is in contemplation, that the Merchants there may if they choose avail themselves of the Convoy

It is intended that the *Congress & Essex* should be employed in this service, but not they should be kept together, beyond a certain Latitude —

I fully relied that a Lieutenant would be appointed at Salem, in consequences of the application to me & the permission given — I have ordered now to join you immediately Lieutenant Phipps of New Haven, and will name to the President who no doubt will appoint him the person you contemplate as 3<sup>d</sup> Lieutenant, Mean time relieve him and employ him in that character — A purser M<sup>r</sup> Mumford of New Port has been ordered on as to the other Officers I must refer you to my letter of the 25<sup>th</sup> October — Such as are selected, you may call immediately into service relying that their Comm<sup>ss</sup> and Warrants will be sent —

I fear the Major of Marines will find it difficult to furnish the Marines at Salem — possibly he may arrange to put them on board at New Port — Of this I shall be able to speak with more certainty in a few days —

I have the Honor to be with great respect

Sir

Yr obed Servt

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

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

[PHILADELPHIA]

Navy Department 15<sup>th</sup> November 1799

Capt<sup>n</sup> EDWARD PREBBLE  
of the *Essex*, Salem —

SIR The *Essex* under your command is allowed, Commissioned, Warrant, and Petty Officers agreeably to my letter of the 25 Ultimo

Sixty able Seamen

Seventy three ordinary Seamen

Thirty Boys,

Fifty Marines, including Officers —

You will commence the recruiting business so as to admit of your complement being procured by the time the Ship is ready for Sea —

Able Seamen you will allow 17 D<sup>rs</sup> per m<sup>o</sup> and ordinary Seamen and 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 — The Marines will be supplied you by the Major of Marines —

You will allow the Recruits two months advance, but previously take care to obtain sufficient security to resort to in the event of desertion —

You will suffer none to enter but such as are sound and healthy, and permit no indirect or forcible means to be used to induce them to enter the service —

Every man entered must take an oath agreeably to the form you will Recieve herewith —

Enclosed is the form of a Shipping paper wherein the name, station & pay of each person on board must be entered — I also enclose you the form of a pay roll, Muster Roll, form of a Bond to be Signed by the Sureties for the Seamen &<sup>e</sup> all of which you will have kept with the utmost exactness. —

Six Thousand Dollars will be remitted you to effect this business, and should this sum prove insufficient you will apply to the Navy Agent for a further supply — You must advance to your Recruiting Officer, who will be allowed besides their pay and Rations, two dollars for each Recruit in full for every expence of Recruiting except in cases where they are Recruited at a distance where their provisioning and transportation to the Ship will also be allowed, but they must be Oeconomical in their expenditures, for no extravagant charge will be admitted & no charge will be admitted without a proper Voucher to support it —

Prior to sailing, you will transmit your Account and Vouchers to Will<sup>m</sup> Winder, Esq for Settlement —

I Have the honor to be with great respect

Sir

Yr obed Servt

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

To Lieutenant David Phipps, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 15<sup>th</sup> November 1799

Lieut DAVID PHIPPS

New Haven, Connecticut

SIR Upon receipt hereof you will repair to Salem and place yourself under the Command of Captain Prebble of the *Essex*.

It is probable you may not find yourself the Senior Lieutenant, but if this should be the case it will have no unfavorable effect upon your rank in the Navy, and it is not meant that you should be continued long on board of any ship where you can't act as Senior Lieutenant —

I have the honor to be

Sir

Yr obed Servt

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

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

[PHILADELPHIA]

Navy Department 15<sup>th</sup> November 1799

Major W. W. BURROWS

SIR The *Essex*, Captain Prebble now at Salem, requires, Fifty Marines including Officers — You will be pleased to take immediate orders to supply this detachment — I wish to know from you immediately what is in your power on this Subject — The Ship will leave Salem I expect early in December but will probably be at Rhode Island 15<sup>th</sup> December

I have the honor —

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

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

[PHILADELPHIA]

Navy Department 15<sup>th</sup> November 1799

Captain JAMES SEVER  
of the *Congress* —

SIR It is contemplated to employ the *Congress* in convoying for some distance on their voyage, a number of East India Ships which will rendezvous at Rhode Island the 12<sup>th</sup> Dec<sup>r</sup>

You will be pleased so to make your arrangements as to be at New Port by that time, — I can conceive of nothing that can prevent it, and the want of a few men, if such should be the case must not be considered as an objection —

I have the honor to be

Sir

Yr obed St

[NDA. OSW, Vol. 3, 1799–1800.]

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[15 November 1799]

Names of some of the Officers and Crew aboard the U. S. Ship *Ganges*, extracted from a statement of the Account of Purser Robert Lewis, U. S. Navy

Thomas Tingey, Captain  
Robert Lewis, Purser  
Wm. Scott, Seaman  
John Dubose, Midshipman  
Isaac Corkin, Ordinary Seaman  
John Scriden, “ “  
Samuel Evans, Midshipman  
John Love, Master's Mate  
John McCrackin, Seaman  
John Rush, Surgeon  
George W. Reed, Midshipman  
Abner Woodruff, Midshipman  
Abraham Witmer, Midshipman  
—— Warner, Seaman  
—— Carney, Seaman  
—— Davis, Seaman  
Daniel Carmick, Captain, U. S. Marine Corps  
Stephen Merrill,  
David Marshall,

[GAO, No. 22,168.]

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

CAP FRANCOIS Nov<sup>r</sup> 15<sup>th</sup> 1799. —

SIR I had the Honor of writing you a few Days ago by the *Polly*, Cap<sup>t</sup> Jones, and enclosed you a Letter from Gen<sup>l</sup> Toussaint LOuverture respecting a Petition presented by the french Captains in this



Port to the Particular Agent of the Executive Directory. The Apprehensions of these People encreased so much, & their Dread of Capture by our Frigates that still continued to cruise within sight of the Cape made them so clamorous, that to prevent any Misunderstanding I thought it best to have a Conference with Cap<sup>t</sup> Talbot on the Subject. For this Purpose I made several Attempts to go on board the *Constitution*. But the Difficulty of reaching the Frigate rendered them all ineffectual. —

Finding it impossible to confer with Cap<sup>t</sup> Talbot and having received an urgent Letter from the Agent I deemed it most prudent to give a Recommendation to the Vessel that was ready to sail. I enclose you Copies of all these Papers, and make no doubt but you will give me such Instructions in your next as will enable me to act with Expedition and Propriety in future should a similar Occurrence take Place. —

Yesterday Cap<sup>t</sup> Bainbridge of the *Norfolk* came on shore to consult me respecting an armed Vessel he had taken, in Company with the *Boston* Frigate. Having no doubt of the Legality & Propriety of the Capture, from the Representation he made to me, I advised him to send the Prize to America for Adjudication. He has written fully to the Secretary of the Navy on this Subject and forwarded all the Documents necessary to explain it. —

Since my last Nothing of Importance has occurred. Three of our Ships of War, the *General Green*, the *Herald*, & the *Norfolk* have been in this Port and received every Mark of Attention & Hospitality. The first will continue here a few Days to water. The second will sail in the Morning to take the Instructions of Cap<sup>t</sup> Talbot. The last sail'd yesterday on a Cruise. —

The Minds of the french Merchants are now more tranquil, & I hope that there will be no Interruption to the Harmony that at present exists. —

The Army in the South continues it's Progress against Rigaud & from all appearances the War will soon be terminated. I wish it most ardently: for it's Continuance produces a total Derangement of every Thing. This Effect, 'tho' temporary, renders my Situation extremely difficult, laborious, & painful. When a Peace takes place Things will be fixed on a more firm and solid Basis, a more enlighten'd System of Legislation enacted, & more liberal commercial Regulations established. I hope soon to have the satisfaction of announcing to you this favourable Change. —

I have the Honor to remain with the most perfect Respect.

Sir

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

EDWARD STEVENS

The Hon<sup>o</sup> T. PICKERING  
&c &c &c

To General Toussaint L'Ouverture General in Chief of the Army in St. Domingo  
from Edward Stevens, U. S. Consul General at St. Domingo

CAPE FRANCOIS November 15<sup>th</sup> 1799.

General TOUSSAINT,

SIR I have the honor to enclose you translations of several Letters respecting the french Schooner *Adelaide*, Captain Pitre, which were lately transmitted to me by the Marine Agent of the U. States at Charleston. I have already Submitted them to the Consideration of the particular Agent of the Executive Directory, and requested him to make you acquainted with the Circumstances.

This Vessel was taken in the neighborhood of the Havanna, by two armed Ships, belonging to the U. States which had sailed from america before the Arrangements made with this Colony were known, and of course, were ignorant of them. — 'Tho' the Captain of the Schooner had exceded your orders, and many necessary formalities had been omitted in the Course of his voyage, yet, as soon as the Government of the U. States knew that he had been furnished with your Passport, and had been sent on your business, an order was given to release the Vessel and furnish her with every thing she might stand in need of. This, Sir, is a new proof of the Sincerity and good faith of the Government of America, of the respect and exalted opinion they entertain of your character and of their unequivocal desire to maintain the Harmony which Subsists between the two Countries. I have the honor to remain

Sir

&c &c

(Sign'd) E. STEVENS

[SDA. CL, Cape Haytien, Vol. 2, 1799–1800.]

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To Major Commandant William W. Burrows, U. S. Marine Corps, from Lieutenant William Maley, U. S. Navy

BALTIMORE Nov<sup>r</sup> 15<sup>th</sup> 1799.

Sir: In consequence of the treatment I received from Cap<sup>t</sup> Philip Edwards, I am under the necessity of Troubling you. Nathan R. Sheredin agreeable to your order, repaired on board the Schooner *Experiment* under my command, with the complement of Marines ordered My Clerk made out the return of every person on board, for the Navy Office. Two or three days after, Captain Edwards wrote a very severe letter to Mr. Sheredine ordering him Immediately to his Quarters, with two of the Marines, M<sup>r</sup> Sheredin not knowing he was under my Command; left the Vessel (as she lay eight miles from Town) and brought two of the best Marines, as soon as I had information of the transaction, I requested, Mr. Sheredin to call on Cap<sup>t</sup>. Edwards, and inform him I could not receive any other men, he then returned one of the Above Men, and ordered one other, which I did not think proper to receive The Marine he detained from me, is almost the only Man that knew his duty, I ought to have the best Marines my number being so small. After M<sup>r</sup> Sheredin made out his return for you, and refusing to enter James Hawking in lieu of

the Man taken from us, Cap<sup>t</sup> Edwards entered him without M<sup>r</sup> Sheredins permission on the return forwarded to you, which you will find by refering to the above mentioned return

I am with respect your Obedient  
Humble Servant

WILLIAM MALEY  
[Lt.]

Major WILLIAM BURROWS

N. B. likewise three Muskets were sent me unfit for Service, which I was, Obligd to proceed to sea and leave behind unsupplied.

[MCA. LR, 1799.]

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

NOVEM 15. 1799 —

To The Secretary State for the U. S. of America  
At Philadelphia

SIR! I have the pleasure to inform you that the *Delaware & Scammel* came off this Harbor last Sunday, the 10<sup>th</sup> instant, & enter'd the Harbor on the 11<sup>th</sup> & in consequence of the symtoms becoming more & more alarming, Captain Baker & myself have join'd the Governor in opinion that it will be best for both Vessels to remain in port for some time, & We earnestly recommend to our Government to order a *Frigate here immediately* for the further security of American Interest. I am in great haste — & I am most respectfully

Sir!

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

M<sup>r</sup> BRUCE

M<sup>r</sup> SAUNDERS, Cap<sup>n</sup> Schooner [?] *Nancy*

M<sup>r</sup> CHANCEANLME. [?]

I have perused the above letter from our Consul, & agree with him in recommending a Frigate to be sent here immediately

Sign'd THOMAS BAKER

[SDA. French Spol. CA Curacao, — 1797–1801.]

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Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 15 November 1799

Moderate breezes and clear weather, In chace to the SW, @ 2 shortened sail and Boarded the chace a french Sloop prize to the U. S. Brig *Norfolk*, saw another strange sail standing towards us bearing SW At ½ past 2 Answerd the Signal of the United States Brig *Norfolk* Supplyd the *Norfolks* prize with 20 Gallons of water. @ 3 Joind comp<sup>y</sup> with the U. S. Brig *Norfolk* Captain Bainbridge who had been orderd to Cape francois for Information concerning the armd boat he had capturd At 4 Took out the masts sails small arms provisions and some old Guns out of the Boat which was cap-

tured by the *Norfolk*. At half past 4 Returned 22 french prisoners to the *Norfolk* and Scuttled the Boat they were capturd in. At 9 cheerd ship and parted comp<sup>y</sup> with the *Norfolk* and her prize filld and Made sail Employd washing and fumigating between decks @ 12 Cape francois S by W 6 leagues At daylight saw a strange sail bearing SSE working to windward In shore Bore up and run down for cape francois at such a distance that we could see the Shipping in the harbour of Cape francois @ 7 shortnd sail and hauld to the wind to the Northward, employd working to windward to the Northward of Cape francois Made and shortnd sail as necessary. At 12 Cape francois SW by W 6 leagues.

Cruising to windward of Cape Francois.

[NYHS, NHSC.]

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Extract from journal of Merchant Ship *Industry*, Captain Gamaliel Bradford, Friday, 15 November 1799

Sailed from Long Wharf in Ship *Industry* bound for Gibraltar, and Italy — the follow<sup>g</sup> names compose the ships company —

G. Bradford	George Wadsworth	John Jones
Gershom Bradford	Amos Ames	John Bayler
Will <sup>m</sup> Prior	Stanton James	Jo. Brown
Andrew McIntire	Stepney Johnson	Peter T. Miner
Southworth Bradford	Will <sup>m</sup> Wadsworth	Marquis Fenno
Calvin Homes	George Soul	John Vose
John Scholtz	Tim. Drew	Bell
Henry	Mayo	M <sup>r</sup> Charles Henly
Lem <sup>l</sup> Fish	Tom Pearson	Passenger —
Peter Peterson	Gilbur Warner	

Left long wharf at 11. oC. am — moderate weather, and hazy —

[Col. of G. & E. W. Bradford.]

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Extract from log-book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes, commanding, 15 to 16 November 1799

[Translation]

24th to 25th Brumaire, 8th Year of the Republic [?]

Log-book kept on board the Corvette *Le Berceau*, carrying 24 guns, 8 guns to a battery and having a crew of 190 men, commanded by me Commander Louis André Senes, begun today the 24th of Brumaire Year 8 of the French Republic one and indivisible.

24th Brumaire Year 8. [15th November 1799]

Being at anchor in the roadstead of the island of Aix with the Corvette *Le Berceau* which I command, I set sail at 2 o'clock in the afternoon, from the said roadstead under the command of Captain Pitot, commanding the frigate *La Vengeance* both having Guadeloupe

as their destination, the frigate *La Vengeance* having on board the three agents sent to that colony, the three agents are Jannet, Laveaux, and Baco.

The same day at 5 o'clock in the evening we anchored in the roads of Chaix de Bois the wind being from the SSE Fresh breeze, weather continued the same all night.

Bearing at said anchorage

At 9:30 in the morning the commander signalled orders to get under way and to reconnoitre a vessel anchored at the entrance of the Pertuis d'Antioche I immediately got under way and stood to the WNW. at 11:30 after having given the recognition signals to the said vessel, which she answered, I signalled the commander that the vessel which was sighted was French, I immediately luffed her slightly for the purpose of awaiting the frigate, at 12:30 in the afternoon I reported to the commander that the vessel was *La Tapageuse*, corvette of the Republic, out of Bordeaux and was headed for the island of Aix.

The commander told me by word of mouth to stand to the WSW, we immediately crowded on sail, the winds being from the SE and SSE and hoisted the studding sails.

[Boston Athenaeum, NDA photostat.]

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

[PHILADELPHIA]

*Navy Department 16th November 1799*

Capt<sup>n</sup> THOMAS TRUXTUN

*Norfolk —*

SIR The Vessels already employed in Public Service, and those preparing for it, complete the number allowed by Law — No Vessels therefore which may be captured by yourself or the Squadron under your Command can be fitted as cruisers —

It will therefore be proper to send any such immediately to the United States With all these vessels it will be necessary to send all the papers & some of the crew belonging to them —

The Expence of maintaining the Prisoners at Saint Kitts has been enormous In order to avoid it in future, send all the prisoners you take, except such as you can imm<sup>?</sup> exchange to the United States —

I beg leave to call your particular attention to these things which have heretofore been too much neglected —

I have the honor to be

Sir

Yr obed Servt

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

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

[PHILADELPHIA]

Navy Department 16th November 1799

Capt<sup>l</sup> DAVID JEWETT  
of the *Trumbull* —

SIR The [U. S. Ship] *Trumbull* under your Command is allowed —

	Master Comm <sup>t</sup>	60	dollars	pr	m <sup>o</sup>	5	rations	pr	day
	Two Lieutenants	40	"	"	"	3	"	"	"
	one Surgeon	50	"	"	"	2	"	"	"
	one Purser	40	"	"	"	2	"	"	"
	one Sailing Master	40	"	"	"	2	"	"	"
	one Surgeons Mate	30	"	"	"	2	"	"	"
	One Boatswain	20	"	"	"	2	"	"	"
	one Sailmaker	20	"	"	"	2	"	"	"
	one Chaplain	20	"	"	"	2	"	"	"
	Six Midshipmen	19	"	"	"	1	"	"	"
	Two Masters Mates	20	"	"	"	1	"	"	"
	Two Boatswains d <sup>o</sup>	18	"	"	"	1	"	"	"
	One Captains Clerk	25	"	"	"	1	"	"	"
Petty	One Cook	18	"	"	"	1	"	"	"
Officers	One Steward	18	"	"	"	1	"	"	"
	One Armourer	18	"	"	"	1	"	"	"
	One Master at Arms	18	"	"	"	1	"	"	"
	One Cook	18	"	"	"	1	"	"	"

Upon your complying with my letter of this date, the number of Commissioned & Warrant Officers will be compleat — The petty Officers you will appoint yourself — You are also allowed 45 Able Seamen, at 17 Dollars per month, and Forty one ordinary Seamen and Boys at 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, and a Detachment of 21 Marines will be supplied you by the Major of Marines

You will allow the Recruits two months advance but previously take care to obtain sufficient security to resort to in the event of desertion —

Every man entered must take an oath agreeably to the form you will receive herewith —

I enclose the forms of a Shipping Paper, Pay and Muster Roll, Bond to be signed by the Sureties for the Seamen &<sup>e</sup> all of which you will have kept with the utmost exactness

You will suffer none but sound and healthy persons to enter the service and permit no indirect or forcible means to be used to induce men to enter the service —

M<sup>r</sup> Howland will supply the necessary monies to you, and you must advance to your Recruiting Officers, who will be allowed besides their pay & rations two Dollars in full for every expence of recruiting, except in cases where the men are enlisted at a distant port where their provisioning and transportation to the Ship will be allowed, but they must [be] economical in their expenditures, for no extravagant charge will be admitted & no charge will be admitted without a proper Voucher to support it — Prior to your sailing you will transmit your account & Vouchers to William Winder Esquire for Settlement —

I have the honor to be

Sir

Yr obed Servt

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

[PHILADELPHIA]

Navy Department 16th November 1799

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>

Boston —

GENTLEMEN I have the honor to request that you will be pleased to procure, One thousand Barrels of Beef, in addition to the quantity before directed and that you will take convenient opportunities in the Spring as early as they occur to send 500 barrels to William Pen-nock at Norfolk & the same quantity to Captain Gill Navy Store-keeper at this place — Your Beef being not only considerably Cheaper but better than can be had at these places —

If Captain Sever has not received all her supplies through M<sup>r</sup> Sheafe be pleased to furnish, & promptly any thing he may want — That Ship must at all events whether fully prepared or otherwise leave Boston, time enough to arrive at New Port by the 12th, at latest the 15<sup>th</sup> Dec<sup>r</sup> to convoy such of our East India Trade as may assemble there by that time — it is meant to employ both the *Congress* & the *Essex* in this service, if both are ready, but at all events the *Congress*, tho from the great activity of Captain Prebble, I have little doubt of her [*Essex*] being also ready — Will you be so good as to give notice of this to the Merchants of Boston concerned in this trade, and to Newbury Port —

The Marines on board the *Congress* no doubt are armed, the Mus-kets you have on hand I presume will be quite sufficient for the rest of the Crew —

On the subject of Prisoners. — You must have them maintained on the best terms in your power and humanity requires that they should not suffer by the Cold, but as I find by experience that Pris-oners can be maintained in the interior of the Country at little more than half the expence of the Seaports no expence to accomodate prisoners at Boston hereafter need to be incurred —

I have the honor to be with great respect Gentlemen

Yr obed Servt

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

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

PHIL<sup>a</sup> Nov<sup>r</sup> 16<sup>th</sup> 1799.

L<sup>t</sup> S. W. GEDDES

SIR The Secretary of the Navy having ordered the *Essex* round to Newport, she will accordingly be there by the 15<sup>th</sup> Dec<sup>r</sup> You will therefore continue there, till she arrives, when you are to put your Marines on board and place yourself under the Orders of Cap<sup>t</sup> Prebble. A small detachment will be put on board at Salem, which, I expect, when added to yours, will make up at least 50 M [illegible] Command.

— I wrote you a few days ago [illegible] you to draw on me for \$100. I shall be ready [illegible] your Draft at one days Sight.

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

W. W. BURROWS  
M[ajor] C[ommandant]  
M[arine] C[orps]

In future 2%<sub>100</sub> will be deducted from each Marine p<sup>r</sup> month, to create a Fund for building & Maintaining a Hospital for their use. — you must let the Purser know this; it is an Act of Congress, and right [?] to have taken place from 1<sup>st</sup> Sept<sup>r</sup> last.

[MCA, LR, 1799.]

To William Gray, Chairman of Committee, Salem, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 16<sup>th</sup> November 1799

WILLIAM GRAY Esq<sup>r</sup>

Chairman of the Committee at Salem —

SIR Captain Prebble will pass the necessary receipts for the *Essex*, describing the state in which the Committee deliver her, or referring to an Inventory signed by him — There is no particular rule adopted for the receipts — Whatever would satisfy a Merchant having such a Ship built will satisfy the Public — of this you can judge better than I can —

It is contemplated that both the Frigates *Congress* and the *Essex* shall be employed in Convoying our East India Trade, as far as the Line — that they shall rendezvous at New Port the 12<sup>th</sup> December, say the 15<sup>th</sup>, and there take under Convoy all the vessels that may appear

The *Congress* will undoubtedly be ready in time and from the activity of Capt<sup>r</sup> Prebble the *Essex* I hope will also be ready — Will you be good enough to mention this to the Merchants of Salem concerned in this trade

I have the honor to be with great respect

Sir

Yr most obed Servt

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

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

[PHILADELPHIA]

Navy Department 16<sup>th</sup> November 1799

Mess<sup>rs</sup> JAMES & EBENEZER WATSON

New York —

GENTLEMEN It is intended to afford Convoy from Rhode Island to our East India Trade, for which purpose the Public Vessel or Vessels to be employed in the service will rendezvous at New Port the 12<sup>th</sup> December — Be pleased to give notice of this to the Merchants of your place, concerned in this Trade

I have the Honor to be

Gentlemen



Copy of this Letter forwarded to Mess<sup>rs</sup> Gibbs & Channing New  
Port & Arch<sup>d</sup> Campbell Esq<sup>r</sup> Baltimore  
[NDA. GLB, Vol. 3, 1799.]

To William Montgomery, Philadelphia, Pa., from Secretary of the Navy

[PHILADELPHIA]

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

WILLIAM MONTGOMERY Esq<sup>r</sup>

*Philad<sup>a</sup>*

SIR It has been determined to afford Convoy for our outward bound East India Trade as far as the Equinoxial Line, for which purpose the Public Vessel or Vessels to be employed in this service (and it is expected there will be two Frigates) will rendezvous at New Port the 12<sup>th</sup> December, and proceed from thence Wind permitting about the 15<sup>th</sup> — Permit me to request that you will take the trouble to mention this to the Merchants of Philad<sup>a</sup> who may be interested —

I have the Honor to be

Sir

Yr obed Servt

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

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

[PHILADELPHIA]

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

Capt<sup>n</sup> JOHN MULLOWNY

SIR You will immediately assume the command of the Ship *Ganges* and prepare her with all possible expedition for Sea. — For this purpose you will immediately report to me all the repairs necessary to fit her for a cruise, and make out, and lodge in this office, indents of all the Stores, she is in want of — The *Ganges* must sail by the 15<sup>th</sup> of December —

I have the honor to be

Sir

Yr obed Servt

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

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Saturday, 16 November 1799

Fresh breezes & Cloudy, employ'd working to windward of cape francois Departed this life Archibald Thompson Seaman occasioned by a complication of diseases at 4 committed the body of the deceas'd to the deep @ 6 shortnd sail and brou<sup>t</sup> too in order to Intercept vessels going in or out from the cape @ 7 PM saw a strange sail bearing E by S steering before the wind. Made sail and gave chace, @ half past 7 the chace brou<sup>t</sup> too and made the private signal which we could not answer cleard Ship for action and Tackd towards the chace, @ half past 8 shortnd sail brou<sup>t</sup> too and Spoke his Bt<sup>y</sup> Majestys

Ship *Quebec* Captain Bingham, @ 10 Filld and parted company with the *Quebec* @ 11 brou<sup>t</sup> too ships head south, @ daylight squally with rain @ 6 AM saw a strange sail bearing N E standing in towards the Cape, @ 8 reefd the courses and close reefd the Topsails filld and gave chase to the strange sail, @ 9 shortnd sail and spoke with the chase an american armed Brig from St<sup>t</sup> Thomas' bound to Port au prince, Saw 5 strange sails standing to the Northward which we supposd to be american vessels from the Cape Tackd to the Northward and brought [to] for the strange sails to come up. — @ 11, 3 of them passed within Gunshot and hoisted american colours Saw another sail standing out from the Cape suppos'd to be the U S Ship *Herald* Cape Francois S by E 4 leagues

[NYHS, NHSC.]

Extract from journal of Lieutenant John Mulloyny, U. S. Navy, commanding U. S. Ship *Ganges*, 16 November 1799

Philadelphia)  
1799 Nov<sup>r</sup> 16 } This day took command Transported the ship, &  
on board the } moored off Catharine Street. —  
*Ganges*

[NA.]

Extract from journal of Merchant Ship *Industry*, Captain Gamaliel Bradford, Saturday, 16 November 1799

at 3. pm pilot left us near the light house — Stood out E b S — Schooner *John* Capt Hinkley in company — 6. Ob. Light 3 leagues. W. b N — sett stud<sup>s</sup> sails —

8. am past a brigg belonging to St<sup>t</sup> Croix. Stand<sup>s</sup> on wind N.Ward pleasant Weather

Latt Obs<sup>d</sup> 42.20

[Col. of G. & E. W. Bradford.]

Extract from log-book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes, commanding, 16 to 17 November 1799

[Translation.]

25th to 26th Brumaire Year 8.

At 7:30 A. M. the commander signalled to us to proceed WNW, immediately we steered to the said point of the compass. Weather very good during the entire 24 hours

During the 24 hours we kept up with *La Vengeance* quite well

[Latitude — 44° 59' N.]  
[Longitude — 5° 54' W.]

[Boston Athenaeum, NDA photostat.]

To Major Commandant William W. Burrows, U. S. Marine Corps, from Second Lieutenant M. E. Sheridine, U. S. Marine Corps

On board the U STATES SCHOONER *Experiment*  
lying at Ancher in *Patascio River* 17 November [17]99

SIR As soon as I received your orders by Capt Edwards I returned from Frederick and took command of the Marines on board the Schooner. I have according to your orders sent you through Capt Edwards a Size Roll Cloathing return and pay roll. and hope I shall acquit myself with honor and to your satisfaction and remain

Sir your Humble Servt

N. R. SHERIDINE  
[Lieut of Marines]

Major W. W. BURROWS  
Commandant of the Marine Corps  
Philadelphia

[MCA, LR, 1799.]

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

NEWPORT Novem. 17 1799.

We have had the bottom of the *Geo. Washington* examined to low water mark and find her Copper so bad, that it is not fit she should proceed to sea, without being new Coppered as low down as the tide will admit. — This is the opinion of Cap<sup>t</sup> Fletcher & the Carpenters will do for the Voyage you propose for her. — We shall therefore employ Carpenters to take off the old Copper, and put new on, as low down as they can work on her without heaving her down. The flatt of the bottom it is supposed is better than on her bulge & bows — though all the Copper on her is of very little service, as it appears to be of a bad quality, & is of the thinnest kind used for any Vessel — We have on hand about 450 Sheets Copper, we suppose as much more will be necessary for her, which you will please order to be ship'd to us immediately that we may have it put on before the weather comes severe —

Cap<sup>t</sup> Fletcher informs us, it is necessary to have forty or fifty tons more Iron ballast for her, which you will please order to be ship'd here. —

The Anchor sent by M<sup>r</sup> Higginson for the Frigate *United States*, did not arrive here till some days after that Ship had sailed —

A Brig has been sent in here by the *Gen. Greene* we are informed that she belongs at Portland, and was taken on her passage out from one of the Ports of Hispaniola, where trade is prohibited too by the United States — We understand the Captain says that he was captured by a french cruiser, and carried into the prohibited port and Refused [?] where he was allowed to sell & take a return Cargo and in proof of which he made a protest there — You doubtless have advice from Cap<sup>t</sup> Perry respecting her —

HON BENJAMIN STODDERT Esq. —

[Newport HS. Gibbs & Channing LB.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Sunday, 17 November 1799

Fresh Gales and Rain, At 1 more moderate, At 2 answer'd the private Signal of the United States Ship *Herald* heavy squalls and rain down Top Gallant yards, @ 4 Jond [joined] company with the *Herald* Captain Russel, @ 6 d<sup>o</sup> weather Cape francois S S E 7 or 8 leagues, continued standing to the N by W till 11 P M at which time we wore to the Southward and set the Maintopsail close reefd *Herald* in company, @ 4 Moderate and clear *Herald* in comp<sup>y</sup> @ 5 Squally with rain, @ 6 saw two strange sails bearing S S E 4 leagues, @ 8 light airs and variable from the Eastward Employd drying the light sails and cleansing between decks @ 10 up Top Gallant yards and made sail

At 12 Saw three strange sails working to windward between Tortugas and the Cape, the Cape bearing SE by S 4 leagues  
[Latitude Observed 20°03' N.]

[NYHS, NHSC.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*,  
Captain Edward Preble, U. S. Navy, commanding, Sunday, 17 November 1799

[Salem, Mass.] Twenty six twelve pound Cannon were taken on board for the main battery, mounted them & found the Carriages all too high, dismounted the Cannon and sent the Carriages on shore to be altered.

[LC, EPP, 1799–1800.]

Extract from log-book of the French Ship *Le Berceau*, Master Commandant  
(Capitaine de frégate) Louis André Senes, commanding, 17 to 18 November 1799

[Translation]

26th to 27th BRUMAIRE Year 8.

The commander signalled us to proceed WNW, at six o'clock the topgallant sails were loosened and the studding sails lowered to wait for the commander, who was astern of us. At 10 o'clock we broke the fore studding sail boom The commander had approached. Fine weather all night, we kept up with *La Vengeance* quite well.

[Latitude — 44°59' No.]  
[Longitude — 9°57' W.]

[Boston Athenaeum, NDA photostat.]

[18 November 1799]

Observations of Secretary of the Treasury to President Adams, in obedience to the  
President's letter of 15 November 1799

The Secretary of the Treasury in obedience to the command of the President of the United States respectfully submits the following observations.

A great proportion of the difficulties which have attended the administration of Government in the United States, are by the consent of reflecting men of all parties, referred to a diversity of opinion respecting the objects, nature and tendency of the French Revolution. Though Europe is the principal theatre of contention, yet the effects of the war are visible in the four quarters of the Globe. It has divided the civilized world into two great political parties: on one side are found all men who from habit principle or Interest, are attached to antient establishments; on the other the enthusiastic partizans of a new & seductive system.

Some years since, a majority of the people of the United States manifested a strong sympathy in favour of the revolutionary principles of France; events have contributed to dispel the delusion; but successive vibrations of public sentiment, have greatly weakened respect for authority, and released a large proportion of the people from the influence of the mild restraints arising out of antient civil and religious institutions: — at present the government is suffering under the reaction of a spirit which was excited against France: — bold and licentious calumnies are propagated and believed — a want of concert is visible among the friends of Government: and many of the subordinate officers are deprived of that respect influence & popularity, without which their public functions cannot be successfully discharged.

It is necessary that those who conduct the public affairs, should know their real situation; but they are not permitted to despond, nor to relax their efforts in support of a cause which they have conscientiously espoused. —

To give energy to the Government it appears indispensable that the Judicial system of the United States should be revised; — it cannot but happen that numerous questions respecting the interpretation of the Laws and rights and duties of Officers and Citizens must arise in this extensive Country; — on the one hand it is necessary that the Laws should be executed; on the other that individuals should be guarded against oppression; — neither of these objects can be assured under the present organization of the Judicial Department.

The Revenue from duties on Imports and Tonnage has declined from Doll<sup>r</sup> 7.405.000 which was the product of the year ending Sept<sup>r</sup> 30. 1798. to Doll<sup>r</sup> 6.437.000. being the product of the year ending Sept. 30<sup>th</sup> 1799: — the internal Revenues have increased during the same period from Doll<sup>r</sup> 585.000. to Doll<sup>r</sup> 773.000. — the Act directing the valuation of Houses & Lands has been executed in the States of Vermont, New Hampshire Connecticut, New Jersey, Delaware Kentucky & Tennessee: — the execution will soon be compleated in Massachusetts, Rhode Island, New York, Pennsylvania, Maryland & Virginia — some greater delay is expected in the States of North Carolina & Georgia. — In South Carolina the execution of the Law has been impeded by the resignation of Commissioners & by a diversity of opinion between the Board and an influential member, the effects of which are not yet fully surmounted.

The establishments of the United States demand an expenditure, exceeding the ordinary Revenue by several millions; — it will be impossible at once to increase the Revenue sufficiently to meet this expence; and it will be difficult to command money on Loan. — The

details of information will be communicated by the Treasury Department in the usual manner as prescribed by Law.

In addressing the House of Representatives it appears proper and necessary to state, that the estimates of the appropriations which are necessary for the service of the ensuing year together with an account of the Revenue and expenditures to a recent period, will be laid before them by the Presidents direction. — That it was not to have been expected during a period in which a great portion of the civilized world has been involved in a war unusually calamitous and destructive, that the United States could be exempted from extraordinary burthens: — that though the period has not arrived when the measures which were adopted to secure the Country against foreign attacks can be renounced; yet it is alike necessary to the honour of the Government and the satisfaction of the community, that an exact economy should be maintained. — with a view to these objects the House may be invited to investigate the different branches of the public expenditure; — such an examination cannot fail either to produce beneficial retrenchments, or convince the people of the wisdom and necessity of the measures heretofore adopted.

That the President may be enabled to judge what representation ought to be made in relation to the renewal of commercial intercourse with a part of the Island of St Domingo, it appears necessary to review the transactions relative to that subject.

During several years after the commencement of the present war, the commerce of St Domingo was immensely profitable to the United States: and even after the system of privateering became general, it continued to be advantageous to Individuals. — The naval armament of the United States greatly restrained the Privateers, and rendered the people of the Island desirous of renewing commerce. — The act of June 13<sup>th</sup> 1798, gave no authority, to the President, to permit Trade with any particular Port or Island of the French dominions, although he was impowered at his discretion to remit or discontinue all the restrictions imposed by the Act. — It was soon discovered by the American Merchants, that the Act of Congress was the only obstacle to the renewal of a beneficial Commerce. — The policy of the restriction was arraigned: — the Law was continually violated, and the records of the Treas<sup>r</sup> offered ample evidence, that the most persevering exertions on the part of the Government were insufficient to restrain the illegal enterprizes of Individuals.

Soon after the commencement of the laist Session of Congress, M<sup>r</sup> Bunel appeared as the Agent of Gen<sup>l</sup> Toussaint, and on his behalf made the most explicit assurances that the American Commerce should be protected in all the Ports under his jurisdiction, And nearly at the same time information was obtained, that an armistice had been settled with the British Government, which was then said to have secured to itself certain exclusive privelidges; — It then appeared to be a favourable opportunity to promote such a modification of the Law, as without deviating from the principles of the general system which had been adopted with respect to France, might extend the commerce and political influence of the United States in the West Indies; — the idea was fully approved by the President and in pursuance of suggestions which were authorized, a Bill passed the House of Representatives empowering the President to regulate by proclamation the Trade between the United States and the whole or any part

of the dominions of France, or the dominions of any other Nation where the equipment of French Privateers, or the sale of their Prizes, being Vessels of the United States should be tolerated. — The Senate did not agree to the Bill, except in respect to the dominions of France.

During the time that the Bill was depending in Congress, there was much conversation respecting the ultimate views of General Toussaint, and it was supposed by many, that on the renewal of commercial Intercourse, the Island of St Domingo would be declared independent; — to these observations it was uniformly replied by the undersigned Secretary, that no certain opinion could be formed respecting the future political condition of the Island; that this subject must & ought to be left to take its natural course; that the views of the United States were purely commercial and pacific; and that no assurances would under any circumstances be made, that the United States would support a declaration of Independence, with men money or supplies.

After the passing of the Act of Feb<sup>y</sup> 9<sup>th</sup> 1799, it was deemed necessary that explicit assurances in favour of American Commerce should be renewed on the part of General Toussaint, & that an Agent should be admitted into the Island to watch the Interests of the U States & give information to the Government of the course of Events — Edward Stevens Esq<sup>r</sup> was accordingly appointed Consul General to reside in the Island, and about the same time Envoys were appointed, who were upon certain conditions to renew negotiations with the French Republic.

During the whole time that M<sup>r</sup> Bunel remained in the United States, he continued to represent the urgent wants of Gen<sup>l</sup> Toussaint; — that his men were unpaid, destitute of Cloathing & frequently without provisions; — it was even suggested that the distress was so great as to indanger his authority — Prior to the passing the Act of Feb<sup>y</sup> 9<sup>th</sup> the objections against furnishing any supplies were insuperable; after that time, the Heads of Departments and Attorney General, were directed to confer together on the subject & lay their opinions before the President.

The Secretaries of the four Departments concurred in the following opinion.

"It having been proposed to send a supply of Provisions to St Domingo in the Vessel in which the Consul General is to proceed, our opinions have been requested on the expediency of the measure."

"The Law of the 9<sup>th</sup> instant expressly excepts from the restraints imposed on Vessels in general such Vessels "as shall be solely employed in any purposes of political or national Intercourse"; — "the object of the proposed Shipment, is by supplying some of his most urgent wants, favourably to impress the mind of General Toussaint to suppress privateering and to adopt such measures as may justify a proclamation for opening the Trade which is an object of national importance, perfectly consistent with the spirit of the Act, and not contrary to justice or policy in respect to France.

"The Principal objection against the measure arises from the possibility of a suspicion, that it was the intention of the Government to favour the Individual Merchant intrusted with furnishing the Supplies — To obviate this objection it appears proper to stipulate by a previous contract, that every excess above a moderate profit shall be for the benefit of the United States, or that the Supplies

"shipped shall be sold under the direction of the Consul General, at a moderate price to be previously stipulated — It also appears proper to stipulate, that no Return Cargo shall be rec<sup>d</sup> or admitted in the Ports of the United States, until the President, shall have previously published a proclamation opening the Trade."

FEB<sup>y</sup> 20<sup>th</sup> 1799.

On the same day the Attorney General delivered the following opinion in a Letter addressed to the Sec<sup>y</sup> of State.

"I have the honour to express my opinion that it is neither *lawful* nor *expedient* to permit a Vessell to sail from hence to S<sup>t</sup> Domingo, with supplies of cloaths & provisions for General Toussaint Though a private Merchant should undertake it either alone, or in partnership with the United States."

"Unlawful because permission may be granted to Vessells which shall be *solely* employed in any purpose of political intercourse & to none other."

"Inexpedient, because a negotiation is contemplated to be commenced with France; — because it will set a precedent of governmental participation in matters of Commerce or of governmental preferences to certain Individuals & thereby excite general discontent among the mercantile people, and further because it will expose the Officers in the executive Departments to public opprobrium or suspicions of being privately interested in adventures of this kind, and lastly because I have no more confidence in the black Frenchmen, than in the white and am willing that they should suffer in S<sup>t</sup> Domingo, till they actually refrain from depredations on our Commerce, and give satisfactory evidence of their future good behaviour and of their future ability to restrain the inhabitants of that Island from molesting our Citizens in their occupations on the Seas."

The President on consideration of the subject concurred with the opinion of the Attorney General and directed that the Supplies should be refused; — but afterwards on reviewing the question he was pleased to permit certain articles which were most urgently demanded to be shipped not exceeding in value, what might be deemed necessary to defray the expences of the Vessell; the quantity to be ascertained under direction of the Sec<sup>y</sup> of State.

The beginning of March M<sup>r</sup> Stevens sailed, with instructions to acquaint Gen<sup>l</sup> Toussaint that the Commerce would be renewed on the following conditions.

"1<sup>st</sup> All privateering from the Island must be absolutely restrained."

"2<sup>d</sup> All French armed Vessells commissioned elsewhere must be refused an asylum in the Ports of S<sup>t</sup> Domingo."

"3<sup>d</sup> The armed Vessells of the United States, public & private, being necessary for the protection of our Commerce with S<sup>t</sup> Domingo and generally with the West Indies, must as well as mere Merchant Vessells, be permitted to freely enter the Ports of the Island, to victual water & refit and in all respects be rec<sup>d</sup> and treated as friends."

"4<sup>th</sup> The property of the Citizens of the United States must not be liable to be siezed by the Government."



It is self evident that nothing less than a compliance with these conditions could render it safe and proper on the part of the United States to renew commercial intercourse.— It was for General Toussaint to consider whether they interfered with his duty and engagements to the French Republic.

In the month of April General Maitland arrived at Philadelphia from Great Britain, for the purpose of concerting measures with the American Gov<sup>t</sup> relative to the trade of the two nations with St Domingo. — The conduct of the British Government was open and friendly, the nature of the Armistice was explained, and in a short time the views and wishes of the two Gov<sup>ts</sup> were found to be reconcilable.

The conditions upon which Trade has been opened are before the public; — The British are suspected and unpopular in the Island; the Americans have been hitherto protected: — the Civil war with Rigaud has interrupted industry, and prevented much of the produce of the Island from being brought to the Ports of Exportation: — many Vessells have made loosing voyages; — it has been suggested by some that the Consul General has engrossed a large proportion of the produce at market: — Suspicions are entertained by some of the sincerity of Toussaint — indeed the whole subject of the arrangement with St Domingo, has from the first excited considerable curiosity, suspicion and discontent; — at present many who have been friends of the Government consider the project of a renewal of Commerce with the Island, considered as a dependency of France, in concert with the British Government, as irreconcilable with the mission which has been instituted.

The foregoing facts are conceived to be all that are material to a right understanding of the subject; upon which the following observations are respectfully submitted.

A perfect respect is entertained for the opinion of the Attorney General, nevertheless it is confidently believed that the permission to send Supplies, in the manner consented to by the President, was not *illegal*; — the *expediency* of this particular measure, has been evinced by the comfort and relief which was afforded to General Toussaint, which was greater than was anticipated from such a moderate Supply.

Admitting every argument against the *policy* of the measure as adopted in pursuance of the Act of Congress, or as modified in concert with the British Government, to be valid, yet it is not easy to perceive that a course different from that which was adopted could have been pursued. — It has been observed that experience proved the impracticability of maintaining the restriction upon our Trade; — the expectations of the American Merchants had been excited; — the agent of General Toussaint had received certain conditional assurances: — it was moreover supposed at the time of M<sup>r</sup> Stevens' departure, that an Armistice had been formed with Great Britain & that the government of that Nation was aiming to secure its own commerce, & exclude that of the United States — It appeared to be important not to miss the opportunity of extending the commerce & influence of the United States, & thereby impairing the European system in respect to Colonies.

The concert with the British Government was a subsequent measure, and being solicited it became a natural and unavoidable conse-

quence of the first. — It was certain that no Trade could be pursued with St Domingo, if that Island was considered as at war, with G. Britain; — and it must have appeared to the British Government, selfish & unreasonable, if the U States had refused to concur in measures calculated to prevent the revolution from extending to their Islands, or had appeared disposed to take advantage of accidental circumstances to secure exclusive advantages; — indeed as the interests were mutual justice required that they should be regulated by a mutual agreement.

With respect to the future prospects of the United States in relation to St Domingo, nothing certain or even probable can be pronounced. The war between Toussaint and Rigaud, will it is said end in the overthrow of the latter & in the destruction of the cast of Mulattoes; — the condition of the Whites must be precarious; and it is very problematical whether the Blacks will ever maintain regular habits of industry under the government of their own Chiefs — The death of Toussaint at this time would probably produce a total change in the political system of the Island; — though he has hitherto fulfilled his promises to the United States; yet from the nature of things such a government as he maintains, must be arbitrary and fluctuating — the British will never encourage a declaration of Independence, & such a measure cannot now be promoted by the United States: — if it shall be known that the United States have concurred with the British in measures calculated to put an end to all maritime operations from St Domingo, the jealousy of the Chiefs will be excited, and the French Government may seize the opportunity to regain their influence and decide the wavering politicks of the Island; — it is therefore important that measures be instantly taken to induce Gen<sup>l</sup> Toussaint to dismantle the armed Vessells, which have been equipped in consequence of the War with Rigaud.

There are other reflections suggested by the consideration that the mission to France may terminate in a Treaty, without any real change in the character or views of that nation in respect to the United States; — it is certain that a Treaty must necessarily respect the Act suspending commercial Intercourse.

The result of the foregoing reflections is, that the subject is attended with difficulties arising from the uncertain state of things in the French Colonies, and from the divided opinions of the people of the United States, moreover that the existing embarrassments may possibly be increased by the course of future events; — The propriety of the measures which have been taken might be vindicated, by considering them in relation to the circumstances under which they were adopted — A full disclosure of all these circumstances would be favourable to the reputation of Individuals, but it cannot now be made without some hazard to the Interests of the Country; — all that it is necessary to mention in the Speech to Congress is, that having rec<sup>d</sup> satisfactory assurances, that the rights and Interests of the people of the United States should be respected and protected in the Ports of the Island of St Domingo under the jurisdiction and command of General Toussaint Louverture, and that no captures of American Vessells, should be permitted by Vessells sailing from said Ports, the President had thought proper in pursuance of the powers vested in him by Law to issue his proclamation authorizing

the renewal of Commerical Intercourse; — it may be added that the President has perceived with satisfaction, that the conditions which were the basis upon which the proclamation was issued, have been hitherto faithfully observed.

On the subject of the mission to the French Republic, it is respectfully observed, that no considerations of public policy or expediency are perceived, which require, that any opinion be expressed respecting that measure. It is believed, that it will be sufficient to say, that having rec<sup>d</sup> explicit assurances from the French Gov<sup>t</sup> that the Ministers of the U States shall be received with the respect due to their public character, and that a disposition exists favourable to the termination of the differences subsisting between the two nations, the Envoys have, in pursuance of instructions from the President proceeded to execute the objects of their mission.

In respect to the interruption of the two Boards appointed in pursuance of the 6<sup>th</sup> & 7<sup>th</sup> Articles of the Treaty with Great Britain, and the proceedings proper to be adopted on the part of the United States the Sec<sup>y</sup> will as soon as possible deliver an opinion: — in respect to the communication of information to Congress it appears sufficient to declare that in consequence of an essential diversity of opinion between the two Commissioners appointed on the part of the United States, in pursuance of the 6<sup>th</sup> Article of the Treaty between the United States and his Britannic Majesty, & the other three Commissioners, respecting the true meaning and proper construction of the said Article; the Commissioners named on the part of the United States, have considered it to be their duty to decline further attendance at the meetings of the Board. — That this interruption of proceedings under the 6<sup>th</sup> Article, has induced his Britannic Majesty to direct the two Com<sup>rs</sup> named on his part in pursuance of the 7<sup>th</sup> Article of the said Treaty to decline attending the meetings of the Board sitting in London untill the obstacles to the execution of the 6<sup>th</sup> Article shall be removed. — That the President is determined to fulfill with punctuality and good faith the stipulations which have been made on the part of the United States, and is well pleased to find that a corresponding disposition has been declared to exist on the part of his Britannic Majesty in respect to the execution of the 7<sup>th</sup> Article. — That the President will cause such explanations of the meaning of the parties in forming the 6<sup>th</sup> article to be proposed, as he is convinced will prove satisfactory to his Britannic Majesty & give full effect to the engagements formed on behalf of the United States.

The late insurrection in Pennsylvania is to be attributed to misrepresentations of the measures of the Government in seditious pamphlets and newspapers, and in Letters from popular characters — all the Acts for increasing the Revenue, the Army & Navy & for restraining seditious foreigners, were by various artifices rendered exceedingly odious — The Act of Congress directing the valuation of Houses & Lands having a more universal operation upon the people, than any other, was easily rendered the object of popular indignation. Combinations to prevent the execution of the Law were formed, in consequence of which process was issued by the District Judge against the principal offenders — a number of Individuals who had been arrested by the Marshall were rescued by an armed force: — after issuing a proclamation requiring the Insurgents to disperse the

President directed a military force to be called out by whose cooperation with the Judiciary authority, a number of persons were arrested, some of whom have been convicted of misdemeanours, others are held in custody subject to future Trial.

Though the insurrection has been suppressed the spirit which occasioned it still exists, & the friends of government and its officers have lost much of the influence which they once possessed.

The several matters herein mentioned are not arranged in proper order: the Sec<sup>y</sup> requests that this defect may be excused, it having originated from the want of certain documents when this report was commenced.

All which is most respectfully submitted by

Nov. 18. 1799.

[Conn. HS., Mss. No. 42.]

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

[PHILADELPHIA]

Navy Department 18<sup>th</sup> November 1799

Capt<sup>n</sup> SAM<sup>l</sup> NICHOLSON

*Boston —*

SIR I am honored with your Letter of the 11th — There being no immediate necessity for your presence at Boston, you will consider yourself at liberty to come to Philadelphia whenever your Business requires it —

I have the honor to be

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 18<sup>th</sup> November 1799

Capt<sup>n</sup> JOHN MULOWNY

*of the Ganges —*

SIR You are allowed for the *Ganges*, (besides your Commissioned & Warrant Officers the latter of which you will appoint, and Marines will be supplied you by the Major of Marines)

60 Able Seamen

87 ordinary Seamen and Boys, the former to be allowed 17 dollars per m<sup>o</sup> the latter from 5 to 14 Dollars, according to merit, and all to be entered to serve one year from the Ships first weighing Anchor on a Cruise, to be allowed two months advance, but previously take care to obtain sufficient security to resort to in the event of desertion, to take an oath agreeably to the form you will receive herewith — None but sound & healthy persons are to be recruited —

The forms of Shipping papers, Pay Roll, & Muster Roll, Bond to be signed by the Sureties for the Seamen &<sup>s</sup> are all inclosed — You will take care to have them kept with the utmost exactness — You will

advance to your Recruiting Officers, who will be allowed besides their pay and rations, two dollars for each recruit in full for every recruit — Prior to sailing you will transmit your Account & Vouchers to William Winder Esq<sup>r</sup> for Settlement

I have the honor to be —

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

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

[PHILADELPHIA]

*Navy Department 18th November 1799*

Major W. W. BURROWS

SIR A detachment of Twenty one Marines including Officers, is required for the *Trumbull* Captain Jewitt, at Norwich, Conn<sup>t</sup>

You will take measures for supplying this detachment —

I have the honor to be

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799]

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

[PHILADELPHIA]

*Navy Department 18th November 1799*

JEREMIAH YELLOTT Esq<sup>r</sup>

*Baltimore —*

SIR Lieu<sup>t</sup> Shaw is anxious to have two additional Guns mounted on board the *Enterprise*, in which I beg you to indulge him, if it can be done without detaining the Vessel —

I have the honor to be

Sir

Yr obed Servt

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

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

[PHILADELPHIA]

*Navy Department 18th November 1799*

WILLIAM MARBURY Esq<sup>r</sup>

*George Town —*

SIR M<sup>r</sup> Humphrey informs me, that you told him, there could be had up the River, locusts large enough to make Beams for the 74 Gun Ships — I imagine this must be a mistake, — I never that I recollect saw a locust large enough for this purpose — If however they are to be had, it will be very desiraeable to get them — Will you let me hear from you immidiately on this subject

I have the honor to be

Sir

Yr obed Servt

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

[18 November 1799]

Protest of Captain Nathaniel Lincoln, Master of the American Schooner *Nancy*,  
captured by a French Privateer Schooner

## COMMONWEALTH OF MASSACHUSETTS

BOSTON SS

By this Public Instrument of Protest, be it known and made manifest, that on this Twenty Seventh day of December, in the Year of our Lord, One Thousand, seven hundred & Ninety Nine, before me William Stevenson Notary Public, by legal authority admitted & sworn, & dwelling in Boston aforesaid, Personally appeared Nathaniel Lincoln, and on Oath Declared; that he sailed from Demarara, on the 12<sup>th</sup> Day of November last, in & with the American Schooner *Nancy*, laden with Sundry Articles of Merchandize & bound for Boston that he proceeded on said Voyage without any remarkable occurrence, untill the 18<sup>th</sup> Day of said November, being then in Latt. 15 N. Long. 63 W. he was chased & brought too, by a French privateer Schooner, mounting four Guns, (name of Vessel & Commander unknown) that he was ordered, on board said privateer, with his Vessells papers, the Commander of said privateer after having examined the papers, ordered a Prize Master & seven men to take possession of said Schooner & to proceed to Bassaterree Gaudeloupe — But at 15 Minutes before five OClk, on the s<sup>d</sup> 18<sup>th</sup> Day of November, the said Prize Master & men took Possession of said Vessel, and sent on board the Privateer the Mate & three Seamen, keeping the Depo-  
nent & two hands on board said Schooner, *Nancy*; after which they made sail, on their course for Guadeloupe, leaving the Boat of said Schooner adrift — That they proceeded on with said Schooner, untill the Twentieth day of said November, at 4 P M: they discovered two Frigates near in with the Island of Gaudeloupe, that at ½ past 4 A M. one of said Frigates, manned her boat, & took possession of the said Schooner, *Nancy*. The officer who came on board informing the deponent that the Frigates were the *Adams & Insurgente* — That they took from said Schooner, the French Prize Master & Men & put on Board an officer & two Men, ordering said Schooner for St Christophers, where she arrived on the 22 November & set sail from thence on the 24<sup>th</sup> bound for New York, that they arrived & cast Anchor in Holms Hole Vineyard sound on the 21<sup>st</sup> December Inst, That he the Depo-  
nent left said Schooner at Holms Hole aforesaid on the 23<sup>rd</sup> In<sup>st</sup> & proceeded to Boston, by land & now desires a Protest

Signed NATH<sup>l</sup> LINCOLN

Wherefore I the said Notary have Protested & by these Presents Do Solemnly Protest against the several Occurrences, related in the foregoing declaration, as the cause of all Losses, Costs, damages, detentions, Salvage & expences which has happened, or which may accrue, or happen, or be decreed, in consequence of all, or any of the aforesaid Occurrences

[SEAL] Thus Done & Protested at Boston aforesaid & my Notarial Seal affixed the Day & Year first herein written —

Signed WILLIAM STEVENSON Not. Pub

[18 November 1799]

Protest of Captain Thomas Burgess, Master of the American Schooner *Weymouth*, captured by the privateer *Hope*, & recaptured by U. S. Ship *General Greene*

BAHAMA ISLANDS,  
New Providence.

By this Public Instrument of protest be it made known & Manifest that on the twentieth day of December in the year of our Lord One thousand Seven hundred & Ninety nine before me Charles Mackinen Notary Publick by lawful authority duly admitted, residing in the town of Nassau in the Island of New Providence aforesaid, personally came & appeared Thomas Burgess, Master of the Schooner *Weymouth*, who being duly sworn on the Holy Evangelists did depose & say, That he sailed in & with the said Schooner on the Eleventh day of November last from Cape Francois (S<sup>t</sup> Domingo) bound to Baltimore.— That on the 18<sup>th</sup> November he was captued by the Privateer *Hope* Commanded by a Frenchman & navigated by a French Crew — that the said Frenchmen were proceeding to Porto Rico with the said Schooner, when, on the first day of December inst<sup>d</sup> he was recaptured by the United States Frigate *General Green*, Cap<sup>t</sup> Perry, then cruising in company with the U. S. Frigate *Boston*, Cap<sup>t</sup>. Little — That there were two Prize Masters put on board the said Schooner from the *Boston* who took charge of her — that the said Schooner was kept with the Ships for nine days, & then ordered to proceed to Boston, if they found they could make that port; if not, to any part of the Continent, the Schooner being in a very leaky state — that finding it absolutely necessary to make some port with all Expedition, the prize Master in Charge of the Schooner steered for this Island — That on the 15<sup>th</sup> instant they made Cat Island where they came to Anchor and on that day landed Eight bags of Coffee & Seven & part of another of Sugar by the Orders & direction of M<sup>r</sup> Doten one of the Prize Masters (notwithstanding the Remonstrances of the deponent) which as he believes were sold there. That on the 16<sup>th</sup> having got a Pilot, they set sail for this port, where they arrived on the 20<sup>th</sup> Dece<sup>r</sup> That previous to their falling in with the Frigates the Frenchman took out of the *Weymouth* four Carriage Guns and all the Men belonging to her, except the Deponent — That he believes he will be under the necessity of having the said Schooner Condemned as unfit for Sea. —

THO<sup>s</sup> BURGESS

Wherefore the said Thomas Burgess did desire me to protest, as I the said Notary did, & by these presents do publicly protest against the Commander Officers & Crew of the said French Privateer *Hope* & against the aforesaid Commanders Officers & Crews of the said Frigates *General Green* & *Boston* for all loss Costs damages Detriment prejudice & injury suffered or to be suffered by the Master Mariners, Owners, Shippers, Freighters, Underwriters and all & every other person & persons in any way interested in the said Schooner & Cargo by reason of the aforesaid Capture & Subsequent detention after the aforesaid re-capture by the said Frigates.

Of which desired Act of mine I have given these presents to Serve & be of force where of right it shall appertain —

In Testimony whereof I the said Notary have hereto set  
[SEAL] my hand & affixed my Seal of Office the day & year first  
before written.

C. MACKINEN  
N. P.

[CT. of Cl., French Spol., Case No. 1793.]

Extract from log-book of the French ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes, commanding, 18 to 19 November 1799

[Translation]

27th to 28th BRUMAIRE Year 8.

At noon the commander signalled the counter-sign, at the same time the commander signalled us to proceed WNW and to pass astern. we crowded on sail to come up with the frigate, but the latter having also crowded on sail we were not able to speak to him.

From 8 o'clock to midnight mist light rain, we lost sight of the commander at 10 o'clock. We rejoined him and we kept within hailing distance of him winds from ESE to SE, variable. at 3:30 the commander steered WSW We held to the same course. very heavy sea from the west.

[Latitude — 44°9' No.  
Longitude — 12°39' W.]

[Boston Athenaeum, NDA photostat.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Monday, 18 November 1799

Moderate breezes and clear weather, Employ'd working to windward between Cape Francois and Tortugas made and shortnd sail as ness? @ 2 saw a strange sail bearing E N E made sail and Gave chase *Herald* in company, @ 3 passd the chace to leward and fird a Gun to bring her too which signal she did not obey, Tackd in her wake and pursued her till ½ past 4 at which time we shortnd sail and boarded her an american Sloop from Cape Francois bound to Baltimore @ 5 Captain Russel came on board the *Constitution* on Service as no oppertunity had offer'd before since he Joind the Commodore @ 7 fill'd and made sail to the Northward the Cape S S E 7 leagues @ 12 wore to the Southward, @ 3 Boarded an american Schooner from Demarara Captur'd by a french privateer In Lattitude 26.20 N° longitude 70 west and recapturd by his Bt<sup>h</sup> Majestys Ship *La Lagere* in latt 20.20 N° longitude 67.40 [or 10] west and orderd to Jamaica for Adjudication, @ 4 Split the Maintopsail unbent it and bent another @ day light saw a strange sail bearing NE by N made sail and gave chace, @ 9 fird a Gun to bring too the chace shortnd sail and boarded the chace an English Arm'd Schooner from Halifax bound to Jamaica, Employd washing and fumigating between decks, At 12 Cape francois S by E 9 leagues

[Latitude Observed 20° 35' N.]

[NYHS, NHSC.]



Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Monday, 18 November 1799

[Salem, Mass.] Ten, six pounders were taken on board and mounted on the quarter deck & fore castle Joiners & carpenters finishing Officers births & store rooms below, &C.

[LC, EPP, 1799-1800.]

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

Begins with moderate breezes & pleasant weather, at 8 P M in T G Sails, hove too & sounded but got no bottom

Middle part hazey & moderate at 2 A M set T G Sails at 4 tack Ship to West<sup>d</sup> sounded — no bottom, at 5 tack<sup>d</sup> as p<sup>r</sup> log

At mer<sup>an</sup> saw a sail to the South<sup>d</sup> made sail & gave chase

Ends with moderate breezes & hazey

[Latitude Observed 28°.48' N.]  
[Longitude Observed 86.37 W.]

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

To Captain Edward Preble, U. S. Navy, from Charles W. Goldsborough, for Secretary of the Navy

[PHILADELPHIA]

*Navy Department 19th November 1799*

Capt<sup>n</sup> EDWARD PREBBLE  
of the *Essex*, Salem —

SIR I have the honor to enclose the Circulars of the 29th July, 29th December, 16<sup>th</sup> January 12th March & 5<sup>th</sup> September, containing Instructions for your General conduct on a Cruise, Some attention to which will be necessary previous to your sailing

I also enclose you 4 copies of the Act for the Government of the Navy, and 2 copies of Marine Rules and Regulations, also a Sheet discriptive of the private signals of our Navy by day & night and 4 Sheets explanatory of their use, and a list of the distinguishing Flags assigned each Ship —

Should you not have the signals already made, Joseph Waters Esq<sup>r</sup> will supply the Bunting, and you must have them made on board together with the distinguishing Flag of the *Essex*

I have the honor to be

Sir

Yr obed Servt

C W GOLDSBOROUGH  
*By order of the Secretary*

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

To the Commanding Officer of the *Ganges* from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 19th November 1799*

The COMMANDING OFFICER  
of the *Ganges* —

SIR I am informed that the *Ganges* in her present station occasions great inconvenience to the Merchant Ships in the Harbour which are near her —

I request that you will immediately remove her entirely out of the way of subjecting the Merchantmen to inconvenience —

I have the honor to be

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

To George Harrison, Navy Agent, Philadelphia, Pa., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 19th November 1799*

GEORGE HARRISON Esqr

SIR I have the honor to request that you will immediately charter, to take a load of provisions for the Navy at Cape Francois, and to go under Convoy of the *Augusta*, to sail in 10 days or sooner, if the Chartered Vessel can be ready sooner a Vessel to carry 1000, or 1200 Barrels — The freight may be paid here on the sailing of the Vessel

M<sup>r</sup> Daniel Coxe has offered one or two Vessels, & as he has offered I would wish him to have a preference on equal terms —

The Load is to consist of 500 Barrels of Bread, 125 Barrels of Beef 125 Bbls. of Pork & some smaller articles, but if the Vessel should carry more than 800 or 900 Barrels the quantity of Bread, Beef and Pork will be augmented —

I will endeavor to ascertain by tomorrow what part of the Cargo may be on hand in the Navy Store — the residue I shall wish you to procure and on the Amount of the Expenditure for Freight of the Vessel, and purchase of the Cargo or part of it you will be allowed 2 p<sup>t</sup> Cent Commission —

I have the honor to be

Sir

Yr obed Servt

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

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

[PHILADELPHIA]

*Navy Department 19th November 1799*

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>  
Boston —

GENTLEMEN I am honored with yours of the 11<sup>th</sup> Ult<sup>o</sup> — On conversing with M<sup>r</sup> Humphreys on the subject of the Keels and Kelsons, it is concluded that it will be best to make use of your wood for those

Signals agreed upon to be Obs<sup>d</sup> by British Ships of War and  
Ships of the United States. On Meeting

Day of the Week	Signals made and answered	First light mark Board F	Second light mark Board M		
Monday	First Signal made Answered by	White Red & White	 	Red White Blue Blue & Yellow	 
Tuesday	First Signal made Answered by	Blue & Yellow Red, White & Blue	 	Red White & Red	 
Wednesday	First Signal made Answered by	Yellow & Blue White & Red	 	White Blue	 
Thursday	First Signal made Answered by	Blue Red	 	Blue White Red Red & White	 
Friday	First Signal made Answered by	White Red & White	 	Red White Blue Blue & Yellow	 
Saturday	First Signal made Answered by	Red & Yellow Red, White & Blue	 	Red White & Red	 
Sunday	First signal made Answered by	Blue Red	 	Blue White Red Red & White	 

### Hailing by Night

Day of the Week	Ship first sighted in British waters	Ship first sighted in British waters	Distances to opposite
Monday	London	Philadelphia	The ship that arrives before will send three Ensigns with a light of the first or second light mark signal - which will be answered with three Blue Ensigns, or the same Place.
Tuesday	Plymouth	Boston	
Wednesday	London	Philadelphia	
Thursday	Plymouth	New York	
Friday	London	Boston	
Saturday	Plymouth	New York	
Sunday	London	Philadelphia	

CODE OF RECOGNITION SIGNALS FOR USE BETWEEN  
AMERICAN AND BRITISH VESSELS-OF-WAR.



purposes altho the Keel will consist of a greater number of pieces than if obtained to the Southward. — The Expende of transporting such heavy pieces will be enormous, and it is understood that the British make their Keels, &c of wood not taller than yours — On the subject of Plank the 2 Inch and 2½ Inch pine Plank may be got of the white Pine of your Country The 3 & 4 Inch must [be] of Pitch or Yellow Pine and I will contract for it in North Carolina so that you need not take any measures to obtain it

I have directed 600 Barrels of bread to be shipped from Alexandria either to Boston or Rhode Island, but you cannot calculate on it — I believe, with you, that it will be best to import your Flour for the Navy Bread from the Southward but as Flour must be sent also to New Port I will have the purchase made and the Flour shipped to you —

Our Commanders both at Saint Kitts and Saint Domingo have been directed to attend to Porto Rico — I have letters from the S<sup>t</sup> Kitts Station, that a Cruiser was sent to that Island — I ordered the *Connecticut* which sailed the 21<sup>st</sup> October to cruise one month at Porto Rico before she joined the Squadron at Saint Kitts & I gave similar orders to Captain Cross of Charleston in the *John Adams*, who sailed 20<sup>th</sup> October — I hope the Privateers from that Quarter will be sufficiently checked —

I have the honor to be with Great respect

Gentlemen

Yr obed Servt

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

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

[PHILADELPHIA]

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

JACOB SHEAFFE Esqr  
Portsmouth — N H —

SIR I have concluded from the best information which I can obtain that it will be best to have the Keels and Kelsons of the Seventy fours which are to be built to the Eastward made of Timber the Growth of that Country, altho the Keels will be composed of a greater number of pieces than if the Timber were procured from the Southward —

The transportation of such pieces as would answer for these purposes from so great a distance would be enormous, and I am informed that the Keels of the British Men of War are made of timber not taller than yours —

The two and two an[d] half inch Pine Plank may be of the white pine of your own Country — The three & four inch must be of Pitch or Yellow Pine, for which I will contract in North Carolina —

I have the Honor to be

Sir

Yr obed Servt

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

To David L. Barnes, from Gibbs & Channing, Navy Agents, Newport, R. I.

NEWPORT *Novem 19 1799*

DAVID L BARNES Esq. —

We rec<sup>d</sup> your favor of y<sup>e</sup> 18 — in reply advise that the amount which shall be awarded for Salvage on the *Charming Nancy* we shall remit in conformity to Cap<sup>t</sup> Browns directions to Mess<sup>rs</sup> Higginson & C<sup>o</sup> for the Captors — valuing for our reimbursement on Mess<sup>rs</sup> Gouverneur, Kemble & C<sup>o</sup> — That the Decree can be entered on the appraisement. —

[Newport HS. Gibbs & Channing LB.]

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Extract from log-book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes, commanding, 19 to 20 November 1799

[Translation]

28th to 29th BRUMAIRE Year 8.

During the 24 hours fine weather and heavy sea, still coming from the west. Carried out various maneuvers, and changes of sail, in order to keep up with *La Vengeance* which has always had at times some little advantage over us.

at 10 in the morning *La Vengeance* signalled us to steer WSW.

[Latitude — 43°0' No.]  
[Longitude — 14°44' W.]

[Boston Athenaeum, NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 19 November 1799

Moderate Breezes and clear weather, Employd working to windw<sup>d</sup> between Cape francois and Tortudas, @ 4 the Cape S S E 5 leagues, @ 5 saw two strange sails bearing E N E steering North @ ½ p<sup>t</sup> 5 tackd and Gave chace under a press of sail, at sundown lost sight of the chace continued chaceing on their last bearing with an expectation of seeing them when the moon arose, @ 12 saw the chace bearing S S E, tackd toward the chace @ 1 shortnd sail and boarded the chace an American Brig from Cape francois bound to Boston filld to the Southw<sup>d</sup> Made and shortn'd sail as nessasary to work to windward

At Daylight saw two strange sail standing in to Cape Francois from 7 in the morning till 12 Meredian, light airs and variable, employd cleansing Ship Sailmakers employd repairing a Main topsail Carpenters as nessasary, Water remaining on board as follows 4 leagurs 2 Butts, and 4 Gangcasks, @ 12 Cape francois S S E 9 leagues, Spoke with the U S Ship *Herald* Captain Russel who Informd the Commodore the chace spoke with was an american Brig from Cape francois bound to Salem

[Latitude Observed 21°31' N.]

[NYHS, NHSC.]

Extract from journal of the Merchant Ship *Industry*, Captain Gamaliel Bradford,  
Tuesday, 19 November 1799

Fresh winds —

5. oC. took stud<sup>s</sup> sail M. T. M<sup>s</sup> stay sail. 6. hand T. G<sup>s</sup> sails —  
10 reef Miz T sail — 9. am reef Fore T S. sent dow[n] F. T. G<sup>s</sup> yard —  
11. sent down M F G<sup>s</sup> yard, in doing which a man fell from M. T. M<sup>s</sup>  
head overboard, bro't the ship too — and lowered down jolly boat &  
sent two people after the man, who kept swim<sup>s</sup> well above water —  
the boat nearly reach'd him and upsett — we immediately cleared  
away our yawl, put her out and sent four hands to endeavour to save  
these people — but after half an hours rowing to the imminent hazzard  
of their own lives they were obliged to return without effect, and the  
three poor fellows unhappily perished — the gale encreasing very fast  
with thick rain we had nearly lost sight of the yawl before she  
returned —

[Lat. by D. R. 41.36 N.]

[Col. of G. & E. W. Bradford.]

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

Begins with moderate breezes & cloudy hazey weather all sail set in  
chase at 5 P M brought too our chase after firing 3 Shott at her, she  
was a spanish Sloop from the Havannah it blowing very fresh & a  
rough sea, did not board her double reef'd the topsails & handed  
Mainsail sounded but got no bottom at midnight handed Foresail,  
close reef'd the topsails & down T G Yards

Middle part fresh gales & cloudy at 6 AM set F Sail at 8 out 2 reefs  
from the Topsails

Latter fresh breezes & cloudy set the M Sail No Obs<sup>s</sup>

[Latitude D. R. 26 . 38 N.]  
[Longitude 84 . 43? W.]

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

To Citizen General Paris, Governor of Guadeloupe, from Captain Alexander  
Murray, U. S. Navy

U: S FRIGATE off BASSATERRE

20<sup>th</sup> Nov<sup>r</sup> 1799

Gen<sup>l</sup> PARIS

SIR The Demon of discord having thrown his torch between our  
respective Nations, that ought to have been otherwise closely united,  
& at a certain Period the heart of every American was warm in his  
attachment to the People of France, but now unfortunately disunited,  
& if I may be allow'd the expression, not by any misconduct on our  
part, but as it is not my Province to canvass the Political Question, I  
can only undertake to ameliorate the misfortunes of War, as far as  
my duty will admit, therefore, not to premise further, I now beg leave  
to inform you, that I have sent M<sup>r</sup> Murray one of our Midshipmen, to  
notify to you, that the Privateer Prize *Vendém[ia]ire*, with her crew

hath fallen into our hands, a part of which are now on board the U: S Frigate *Adams*, & the remainder with me, 'tis my wish to alleviate their misfortune, by an exchange for an equal number of Americans, should there be any under the description of Prisoners with you and further, as we have at this time a number of other Prisoners at St Christophers, as well as in America it would be serving humanity, to open a general exchange without delay, & for all the Americans you can send me, I will as soon as possible return you man for Man

As our respective Governments are now about to open a new negotiation with a view of bringing about an amicable accommodation it is surely our duty, to act fully upon the Principles of Philanthropy, & good will towards each other, as this hath ever been the prevailing passion of my Bosom, so do I hope to meet with reciprocalness in yours; & beg you will without delay let me know the result of your determination, & if you incline to this exchange, if you will send off what Americans you can now collect, the Prisoners we have shall be sent in return, to expedite the business, if you will send off the Americans in any Vessel you may think proper, I am willing to bear the proportionate expense —

With great respect,

I am

Your Most Ob<sup>t</sup>

Citizen Gen<sup>l</sup> PARIS

Governor of *Guadalupe &c &c* —

[NDA. A. Murray's LB, 1799–1805.]

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To Edward Stevens, U. S. Consul General at St. Domingo from Captain George Little,  
U. S. Navy

NOVEMBER 20<sup>th</sup> 1799.

U. States Ship *Boston*

DEAR SIR I send my officer on shore to procure some supplies for the Ship & wish every information from you respecting french vessels & whether any alteration has taken place in Gen<sup>l</sup> Touissants cruisers from the old Last, I will inform you that the British cruisers have now orders from admiral Parker to take all vessels that wear a french Flag even should they have yours and Gen<sup>l</sup> Maitlands pasports on board, — the Schooner which I sent to Cape Francois would have been sent to Jamaica by the *Diligence*, had I not manned her and sent her in, for my part I had no idea that any pasports would extend out of Gen<sup>l</sup> Tousants dominions, But I am credibly informed that one Brig From Port au Prince \* & another from Cape Francois had your pasport on board although bound to France had I fell in with them, it clash<sup>d</sup> so much with my orders that I should have sent to Boston, my orders are to take all french Vessels so armed as to take a defenceless American — I would inform you that there are two or three British Cruisers on the Coast to the leeward which have made great depredations on the Coasting vessels they have taken a number and plundered every one they have met with — one large French Schooner I convoyed into the Mole day before yesterday that had been to carry troops into the Bite which those privateers would fain have carried to



New Providence, my officer will give you every information respecting my last cruise.

I am Sir

Your Ob<sup>t</sup> Servant

GEO<sup>s</sup> LITTLE

Make my respects to M<sup>rs</sup> Stevens and your Sons

Note.\* This is an Error. No such Pasport was ever granted. The Brig from the Cape is the one already mentioned under the name of the *Vainquer* and for which a Letter was granted & a Copy of which has been transmitted to the Secretary of State.

E. STEVENS

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

[20 November 1799]

To His Excellency, The Governor General of Surinam, from Turell Tufts,  
U. S. Consul, Paramaribo

SIR, Last night I received a Letter from Captain McNeill informing that the United States' Ships — the *Portsmouth* and *Maryland* under his Command are in at Braam's Point. —

He complains that the Ships were brought to Anchor by a *Shot* fired from the Redoubt at the Point, and that the Commander will not suffer the Ships to pass up — untill an order is first obtained from the Commander of the Colony.

He desires me to obtain information, whether any extraordinary restrictions are imposed on the Public Ships of the United States. If so — he writes, "Altho' short of water I shall quit the Colony, and order every American Ship off the Station." — He adds,

"If another Shot is fired at my Ship or any of the Squadron under my Command — the aggressors must abide the consequences — for I will not suffer the Flag to be insulted by any nation." —

I confess, Sir, I do not consider the Flag of the United States to be insulted by the firing of a Cannon — (if without *Shot*) — to bring a Ship to, at the entrance of any Harbour. — It is however, a reasonable conception — that Civility & Goodwill towards a friendly nation would dictate instructions to the Commander of the Redoubt to allow friendly Public Ships to pass up to the Fortress — New Amsterdam — without subjecting the Ships to such delay. If a Passport was required from this Fortress, to come up to Town, the delay would not be of so much importance.

Your Excellency will please to furnish Lieutenant Turner with such an order as the Ships may come up to Town for water & other necessities, — and also to explain the cause of the *Shot* being fired.

I am respectfully,

Your Excellency's humble Servant

T. TUFTS,

Consul of the U States of America

A true Copy

T. TUFTS.

Nov<sup>r</sup> 20<sup>th</sup> 1799

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

[20 November 1799]

Extract of a letter from Mr. Kiddall, Midshipman aboard the  
U. S. R. C. Brig *Eagle*

BASSATERRE ROAD, November 20th, 1799.

The first Island we put into after leaving the Delaware, was St. Kitts, shortly after we cruized to windward and have had the good fortune of retaking one American brig, which was in tow of a French Schooner privateer, which we drove ashore, but after beating some time, got off and run under cover of a Fort. We have likewise taken two French vessels, one a sloop laden with sugar and molasses, the other a Letter of Marque laden with sugar and coffee, bound to France — When we captured the last mentioned the *Ganges* was in company with us — the American brig I brought into St. Kitts. We are now bound out as convoy for some American vessels.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 24 December 1799.]

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

PHILAD<sup>a</sup> 20<sup>th</sup> Novem<sup>r</sup> 1799

SIR The Secretary of State having honored me with Information that the U States Vessel of War called the *Merrimac* having taken a French Armed Vessel [*Buonaparte*] bound from S<sup>t</sup> Bartholomews to Point Petre in Guadaloupe on board of which were 3 Cases of Dry Goods marked L N<sup>o</sup> 1 a 3 and 3 Cases of Paper marked D C D bona fide belonging to Citizens of S<sup>t</sup> Bartholomew Subjects of His Majesty the King of Sweden,

I will be much obliged to you for informing me of the name of the said Armed Vessel is, whether & where she has brought in for adjudication, for my government in making a claim for the above property, when the said Vessel comes to be tried before the District Court.

I have the honor to be with great respect

Sir

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

RICH<sup>d</sup> SÖDERSTRÖM

The Honorable [BENJAMIN] STODDARD  
Secretary of the Navy &<sup>r</sup> &<sup>r</sup>

[NDA, XZ.]

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

[PHILADELPHIA]

Navy Department 20th November 1799

Capt<sup>a</sup> HENRY GEDDES  
of the *Palasco* —

SIR I have received yours of the 16 Inst I now enclose you Warrants for Edward Carr, Boatswain, William Laimand Gunner, Thomas Jones, Sail maker and Mark Game, Carpenter — The

Cook is a petty officer — You will request these persons to take the Oath of Allegiance enclosed —

I am

Sir

Yr obed Servt

[NDA. OSW—Vol. 3, 1799–1800.]

To George Harrison, Navy Agent, Philadelphia, Pa., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 20th November 1799*

GEORGE HARRISON Esq<sup>r</sup>

SIR I have the honor to request that you will immediately procure 125 Barrels of Beef as much Pork, 40 C<sup>w</sup>t of Rice, 400 lbs. Butter 2500 lbs Cheese, 200 lbs Candles, 200 bushels of Peas, 20 Barrels of Flour, as much Indian Meal and 200 Bushels of Potatoes — If you have Chartered a Vessel or Vessels in pursuance of my letter of yesterday which will carry more than specified above, you will please to increase the quantity of these articles in a regular proportion agreeably to the size of the Vessel you have engaged — These articles must be shipped in ten days at farthest —

I have the honor to be

Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

P. S. 500 Barrels of Bread will be furnished by the Navy Store

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

Extract from log-book of the French Ship *Le Bercœur*, Master Commandant (Capitaine de frégate) Louis André Senes, commanding, 20 to 21 November 1799

[Translation]

29th to 30th BRUMAIRE Year 8.

Moderate gale heavy sea We took in the second reef in the top-sails, and mizen topsail, during the night took in all topsail reefs, furled the mizen topsail, unrigged the topgallant sails. gale, heavy sea, in the heavy sea *La Vengeance* gained on us slightly.

[Latitude — 42°5' No.]  
[Longitude — 17°2' W.]

[Boston Athenaeum, NDA photostat.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 20 November 1799

Light airs and variable, Employd as nessasary, Wore and tackd as nessasary to work to windward to the northward of Cape Francois, @ 6 calm the cape bore S by E 7 leagues the East end of Tortudas SW by W 5 or 6 leagues, a strange sail E S E 9 miles From 8 P M till 4 AM light airs and variable ships head round the compass

*Herald* in company, @ 5 saw a strange sail bearing E by S suppos'd to be the same sail we saw last Even<sup>g</sup> @ 8 a light breeze sprung up from W S W made all sail and gave chase to the E S E made the Signal for the *Herald* to chase N E @ 9 saw another strange sail bearing S S E which appear'd to be steering to the N N W @ half past 10 shortnd sail and boarded the chase an American Brig from Martinico bound to Cape Francois, @ 11 Made sail and Gave chase to the S S E At 12 Moderate breezes and cloudy Cape fran-  
cois S by W 7 leagues the *Herald* N N W 4 or 5 leagues  
[Latitude Observed 20° 14' N.]

[NYHS, NHSC.]

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Extract from journal of the Merchant Ship *Industry*, Captain Gamaliel Bradford,  
Wednesday, 20 November 1799

at half past meridian filled away having been laying to an hour & half endeavouring to save our unfortunate Shipmates — Miz T sail handed — reef M. T. sail. wind freshens and sea rises — 5. pm set Miz T. sail, with one reef  
fresh wind and high sea all latter part of this day —  
Cloudy  
No Obs<sup>n</sup>

[Col. of G. & E. W. Bradford.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy,  
commanding, Wednesday, 20 November 1799

Begins with fresh breezes & cloudy weather at 8 P M in M Sail, sounded every two hours but got no bottom  
Middle part D<sup>o</sup> weather under short sail  
at 4 A M sounded in 95 fath<sup>s</sup> water light grey sand at 6 D<sup>o</sup> 90 fath<sup>s</sup> out reefs & sent up T G Yards & set T G Sails at 7 set M Sail at 8 saw a sail to the west<sup>d</sup> at 9 exchang'd signals with her she was an English Frigate set F T M steer<sup>s</sup> sail

[Latitude Observed 24 . 54 N.]  
[Longitude Observed 82 . 53 W.]

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

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

[PHILADELPHIA]

Navy Department 21<sup>st</sup> November 1799

RICHARD SODERSTROM Esq<sup>r</sup>  
Philadelphia —

SIR In reply to your Letter of the 20th inst I have the honor to inform you that the French Armed schooner *Buonaparte*, bound from Saint Bartholomews to Guadeloupe, and captured by the United States Ship of War *Merrimack*, Capt Brown was carried into S<sup>t</sup> Christophers & there sold together with her Cargo —

Captain Brown informs me by letter that the Invoices &c were all destroyed previous to his taking possession of the Vessel, and Captain Tingey now in the City observes that several claims were made to a part of the Cargo, but all of them subsequent to the Sale of it

I have the honor to be

Sir

Y<sup>t</sup> obed Servt

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

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

SALEM Nov<sup>r</sup> 21<sup>st</sup> 1799

SIR, I have the honor to inform you that Lieu<sup>t</sup> Beale join'd the *Essex* the 8<sup>th</sup> Ins<sup>t</sup> since which he has been uniformly attentive to the duties of his Office, Doc<sup>t</sup> Orr, arrived here 19<sup>th</sup> Ins<sup>t</sup> I have ordered him to Boston to attend to the Medicine chest preparing there, I have consulted the Committee in the nomination of the Warant Officers whose names are mentioned on the inclosed return, they have all been well recommended and are now attending to their duty on board the Ship, it will be highly gratifying to them to receive their warants as early as you may think proper to forward them. Most of the petty officers are engaged, and If I had recruiting instructions I could man the ship in a few days by sending officers to the neighboring towns on that service. The *Essex* as I observed in my last letter has all her ballast and water on board, since which her masts spars & riging have been put in compleat order ready for bending sails at one hours notice. I took on board all her guns and mounted them last Monday, and in a few days shall have all our provisions and stores in, one Sloop load got along side to day, the Joiners have not yet finished all the rooms for the stores below but I expect they will in four or five days at the farthest. I think it will be best to remove the ship †from this harbour† to Nantasket roads as soon as she is ready for sea, as this harbor freezes much earlier than Boston, last year it was frozen up the last of November, and it is by no means at any time a convenient place for so large a ship as the *Essex*. the other two Lieu<sup>t</sup>s and the purser are much wanted — as is a Sailing Master I shall forward you by the next mail the Names of a third Lieu<sup>t</sup> and Sailing Master which the Committee wish to have appointed, and whose appointment will be very agreeable to me. I wish you would order a 2<sup>d</sup> Lieu<sup>t</sup> from some of the ships that have lately arrived, one who has seen service — and can be depended on, on all occasions. The *Essex* mounts 26 Twelve pounders on her gun deck and ten 6 pounders on her Quarter deck, I think 9 pounders on her Quarter would be much better as she has room enough and is well able to bear them. I hope you will think proper to allow her compliment to be 250 Men & Boys, as she has 4 more guns than the *Boston* whose compliment was 220, and is considerably larger and heavier Masted & spared. A marine guard is now very necessary on board, and I have written to Cap<sup>t</sup> Clark in Boston to forward me twenty or thirty if he has them recruited for this Ship, I have no doubt this measure will meet your approbation as it is intended for her safety. As you

mentioned in your letter of the 25<sup>th</sup> Ul<sup>y</sup> that it was important to have the *Essex* ready for sea & sail before the Ice sets in, and that you relied on my making use of every exertion in my power for that purpose, I shall continue to recruit men until I receive some orders to the contrary, and earnestly hope this will not be displeasing to you. It appears to me that the allowance of Muskets & pistols to this ship is not sufficient. I think 75 Muskets & 70 pair of pistols will be wanted in her. I beg leave to inclose you an Estimate of Provisions for 220 Men for 6 Months which was forwarded to the Agent here. Many mistakes were found in it which have been corrected the Butter is 900<sup>lbs</sup> short and many other articles are considerably so. I feel confident that the *Essex* can be compleatly maned and ready for sea in twenty days at farthest

[LC, EPP, 1799–1800, Vol. 2.]

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

[PHILADELPHIA]

*Navy Department 21st November 1799*

Capt<sup>y</sup> EDWARD PREBBLE  
of the *Essex* Salem

SIR The Major of Marines will supply part of the Detachment at Salem and the residue at New Port — I mention this that you may not be detained at Salem under the expectation of receiving the whole detachment there —

I have the honor to be

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 21st November 1799*

OLIVER WOLCOTT — Esq<sup>r</sup>  
Secretary of the Treasury

SIR The *South Carolina*, Cap Payne not being required, or fit for the Navy Service, I instructed W<sup>m</sup> Craft, Esq<sup>r</sup>, Navy Agent at Charleston on the 20<sup>th</sup> August last to cause her to be stripped of her Military Equipment, except Such as were necessary for her as a Revenue Cutter & to deliver her over to the Collector of the Customs to be employed in the Service for which she was originally destined, for what has been done I have to apologize for not having given you this information before, I really thought I had done So. Captain Payne the only Commissioned Officer on board the *South Carolina* holds the Commission of a Captain of a Galley which it will be necessary for him to give up. —

I have the honor to be

Sir

Y<sup>r</sup> Obed<sup>t</sup> Serv<sup>t</sup> —

[NDA. Req. on US T, 1798–1803.]

[21 November 1799]

Captain Simeon Toby, commanding Schooner *Jane*, brings news of his encounter with Rigaud's Barges

PORT OF NEW YORK.

Arrived,

The schr. *Jane*, Captain Simeon Toby, from Port Republican, in 26 days, not able to go to Philadelphia (whither she was bound) on account of ice in the Delaware.

Nov. 19th, sailed from Port au Prince in company with the brig *James Stewart* and the schr. *Polly*, with six guns, small arms and men accordingly; but in the night blowing fresh, lost the convoy. Nov. 21, at 6 A M saw two barges in shore, appearing to chase us; at 9 the wind died away, and we were brought too by two of Rigaud's barges, who plundered us of money to the amount of six hundred dollars and took from us all our provisions and cloths! also stabbed one Frenchman, John Besire, of Baltimore, a citizen of the United States in the breast; tied my arms, and was going to throw me overboard, then hung me up in the main shrouds until I was almost dead; afterwards took me down, and dragged me on the main deck, by the rope; and lashed me forward; beat the cook with the but end of the musket.

There being two vessels in sight, they left us and pulled for the *Polly*; she engaged them, fired about 9 guns, and then the barges made off, I spoke the schr. went on board the *Polly* and got supplied with 50 weight of bread, half barrel of beef, some candles, and as many cloths as they could spare without distressing themselves. Captain Burges says that both barges pulled towards him with great courage until they found he had guns.

Same night that I was plundered, spoke the sloop *Supply*, bound to Port au Prince from Philadelphia, out 6 days, no guns. I told him to take care — 22d at night the *Polly* left us, lay too off the Mole Head. Dec. 23d, at 5 A. M. hoisted out my boat and landed my French passenger which they had plundered and stabbed in the breast, not able to proceed on the voyage. At 9 the boat returned with two American seamen, that had belonged to the United States frigate *Constitution*, discharged in the Mole; hoisted in the boat and made sail, wind S. S. W.

[LC, "The Daily Advertiser", (N. Y.), 17 January 1800.]

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Extract from a letter of an officer on board the U. S. S. *Maryland*, to his friend in Baltimore, Maryland, dated Surinam, 21 November 1799

"This being so good an opportunity direct for Baltimore, I embrace it to inform you of our arrival here from a cruise of four weeks to windward, without any success, meeting or falling in with nothing but our friends. This coast appears to be perfectly clear of French privateers. We lay off and on Cayenne for two days, so near in as to distinctly see the tri colored flag flying at the fort. On our cruise to windward, we fell in with the United States frigate *Insurgent*, whom we kept company with two days; she is the only ship we have seen that can sail with us, and I am of opinion she can out sail us; she is a

remarkably fine frigate. After parting with her, we fell in with the United States ship *Portsmouth*, capt. M'Niel, whom we have been cruising with about three weeks. We have both returned here to water, &c. &c. which we have commenced filling. Where, and when we shall go from this, is not yet known, as we are under the command and orders of capt. M'Niel. We have had a fair trial of sailing with the *Portsmouth*, and outsail her shamefully; I do think we could run her nearly out of sight in 24 hours.

"I have no news to relate you, except there is a report here, and much credited, that there are three French frigates now on this coast. This being the case, it is more than probable we shall soon move from this; perhaps with the British sloops of war *Daphne* and *Cynthia*, now lying here. However this is only conjecture with me — But should it be the case, I am satisfied in my own mind, we should give a pretty good account of them or some of them."

[LC, "Federal Gazette & Baltimore Daily Advertiser" (Balt.) 24 Dec. 1799.]

To Franklin, Robinson & Company, New York, N. Y., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 21st November 1799

Mess<sup>rs</sup> FRANKLIN ROBINSON & C<sup>o</sup>

New York —

GENTLEMEN I am honored with your Letter of the 19th Inst —

It has not yet been positively determined to sell the *George Washington*, it is however in contemplation to sell her, and if so determined you shall have timely notice of it —

I have the honor to be

Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799]

Extract from log-book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes, commanding, 21 to 22 November 1799

[Translation]

30th BRUMAIRE to 1st FRIMAIRE Year 8.

During the night the wind moderated and veered to the SE, at 5 o'clock the commander hailed us and ordered us to carry all sail we could, I immediately had all the topsail, and mizen-topsail reefs shaken out, rigged the topgallant sails and mizen-topgallant-sail, set all sails with the studding sails. fine weather gentle wind, but still a heavy sea from the SW.

[Latitude — 39°48' No.]  
[Longitude — 18°47' W.]

[Boston Athenaeum, NDA photostat.]



Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Thursday, 21 November 1799

Moderate Breezes from the N W in chace to S S E @ 1 shortnd sail and boarded the chace, an American armd ship from Boston bound to Cape francois, unbent the Miz<sup>n</sup> topsail & bent another @ 3 wore to the southward & Stood in for the Cape, Employd exercising Great guns and small arms @ half past 5 shortnd sail and came to the wind to the Northward saw the *Herald* N N E 6 or 7 miles Cape francois SW by S 4 or 5 leagues the North Extreem of Tortudas W S W 7 leagues, @ 8 Spoke with an American Schooner from Baltimore bound to Cape francois from 8 PM till day light Variable winds and Rain wore and tackd as ness<sup>y</sup> to keep clear of the land @ 6 in the Morning saw two strange sail one bearing N E the other S S W, light airs and Variable which prevented us chaceing, @ 10 a light breeze sprung up from N N W made the *Herald* Signal to chace N N W Employd cleansing ship and Working up Junk,

At 12 Meredian light airs and V<sup>bl</sup> from the W N W Cape Francois S W 10 or 11 leagues Monte a christo SE by E 8 miles

[Latitude observed 20° 32' N.]

[NYHS, NHSC.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy,  
commanding, Thursday, 21 November 1799

Begins with fresh breezes & cloudy weather at 4 P M in light sails & reef'd the T Sails sounded but got no bottom, at 11 handed M Sail

Middle part D° Weather

at 7 A M saw the land bearing S E by E dist. 6 leagues — sent down T G Y<sup>a</sup> at 8 saw the Havannah bearing S E 4 leagues fir'd Signal guns for a Pilot at 10 took a pilot at 10½ Came too in the Havanna rhoads in 7 fath<sup>s</sup> water

Ends pleasant

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

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

[PHILADELPHIA]

Navy Department 22<sup>nd</sup> November 1799

Captain MOSES BROWN  
of the *Merrimack* —

SIR On your arrival you will instantly pay off the Crew of the *Merrimack* without regard to the time any of them may have to serve, retaining only as many of those whose time is unexpired as you may judge necessary to take care of the Ship — I have written to Mess<sup>rs</sup> Stephen Higginson & Co. to give you all the assistance in their power in refitting your Ship for another cruise as speedily as possible her services are too important to be lost one moment longer than is absolutely necessary to refit her for Sea — In order to effect this with all possible expedition, you will imm<sup>dy</sup> on your arrival furnish Mess<sup>rs</sup> S.

Higginson & Co with a Return of all the repairs, and indents of all the stores you will stand in need of previous to your departure —

Mess<sup>rs</sup> Higginson will furnish your Purser with an Account of any money which may have been paid by Nicholas Johnson Esq<sup>r</sup> on powers of Attorney from any of your Crew —

If the account should not be in the hands of Mr. Higginson on your arrival, you will notwithstanding direct the purser to proceed in paying off those who have not left powers — The Agent will furnish you with whatever sum of money you may find necessary for the purposes above mentioned —

I have the honor to be

Sir

Yr obed St

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

*Navy Department 22nd November 1799*

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>

*Boston—*

GENTLEMEN The *Merrimack*, Cap<sup>t</sup> Brown is daily expected at Boston — On her arrival her Crew must be instantly paid off and discharged without regard to the time they have to serve, retaining only a sufficient number of those whose time has not expired to take care of the Ship — The immediate services of the *Merrimack* at sea being of great importance, no time must be lost in refitting her for a cruise — I rely on your giving all the assistance in your power to Captain Brown to effect this as expeditiously as possible — For this purpose Captain Brown will immediately on his arrival furnish you with a return of all the repairs, & indents of all stores which will be necessary to equip his ship for sea — In order to prevent all delay in paying off the crew, I have written to Nicholas Johnson Esquire to forward to you an account of whatever sums may have been paid by him on powers of Attorney from any of the Crew — if any —

Were it reduced to a certainty that the *Merrimack* would be at Boston at or in a few days after the receipt of this Letter, I should accompany it with a sum of money for the purposes mentioned, But as I presume you can draw on me without difficulty should circumstances require it, I have thought the precaution unnecessary —

I have the honor to be with great respect

Gentlemen

Yr obed. Servt

[NDA. GLB, Vol. 3 1799.]

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To Captain Nicholas Johnson, Navy Agent, Newburyport, Mass.,  
from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 22<sup>nd</sup> Nov<sup>r</sup> 1799*

NICHOLAS JOHNSON Esq<sup>r</sup>

*Newbury Port —*

SIR The *Merrimack* Cap<sup>t</sup> Brown is daily expected at Boston — On her arrival her Crew will be immediately paid off, and discharged

I have the honor to request therefore that if any money has been paid by you on powers of Attorney from any of the Crew, you will be pleased to transmit an account of it to Mess<sup>rs</sup> Stephen Higginson & Co of Boston —

I have the honor to be

Sir

Yr obed Servt

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

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

EXTRACT OF MY LETTER TO THE HON<sup>ble</sup> TIMOTHY PICKERING DATED  
22<sup>d</sup> NOVEM<sup>r</sup> 1799

"I also thanked you Sir in my said Letter for the communication of the papers which were transmitted to you by Consul Wall from the Governor of S<sup>t</sup> Bartholomews, respecting the claims of Swedish property taken by the United States Ship of War *Merrimack*, on board the French Privateer *Buonaparte*. — Having had the honor to write on the Subject to the Secretary of the Navy, he has been pleased to inform me by Letter this day that the French armed Schooner *Buonaparte* had been carried into S<sup>t</sup> Christophers, & there Sold together with her Cargo."

"This being the Case, Sir, I beg you will be so good as to inform me where & in what manner application is to be made for the restitution of this property or of its proceeds agreeably to the 14<sup>th</sup> Article of the Treaty of Commerce between his Majesty & the United States, although in our last conversation it was suggested by me that the Treaty was not in existence, yet in consequence of his Majesty the King of Swedens assurance that it shall nevertheless be considered by him as actually in being, which I have before communicated to you: Had the prize been brought into a Port of the United States there would have been no difficulty in applying to the Court which might have taken Cognizance of the Capture, but as matters are now circumstanced I have not been able to devise any other mode of application but that which I now have the honor to make to you

I have the honor to be &c

RICH<sup>d</sup> SODERSTROM

[NDA, XZ.]

To Major Commandant William W. Burrows, U. S. Marine Corps, from Second Lieutenant Joseph Neale, U. S. Marine Corps

PARAMARIBO 22<sup>nd</sup> Nov<sup>r</sup> 1799

Major BURROWS,

SIR I have just time to write a few lines by Capt. Clarke of the Brig *Hope* of Balto informing you that we have been Cruizg off this place and Kayanco for five or Six Weeks and Unfortunately saw no Ship but friends Our Cruise will be from this place — I believe off Guadalope where I hope we shall be able to Come aCross some of the French

Cap<sup>t</sup> Rodgers Informed Me yesterday that, Cap<sup>t</sup> McNeale heard that there was three French Frigates on the Coast We are under the Command of Cap<sup>t</sup> McNeale at present

Cap<sup>t</sup> McNeal expect the U. S. Ship *Jno. Adams* to join us in two weeks if so we will be able to cope with the French Frigates if we should be so fortunate as to fall in with them which Capt Rodgers expect we shall in all probability fall in with them the Marines are all very healthy and in good Spirits I am sorry to tell you they are bad off for Clothg as a number of them had worn out there Cloths before they Came on board, the Crew are verry helthy in general —

I saw L<sup>t</sup> Rankin on board the *Insurgent* at Sea. I dined with the Officers. Some of the Marines were Sick belonging to the *Insurgent*. L<sup>t</sup> Rankin was Verry Well

I must not forget to Inform you that our Ship is thought to be the fastest Sailing Ship in our Navy. We had a short tryal Sailing with the *Insurgent*. She out Sailed us a verry little indeed, — they, all on board the *Insurgent* said that they wore sure we wore the fastest Sailing Ship in our Navy except the *Insurgent* — We could not have a proper tryal with her as our Ship at that time was not in proper trim, in haste I remain

Yr<sup>a</sup> with respect,

JOS. NEALE  
2<sup>d</sup> Lt of Marines

We are watering at this place and I beleve that we shall wait for the *John Adams*, as she is expect shortly

JN

Hon<sup>d</sup> by Cap<sup>t</sup> CLARKE  
Brig *Hope*

If Cap<sup>t</sup> Clarke should be Captur'd to destroy this Letter  
[MCA, LR, 1799.]

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

[PHILADELPHIA]

Navy Department 22<sup>nd</sup> November 1799

JEREMIAH YELLOT Esq<sup>r</sup>  
Baltimore —

SIR The *Enterprise* will sail for S<sup>t</sup> Kitts and will convoy Merchant Vessels to the Windward Islands should any be ready & chuse to go with her — Will you please to give notice to the Merchants — I suppose the sailing orders will be sent on Monday

I have the honor to be

Sir

Yr obed St

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

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

[PHILADELPHIA]

Navy Department 22<sup>nd</sup> November 1799

JOSEPH WATERS Esquire  
Salem —

SIR I am honored with your letter of 14<sup>th</sup> Inst and have in consequence directed a remittance this day of 15,000 D<sup>r</sup> — It is possible Captain Prebble may want some money from you, to finish his

recruiting, and it may require more than this sum for your own Expenditures — You must not however suffer any delay to take place for want of money, but must draw on me, should you find it necessary — I indulge the hope that the Ship will be at Rhode Island the 15<sup>th</sup> December if not by the 12<sup>th</sup> — as every thing is possible to a man of Captain Prebbles activity — aided by men of business — Will you be pleased to pay to Captain Prebble 153<sup>5</sup>/<sub>100</sub> which I received here for him, & I will have credit given to your account on the books of the Accountant —

I have the honor to be

Sir

Yr obed. Servt

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

To Alexander White, Washington, D. C., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 22<sup>nd</sup> November 1799*

ALEX<sup>r</sup> WHITE ESQ<sup>r</sup>

*City of Washington —*

SIR I am honored with your letter of the 13<sup>th</sup> Inst which I beg you to compare with the Comm<sup>rs</sup> letter to M<sup>r</sup> Marbury of the 18<sup>th</sup> Sept signed by the whole Board — If you were then under the impression as stated in your letter, now before me that the Comm<sup>rs</sup> had not a right to exchange Public property for property wanted for the Navy, surely that letter should have contained the doubt, and the unequivocal promise should not have been made that “We will reserve the Squares N<sup>o</sup> 853 & 883 for the use of the United States,” implying most clearly that you had the right to acquire that property by exchanging as mentioned in another part of the Letter other property for this —

When this property is so acquired it will be with me to get such Acts on the part of the President as will Secure it for the use of the Navy, but until that time I do not know that I shall mention the subject to him, it being unusual for the heads of Departments to trouble him with the Details of their business unless indeed it should be the opinion of a majority of your Board that without the Presidents direction you have not a right to make the requisite exchanges to acquire this property—a thing which I never doubted, because perhaps I had not considered the subject, and which I have no reason to suppose the Board doubted by any letters I have seen of theirs — To ascertain this point I have thought it necessary to enclose a copy of this & of your letter to me to the Board and I cannot conclude without observing, that there is no necessity for having a Navy Yard in the City — That my desire to promote the growth of the City by giving it an Establishment so important in preference to other neighboring places has led me to suppose that the Comm<sup>rs</sup>, whose particular object it must be to aid the City would not suffer trifling difficulties to obstruct the establishment, and that whatever may be my wishes on the subject, my Duty will forbid me to persevere in rowing against the current, especially as I know that there are places not remote from the City where a Navy Yard may be estab-

lished with advantage, where Ground enough can be obtained, & where there will be neither doubts or difficulties about Titles —

I have the honor

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

Extract from log-book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes, commanding, 22 to 23 November 1799

[Translation]

1st to 2nd Frimaire Year 8.

At one o'clock, the commander signalled us to proceed WSW hoisted the studding sails

Set different sails during the 24 hours, quite a heavy sea, our speed was greater than that of *La Vengeance*.

[Latitude — 37°47' No.]  
[Longitude — 21°47' W.]

[Boston Athenaeum. NDA photostat.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 22 November 1799

Light airs and clear weather, Employd as nessasary Sailmakers repairing a Mizen Topsail carpenters as nessasary. @ 4 d<sup>r</sup> weather Monte a christo SE by E 7 or 8 miles, @ 6 Cape francois bore S W 6 leagues shortnd sail and hauld to the wind to the Southward saw the *Herald* N N E ten miles, @ 10 Joind company the *Herald* from chace At day light saw a strange sail coming out of the Cape supposd to be the *General Greene* (Captain Perry)

At 12 heard her fire 3 Guns which we suppos'd to be signals of Distress, the Ship being near the land and it being remarkably calm which led us to suppose the swell had carried her into Shallow water, Cape Francois @ 12 bore SW by W five leagues *Herald* in company —

[Latitude Observed 20° 06' N.]

[NYHS, NHSC.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 22 November 1799

[In Havana Roads.] Begins with moderate breezes & pleasant weather at 1 P M hove up & hall'd in & Moor'd Ship with Bower anchor to N & W<sup>d</sup> & stream anchor to S & E<sup>d</sup>

Middle part Ditto Weather at 3 A M 2 lighters came along side with water, took onboard 50 Cask of D<sup>o</sup>

All hands employ'd on necessary Duty &c —

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

To Purser Charles Morris, U. S. Navy, from Accountant of the Navy

NAVY DEPARTMENT  
Accountant's Office 23 Nov 1799

CHARLES MORRIS

Purser of the Congress

The under named Officers may have their entries on the Books of the Congress, conformable to the dates annex'd; and they must be charged & the Navy Department credited, on said Books with the sums opposite their names —

Names	Rank	Time they accepted, or were last paid to	Sums to be charg'd against their pay	
John B Cordis.....	Lieutenant.....	1 <sup>st</sup> September 1799		
Geo Blair.....	ditto.....	15 March accepted		
Joseph Saunders.....	ditto.....	1 July do....		
Samuel Little.....	Master.....	20 August do....		
Larkin Thorndike.....	Surgeon.....	16 July settled.....		in Ship <i>Herald's</i> pay book
Edwd Field.....	Surgeons M.....	19 August accept <sup>d</sup>		
Samuel Marshall.....	Gunner.....	16 July settled.....		in Ship <i>Herald's</i> pay book
Mushaway.....	Boatswain.....	The time of his entry is not known here.		
States Rutledge.....	Mids.....	1 <sup>st</sup> Septemb settled.....		Mr R may drawn on the Secy of the Navy for the balance due him previous to the 1 <sup>st</sup> Sept
Levin Winder.....	do.....	15 Sept Settled	51	"
Dana.....	ditto.....	6 April accepted		
Folsom.....	Do.....	13 Sept <sup>r</sup> do		
Barrel for Bawl.....	Do.....	27 August do		
Cushing.....	Do.....	12 September do		
Homes.....	Do.....	10 September do		
Woodward.....	Do.....	6 Septemb.....do		
Wadsworth.....	Do.....	12 Sept <sup>r</sup> .....do		

JAMES SEVER CHARLES MORRIS

GENTLEMEN The above is the most correct information I can give you upon the subject at present; if any of the Officers has been settled with, or continued on the books of any other Vessell to a period subsequent to that above refer'd to, or if any of them have had advances, that should be charged to them ag<sup>t</sup> their Emoluments subsequent to those periods, they should inform you —

I am Gentlemen &c

W<sup>th</sup> WINDER.

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

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

SALEM 23<sup>d</sup> Nov<sup>r</sup> 1799

SIR, I have this day been honored with your dispatches of the 15<sup>th</sup> Ins<sup>t</sup> Your instructions shall be properly attended to, and you may rest assured that every exertion on my part shall be made use of to have the *Essex* in New port harbor by the 15<sup>th</sup> of next month, if I live, and the elements are not against me, I am determined to surmount every other obstacle to effect this object. the Six thous<sup>d</sup> doll<sup>r</sup> for recruiting I have rec<sup>d</sup> from the Treasurers Office and shall forward

the proper rec<sup>d</sup> and immediately commence recruiting at Boston under the direction of M<sup>r</sup> George Gardiner Lee, of this town, the gentleman whom I wish to be appointed 3<sup>d</sup> Lieu<sup>t</sup> of the *Essex* I think he has every qualification to make a good officer, and hope you will forward a Commission for him as early as possible. The purser M<sup>r</sup> Mountford[?] Joind the ship this day, I beg leave to recommend M<sup>r</sup> [space] as Sailing Master of the *Essex*, he has been employd on board her by the Committe for some time past He is very well recommended I think I shall not be able to procure a better [space] and hope you will forward his warrant. —

I wrote you the 21<sup>st</sup> Ins<sup>t</sup> the situation of the ship & shall keep you regularly informed from time to time of my proceedings and the progress I am making — I have to encounter many difficulties, the ship is anch<sup>d</sup> 1½ mile from town, which makes it impossible to pass with a boat in blustering weather but she cannot lay nearer without the danger of being stoped here by the Ice in case of very cold weather. —

I wish some marines may be ordered to join the ship here if possible. I have the hon<sup>r</sup> to be with great respect

Sir your most obed<sup>t</sup> humble  
Ser<sup>t</sup>

EP.—

[EDWARD PREBLE]

Hon<sup>e</sup> SEC<sup>y</sup> NAVY

[LC, EPP, 1799–1800, Vol. 2.]

To Tench Francis, Purveyor, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 23<sup>rd</sup> Nov<sup>r</sup> 1799

TENCH FRANCIS Esq<sup>r</sup>

SIR The Bearer has calld on me in order to obtain payment for a Camboose, which he says he made by your direction — His representation will convince you of the necessity of settling with him without delay agreeably to your engagement — Promptitude in payment ought on all occasions to be strictly attended to in all engagements in which the Public are concerned Neglect of it subjects me to the disagreeable necessity of listening to innumerable complaints and creates a reluctance in the parties interested to undertake anything for the public —

I have the honor to be

Sir

Yr obed. St

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

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Saturday, 23 November 1799

Moderate breezes and cloudy, Employ'd working to windward of Cape Francois *Herald* in company, @ 3 saw a strange sail bearing E by S made sail and gave chase, @ ½ p<sup>t</sup> 5 Cape francois SW by S 4 leagues, @ 6 shortn'd sail and boarded the chase an American Schooner from Newyork bound to Cape francois @ 7 fill'd to the



Northward, till 1 AM at which time we wore to the southward, Middle part fresh breezes and rain. @ 4 Moderate and cloudy, Saw Cape francois S W brought too with the main topsail to the Mast till day Light at which time we saw Monte a christo E by N and the Shipping in the harbour of Cape francois W S W. @ 6 wore to the Northward light airs and Rain, Sounded with 120 fathoms of line no Ground. @ 7 saw the United States Ship *General Greene* W by N and the *Herald* N W four miles.

from 8 AM till 12 Meridian light airs and rain. at 12 Squally with rain. Shortnd sail and double reefd the Topsails The *General Greene* south 6 miles. and the *Herald* in company Cape francois S W 6 leagues [NYHS, NHSC.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 23 November 1799

[In Havana Roads.] Begins with pleasant weather & fresh breezes all hands employ'd stowing the water, repairing the rigging &c Middle part D<sup>o</sup> wind & weather took onboard 12 Blls of Beef & 4 of Pork & 1 Cord of wood — Latter part pleasant, several Americans came into Port [HS of Old Newbury, Mass. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 24 November 1799

Fresh Breezes and rain, @ 2 brought too with the Main Topsail to the mast for the United States Ship *General Greene* to Join us in company, @ 4 d<sup>o</sup> weather *General Greene* and *Herald* in Company, @ half past 4 Captain Perry and Lieu<sup>t</sup> Russel waited on the Commodore on service @ 5 Down Top Gallanty<sup>4s</sup> and in 3<sup>d</sup> reef in the Topsails, @ 6 more moderate Cape francois S by E 4 leagues, spoke with an American schooner from Plymouth bound to the Cape. @ 7 Set the Foresail and filld to the Northw<sup>d</sup> @ 12 Moderate and cloudy *Gen<sup>l</sup> Greene* in company

@ 3 Tackd to the southward @ Daylight saw cape francois S S E 4 or 5 leagues and a convoy of 19 sail N N W and a strange sail E S E which we supposd to be the *Herald*, @ half past 5 bore up and spoke with the *Gen<sup>l</sup> Greene* and orderd her to chace W N W to prevent the Rear of the Convoy comeing in With the land Employd getting up Top Gallant yards and making sail @ 6 AM made all plane sail and Gave chace to the Van of the convoy, @ half p<sup>t</sup> 8 we pass'd the rear of the convoy and made the private signal to the leading Ships which was answ<sup>d</sup> by one of his B<sup>t</sup> Majestys ships suppos'd to be the *Grampus* Gave over chace and Tackd to the southward, @ 10 Answer'd the Signal of the U. S. Ship *Herald* for a Mutiny, shortnd sail Brou<sup>t</sup> too and sent an officer and a Boats crew on board the *Herald*, Captain Russel came on board, and Reported to the commodore, that last evening a Body of men assembled on the Gun deck they behaving in a riotous disorderly manner calld the attention of him and his officers three of which appeard suspicious he has confind which are

ordered on board the U S Ship *General Greene*, @ 12, Moderate breezes and clear W<sup>t</sup> Squadron in company.

[Cruising to the Northward between Cape Francois and Tortudas.]

[NYHS, NHSC.]

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Extract from log-book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes, commanding, 24 to 25 November 1799

[Translation]

3rd to 4th FRIMAIRE Year 8.

During the 24 hours all sails set, calm sea, glorious weather the commander signalled us to proceed WSW, we kept up with the frigate *La Vengeance*, and even gained on her slightly,

[Latitude — 33° 21' No.]  
[Longitude — 27° 32' W.]

[Boston Athenaeum. NDA photostat.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday 24 November 1799

Begins with moderate breezes & pleasant weather — People employ'd repairing the rigging, blacking the bends & other necessary jobs — at 2 P M Receiv'd onboard 11 french Prisoners from the *Norfolk* —

took onboard a pipe of Brandy

Middle part D<sup>o</sup> weather, receiv'd onboard 2 Cord of wood, at 6 A M unmoor'd Ship, hove up the larboard Anchor at 10 got under way, at 11½ Spoke the U. S Brig *Pinckney* — At Mer<sup>dn</sup> the Moro Castle bore S by E 2 leagues

Ends pleasant —

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

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

[PHILADELPHIA]

*Navy Department 25<sup>th</sup> November 1799*

Capt<sup>n</sup> DANIEL McNEILL  
of the *Portsmouth* —

SIR On your arrival you will instantly pay off and discharge the Crew of the *Portsmouth* without regard to the time any of them may have to serve, retaining only as many as you may think necessary to take care of the Ship

I have written to Mess<sup>rs</sup> Stephen Higginson & Co to give you all the assistance in their power in refitting your Ship for another Cruise as speedily as possible, her services are too important to be lost one moment longer than is absolutely necessary to refit her for sea, in order to effect which with all possible expedition, you will immediately on your arrival furnish Mess<sup>rs</sup> Higginson & Co with a return of all the repairs, and Indents of all the Stores you will stand in need of previous to your departure — Mess<sup>rs</sup> Higginson & Co will furnish your Purser with an account of any money that may have been paid by Jacob

Sheaffe Esq<sup>r</sup> on powers of Attorney which may have been left by any of your Crew, but should this Account not be in the hands of the Agent on your arrival, you will notwithstanding direct your purser to proceed in paying off those who have not left powers —

The Agent will furnish you with whatever sum of money you may find necessary for the purposes above mentioned

I have the honor to be

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 25<sup>th</sup> November 1799

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>

Boston —

GENTLEMEN The *Portsmouth* Captain McNiell may be shortly expected at Boston — On her arrival you will be pleased to give the same attention to her which was requested in my letter of the 22<sup>nd</sup> to the *Merrimack* —

I have written to Jacob Sheaffe Esq<sup>r</sup> to furnish you with an account of any money he may have paid on powers of Attorney left by any of the Crew

I have the honor to be

Sir

Yr obed. Servt

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

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To Lieutenant Archibald McElroy, U. S. Navy, from Charles W. Goldsborough,  
for Secretary of the Navy

[PHILADELPHIA]

Navy Department 25<sup>th</sup> Nov<sup>r</sup> 1799

Lieut ARCH<sup>d</sup> M<sup>c</sup>ELROY

of the *Augusta* —

SIR I enclose you a Commission for Samuel Evans Lieutenant, and Warrants for

Andrew Purvis — Gunner

Keyran Walsh — Midshipman

John Rush — Carpenter

You will Require the three last to take the oathe enclosed & return them to this Office —

I have the honor to be

Sir

Yr obed Servt

C W GOLDSBOROUGH

By order of the Sec<sup>r</sup>

[NDA. OSW, Vol. 3, 1799–1800.]

To General Samuel Smith, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 25<sup>th</sup> November 1799 —

General SAMUEL SMITH

Baltimore —

D<sup>r</sup> SIR I dare say it is true that two French Frigates have arrived at Saint Domingo and perhaps with the Commissioners, but really I cannot judge whether such circumstances will affect our trade to that quarter — If our Vessels can they will capture those vessels at sea, but will not molest them in their ports — You can judge as well as I can, the effect of such an event as the Capture of one of the Frigates

I have not seen the correspondence of Doctor Stevens & know not — I do not know that any body does [know] the real views of Touissant, But unless a Sea Fight takes place, I should hardly Suppose that the Comm<sup>rs</sup> if they can influence Touissant would wish to counteract our Commercial arrangements — It is however difficult and dangerous — I confess I sometimes shudder when I think what may possibly — not probably be supposed —

I do not know that Rigaud would wish any intercourse with us, or that he has made any overtures of that kind, but from what I hear of the state of the Island it would be impossible to preserve harmony with both parties

I wish not to say any thing more on the subject —

I am D<sup>r</sup> Sir

Yrs &c &c

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

Receipt for prize money from Captain Edward Preble, U. S. Navy, signed by  
Captain Patrick Fletcher, U. S. Navy

BOSTON NOV<sup>r</sup> 25<sup>th</sup> 1799 REC<sup>d</sup> OF EDW. PREBLE

Sixteen hundred and Eighty five dollars in full for ballance of Prize money due the U. S. Ship *George Washington* under my command On account of the recapture of the Brig<sup>s</sup> *Fair American* & Schoo<sup>r</sup> *Francis* in April last.

PAT<sup>k</sup> FLETCHER

[LC, EPP, 1799–1800, Vol. 2.]

Extract from log-book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes, commanding, 25 to 26 November 1799

[Translation]

[4 to 5 FRIMAIRE]

From 6 o'clock to midnight as the commander [Captain Pitot] was considerably astern I took in sail to wait for him at midnight crowded on sail, being then in company with *La Vengeance*.

at 9 o'clock in the morning we put about, by order of the commander.

[Latitude 32° 47' No.]  
[Longitude 27° 48' W.]

[Boston Athenaeum. NDA photostat.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 25 November 1799

Moderate Breezes and cloudy, Lying too Squadron in company Our present Quantity of water being 1060 Gallons the Commodore Judges it prudent to order 650 Gallons from the U S Ship *General Greene* which we received, @ 5 filld and Made sail In towards the East end of Tortudas. @ half past 5 Tackd to the northward as did the squadron in procession, Employd working to windward between tortudas and Cape Francois, @ half past 6 Cape francois SE by S. 8 or 9 leagues y<sup>e</sup> East end of Tortudas SW by W 2 or 3 leagues tackd as nessasary to keep clear of the land during the night

At day light saw the *General Greene* WNW 6 miles *Herald* in company

At 12 Meredian cape francois bore S by E four leagues the *General Greene* NW in sight from the Masthead and the *Herald* WSW 3 leagues —

[Latitude Observed 20° 13' N.]

[NYHS, NHSC.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 25 November 1799

Begins with moderate breezes & pleasant weather at 2 P M the Moro Castle bore South 6 leagues at 4 in T G Sails

Middle Part moderate & clear weather at 6 A M saw a Schooner to the East<sup>d</sup> gave chase at 7 spoke her, the *Caroline* of Boston Barnabas Cobb Master, from Havanna bound to Mantanza at 8 saw the Mantanzas bearing South 5 leagues — at 5 Mer<sup>dn</sup> Pan de Mantanzas bore South 8 leagues,

{Latt 23° . 12' North

{Long. 81° . 15' West, from which I take my Departure

Ends pleasant all sail set

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

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[26 November 1799]

Extract from a letter from Captain John Parker, late Commander of the American Ship *Cato* of Portsmouth, N. H., to her Owners, concerning her capture by a French privateer, and recapture and release by His Britannic Majesty's Ship *Amethy*

BRISTOL, Jan. 24, 1800.

"I have the misfortune to inform you, that I have been captured by a French privateer of 14 guns and 75 men, on the 26th Nov. in lat. 49, 15, long. 10, 30. They came under my lee quarter and jumped on board like so many pirates; broke open my chest and trunk, took all my papers and cloaths from me, not leaving me a shoe to my foot; they threw me head foremost down the gangway, and told me she was a fine prize; they took us all out of the ship except three; they put on board a prize master and 15 men, & ordered her for L'Orient, where the privateer belonged. 15 days we lived upon six ounces of mouldy bread, and a little raw beef, for 24 hours; but thank God, on

the 29th Dec. we fell in with his Britannic Majesty's ship *Amethy*, capt. Cook who captured us and ordered us for Plymouth, and said he would take care of those Frenchmen, for the treatment we had received from them; he likewise informed me he had recaptured the *Cato*, and sent her to Cork. We arrived at Plymouth the 7th Jan. and have got to this place by land.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 23 May 1800.]

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Extract from log-book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes, commanding, 26 to 27 November 1799

[Translation]

5th to 6th FRIMAIRE Year 8.

At noon *La Vengeance* signalled us to put about, which we did at once. the signal was meant for *Le Berceau*, *La Vengeance* also put about at the same time we did, during the 24 hours carried out different maneuvers, and set different sails, we made better speed than *La Vengeance*, being close-hauled this advantage did not amount to much towards the bow but we fetched a little more to windward of her, calm sea,

at 11 the commander gave us his longitude by dead reckoning 30°20'

[Latitude — 31°20' No.]  
[Longitude — 29°33' W.]

[Boston Athenaeum. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 26 November 1799

Moderate Breezes and clear weather, employ'd working to windward between cape francois and Tortudas, @ 2 saw a strange sail bearing NE by E gave chase, @ 5 shortnd sail and Boarded the chase, an american Schooner from carolina bound to Jamaica, @ 6 filld and made sail, @ half past 6 spoke with the United States Ship *Herald* Captain Russel and order'd him to proceed to his cruising Ground filld 20 Tuns of salt water, @ half past 7 tackd to the northward Cape francois bore S by W 3 leagues @ half past 8 shortnd sail Tackd as Nessasary to keep clear of the land during the night

Middle part Moderate breezes and clear weather, @ day light the wind vore round to S S E saw a sail N by E suppos'd to be the U. S. Ship *General Greene* and another sail N N W, employd washing and fumigating between decks Working up Junk &°

At 12 Cape francois S W 5 leagues Monte a christo E ½ S 6 or 7 leagues Wind at W N W.

[NYHS, NHSC.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown,  
U. S. Navy, commanding, Tuesday, 26 November 1799

Begins with calm & pleasant weather at 1 P M in Steer<sup>s</sup> Sails at 2 saw a sail in the N E — at 5 the Pan de Mantanzas bore S S W 10 leagues at 6 spoke the Sch<sup>r</sup> *Sally* from Havanna James Johnston Master

Middle part fresh breezes & clear weather. at 6 A M saw a Brig standing to N & E<sup>d</sup>

Latter part fresh breezes & cloudy

[Latitude Observed 25°.07' N.  
Longitude Observed 80°.01' W.]

HS of Old Newbury, Mass. NDA photostat.]

To Edward Stevens, U. S. Consul General at St. Domingo, from Captain Silas Talbot,  
U. S. Navy

U S. FRIGATE *Constitution* at Sea  
November 27<sup>th</sup> 1799

SIR A circumstance occurred this day, which induces me to address you at this time. At 8 oClock A.M. I brought too a Schooner, that did not shew any Flag whatever: and on examination the people could not produce any papers. She was loaded (as I was informed) with Bombs, Salt fish, & Dry Goods, the Shells being under the fish; they were not to be discovered, without the trouble of overhauling the Cargo. — One of the persons on board, who stiled himself master, was named Pierre Vidau, said his Schooner was named *Henriette*, and that the Cargo, was the property of General Toussaint; & that she was bound to Port au Prince. The *Constitution* met with her about 7 Leagues to the Northward, and something to the Windward of the Cape. As the vessel had neither Register, Clearance, or any Bills of Lading, she was evidently in a situation to be made a good prize. But not withstanding all those suspicious circumstances, I forbore to capture her, least she might be bound to Port au Prince, as agreeable to their own declaration; and that the loss of those Stores (if in fact they did belong to the Government, over which General Toussaint presides) might be some disappointment to the operations of his Excellency the Commander in chief. — As I am confident that my suffering vessels to pass *thus* circumstanced, may subject me to censure, I must request that you would notify the proper authority, at this Cape &<sup>s</sup> that in future, I shall not hesitate to capture all Vessels, that are not furnished with the usual papers; & that no verbal declaration of the Crew, will be attended too, unless corroborated by suitable documents.

I have the honor to be with great respect

Sir,

Your humble Servant

(Signed)

SILAS TALBOT

EDWARD STEVENS Esq<sup>r</sup>

Consul General of the U States

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

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

U: S. FRIGATE *Insurgent*  
Martinico 27<sup>th</sup> Nov<sup>r</sup> 1799.

BENJ<sup>n</sup> STODDERT Esq<sup>r</sup>

SIR I arrived here on the 25<sup>th</sup> with only two days water, and as many of beef on board, for very unfortunately for us, when we left Norfolk none but very indifferent beef could be procured, therefore, did not take a full quantity, & a great deal of what I brought we have been obliged to condemn.

I have latterly sent you various letters, with duplicates, to enable you to keep up a chain of my proceedings the last by M<sup>r</sup> Sharp one of my Midshipmen who went charged with a recaptured Boston Schooner from Surinam which I order'd for New York, taken under the lee of guadaloupe —

Capt Morris has cruised in company with me for some days, under the expectation of falling in with two French Frigates, that were hourly expected at Guadaloupe, but I have this day seen a Cap<sup>t</sup> of a Ship taken by them on the coast of Affrica, who says there are three of 44 guns each Vizt. the *Concord*, *Medea*, & *Francois* that were first to land 1000 Soldiers at Cayenne & then to proceed to Guadaloupe, so that unless they separte, we shall not be able to look at them, however, as soon as I fill up my water casks, I shall be upon the lookout for them to windward of the Islands, & should be happy to meet with either of them singly —

You will find by my former communications that while in company with the *Adams*, we took one small Privateer & recaptured an English Brig & the Boston Schooner, but none of them of much Value, on the 21<sup>st</sup> Inst I collected all the prisoners that were on board our respective ships being 54 in number & ran close in, with Bassaterre under a flag of truce, while the *Adams* cruised in the offing When near enough I sent M<sup>r</sup> Murray One of our Midshipmen (and a very intelligent young man) on shore in my boat with the inclosed letter to Gen<sup>l</sup> Paris [dated 20 November 1799], to Effect the exchange of Prisoners & in a few hours, he was so fortunate as to release 56 of our unfortunate countrymen that were sent off to us in a small Sloop by which conveyance we got rid of a pack of dreadfull desperadoes all blacks but four; a french Officer came on board with M<sup>r</sup> Murray & in a communication with him I ask'd him whether there would be an impropriety in any of our Vessels with Prisoners on board proceeding as I had done for their exchange he assured me that it would be pleasing to Gen<sup>l</sup> Paris, to release our Men whenever in his power, & that our Vessels under the flag should be always respected, he express'd his regret that General Paris was not at Bassaterre to reply to my letter, & upon this presumption I have advised Cap<sup>t</sup> Morris to send up all the prisoners from Bassaterre St Christophers, as we are credibly inform'd by the Captains that have been released, that there are at least 200 Americans yet in captivity there & at Point Peter, for latterly they have taken a number of our Vessels as well as english & these seas swarm with small Privateers which has determin'd me to pass the remainder of my cruise on this Station which at this time is very much unguarded, for since I have been here I have never fallen in with either British or American cruisers except the *Adams* & an english Privateer which was the one I was in chase of



when M<sup>r</sup> Sharp left me, if my Ship & Materials will hold out, as this seems to be an important time, I shall not leave the West Indies 'till the middle of Janu<sup>r</sup> & if I get no information from you I presume I shall be obliged to go to Norfolk.

Your Most Ob<sup>t</sup>

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

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

[PHILADELPHIA]

Navy Department 27th November 1799

Lieut JOHN SHAW  
of the *Enterprize*

SIR Having already transmitted you Instructions for the government of your conduct on a cruise, and every other necessary paper, and presuming that you are in compleat preparation for Sea, I have now only to express the Presidents Command, that taking under convoy such vessels as may be ready, you proceed with the *Enterprize* to join our Squadron on the Guadeloupe Station rendezvousing at Saint Kitts, and cruise in the vicinity of Guadeloupe until you fall in with the Commanding Officer under whose command you are to act —

Wishing you great Success and many opportunities of distinguishing yourself

I have the honor to be

Sir

Yr obed Servt

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

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To Captain George Little, U. S. Navy, from Nathan Levy, Navy Agent,  
Cape Francois

CAPE FRANCOIS Nov<sup>r</sup> 27. 1799 —

SIR The Owner of the Schooner *La Serena*, M<sup>r</sup> Chaves, requests me, as he does not understand the english language, to reply to your Letter to him of the 28<sup>th</sup> Ins<sup>t</sup> — he has forwarded to you a Barrel of Beef, the best that this place affords, and hopes it will meet with your Approbation — he feels himself impress'd with obligation for Your polite and friendly attention for the Safety of the Schooner, and Supplying her with that which She Needed — he begs your Acceptance of a Small Case of Liquors and whilst he wishes you happiness, he will Never be Unmindful of the indulgence you have Confer'd —

I am in behalf of him — and Much for Myself — D<sup>r</sup> Sir Yours —  
N. LEVY.

[F. D. Roosevelt Collection.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Wednesday, 27 November 1799

Moderate breezes and clear weather, employd working in towards Cape francois, @ 1 shortn'd sail and brought too the Cape S W 5 leagues sent an officer and a Boats crew to cape francois @ half past

1 filld and stood towards a sail in the offing suppos'd to be the *General Greene* @ 3 shortn'd sail and brought too and Rec<sup>d</sup> from the *General Greene* 2194 Gallons of water in 5 leagurs and 18 small casks @ 9 we Tackd to the westward and parted company with the *Gen<sup>l</sup> Greene* Monte a christo E S E four leagues. Steerd west 15 miles so as to be near Cape francois in the Morning, Middle part moderate breezes and rain wore and tackd as nessasary to keep clear of the land and in sight of it wind Variable from S S E to S W

AM @ 7 in the morning gave chace to a sail in shore @ 9 we shortnd sail and boarded the chace, a small schooner from the Cape bound to port au prince belonging to Touissant Comma[n]dant at Cape francois, @ 10 found the fore topsail yard sprung sent down the sprung yard and Got up another, Standing off and on Cape francois waiting for the Boat to return from thence

At 12 Moderate breezes from the Southward Cape francois bearing S W by S 5 leagues

[Latitude observed 20° 08' N]

[NYHS, NHSC.]

Extract from log-book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes, commanding, 27 to 28 November 1799

[Translation]

6th to 7th FRIMAIRE Year 8.

During these 24 hours fine weather calm sea we gained a little on *La Vengeance*; nothing new.

[Latitude — 29°19' No.]

[Longitude — 32°16' W.]

[Boston Athenaeum. NDA photostat.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 27 November 1799

Begins with steady breezes & Cloudy weather 2 sail in sight at 5 P M the North point of Bemini Island bore N N E 3 leagues. at 5 tack<sup>d</sup> to the Westward — at 6 took one reef in the Topsails

Middle Part fresh breezes & clear At 6 A M saw a sail to the S & East<sup>d</sup> At 7 Set the T G Sails at 7½ out reefs of the Topsails

Ends with moderate, pleasant Weather —

[Latitude Observed 26.21 N.]

[Longitude Observed 79.33 W]

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

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

[PHILADELPHIA]

Navy Department 28<sup>th</sup> November 1799

Capt<sup>n</sup> JAMES SEVER  
of the Congress

SIR I am honored with your Letter of the 20<sup>th</sup> Inst. —

Relying with confidance on your being ready I have caused information to be given to the Merchants of the several sea ports where

the East India trade is carried on that your ship will be at New Port by the 12<sup>th</sup> at latest the 15<sup>th</sup> of next month, from whence the convoy will proceed

You will consider the men belonging to the *Constitution* who have joined you as a part of your complement, it being impossible that you should for a considerable time at least fall in with Captain Talbott —

The deficiency of a few hundred pounds of powder cannot be material, as the Estimate of powder was a large one — The Guns sent from hence, were proved before they were shipped, I presume a repetition unnecessary —

M<sup>r</sup> Higginson was requested to furnish you with Muskits — Seventy five Stand however shall be sent to Mess<sup>rs</sup> Gibbs & Channing at Newport If you should not want them on your arrival there it will be no matter — I will mention Mr Bosworth in my next, in the mean time you will keep him on board —

I know nothing of the Signals used between the American & British Vessels The Commanding Officers on every station establish them for themselves — Captain Tingey will send you those used between him & the Vessels under his command in the West Indies and those under Lord Hugh Seymour — The discription of our Signals, you will recieve by this post — I hope nothing can intervene to prevent your leaving Boston for Rhode Island so as to arrive at the latter place at latest by the 15<sup>th</sup> December —

When you are ready you will proceed to New Port without waiting for orders from me, which shall meet you there

I have the honor to be

Sir

Yr most obed Servt

B[ENJAMIN] S[TODDERT]

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

[28 November 1799]

The launch of the U. S. Frigate *Philadelphía* (*City of Philadelphia*), at Philadelphia, Pa.

PHILADELPHIA, Nov. 29. [1799]

*Frigate City of Philadelphia.*

At half past two o'clock yesterday afternoon this elegant ship was safely launched into the Delaware, accompanied by the acclamations of thousands of spectators, who lined the shore. As soon as she was afloat, salutes were fired from the *Ganges* sloop of war and *Augusta* armed brig, laying at anchor in the Cove.

The tide serving at an earlier hour than was expected (owing to a strong wind from the south east,) the launch took place sooner than was intended; by which a great number of people, who promised themselves the pleasure of viewing this beautiful operation, were disappointed, but who were, however, much gratified by afterwards seeing one of the finest ships ever built in this country, safely moored.

The *City of Philadelphia*, is an evidence of the patriotism of the merchants of the city after which she is named, being built by their subscriptions, — will carry 44 heavy guns, and be commanded by captain Decatur, formerly of the *Delaware* sloop of war.

[LC, "Claypoole's American Daily Advertiser" (Phila), 29 November 1799.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 28 November 1799

Light airs and variable, Stayd the Main mast and Main topmast, standing off and on Cape francois waiting for the Boat to return from Cape francois, @ 6 light airs and clear weather Cape francois, SW by S four leagues @ 12 Moderate and cloudy, @ 4 fresh breezes with small showers shortnd sail @ Day light saw a strange sail bearing SW in shore made all sail and Gave chace, @ 10 observed the chace to be one of the United States Ships @ 11 shortnd sail and brought too the US Ship *Boston* Captain Little came on board on service the Boat returned from the Cape, @ 12 Moderate breezes and clear weather Cape Francois bore SW 4 leagues, *Boston* in company Wind all round the Compass

[NYHS, NHSC.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday 28 November 1799

Begins with moderate breezes & pleasant weather all sail set on a wind, a Schooner in sight to leeward standing to the northward

Middle Part D<sup>y</sup> Weather

At 7 AM set steering Sails Unbent the Cables & put them below.

Ends with fresh breezes & cloudy weather —

[Latitude Observed 28. 26 N.  
Longitude Observed 79. 03 W.]

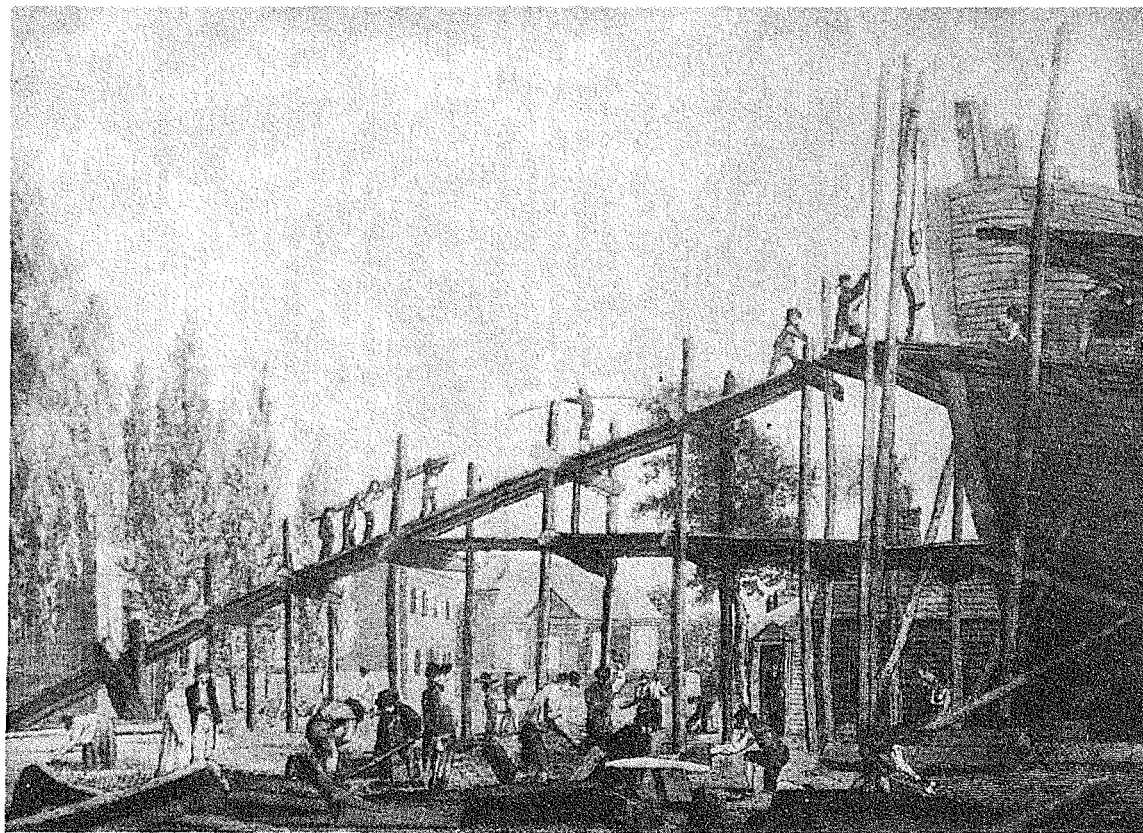
[HS of Old Newbury, Mass. NDA photostat.]

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To Captain George Little, U. S. Navy from Nathan Levy, Navy Agent, Cape Francois

CAPE FRANCOIS Nov<sup>r</sup> 29. 1799 —

DEAR SIR/ Since you Wrote Yours to me of the 28<sup>th</sup> you have been honoured with the Company of So great a Man—that even if I had information I should be loth to Communicate it — however the thing is the reverse — for there is not the least News Stirring — and as to F. — Vessels. they remain in Status quo — passports may be had now by Americans, without paying for them — unless they go from this to Some of the adjacent ports in the Ile — then the *L'Argent* must appear — but if you know of any particular port in hell were trade is brisk — do let me know — I will dispatch a Vessel and am Sure a passport may be obtain'd. — I have not had any Letters very lately from America — the Secretary of the Navy honoured me with one per the *Herald* — with a Sum of Money — I believe there will be a Supply Ship out very Soon. — do you intend to make a practice, of taking Vessels, and Sending them in to this port for adjudication? — if you do you will Stand a good chance of ever loosing by the Capture —



BUILDING THE U. S. FRIGATE PHILADELPHIA.



And the Next time you give the Command to one under you — do impress on his Mind — that he is to behave like a Gentleman — to the Agent of your Navy — if he thinks proper to Call on him — for the person who Waited on me, (after he had thought proper to let me remain ignorant of his Arrival till the whole business was adjusted by himself and the Counsel General) treated me in a Manner that I never had experienced — and in one that I never Suppos'd my Conduct would lessen me, to deserve. — I Shall make it a point to make known to you, Whenever I may have the pleasure of Seeing you — the whole Conduct, of that Young Man. — I believe his Name is Henry S. Butler [Midshipman, U. S. Navy] — I have Sent off by your Boat the following Articles — which I hope you will receive in good order — and by the Account you will find the particulars as charged — My Comp<sup>ts</sup> to Your Officers. —

I am D<sup>r</sup> Sir, Yours —

N. LEVY.

[F. D. Roosevelt Collection.]

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

*L'Insurgente*, at S PIERRE'S  
*Martinique*, 29 Nov<sup>r</sup> 1799

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

SIR, I had an opportunity of sending you a few lines on the 12. Ultimo pr. the Schooner *Neptune* for Boston.

I have to inform you of the Death of John Lambert, a Marine, on the 22d Ins<sup>t</sup> he was inlisted by L<sup>t</sup> Keene on the 15 June last, and that one of the Marines has been sent to St Kitts, to get cur'd of the Scurvy, we shall take him up in a short time.

Since I wroute you last we have been Cruising along with the *Adams*, Cap<sup>t</sup> Morris, and have taken a French privateer of 4 Guns and 50 Men, & retaken an English Brig<sup>t</sup> & a schooner.

We are now heaving up our Anchor for another Cruise and expect to return to America in Feb<sup>r</sup> next, before which time, I hope we shall catch some more Frenchmen.

Meantime I am Sir Your obt hu S<sup>t</sup>

ROBERT RANKIN  
[Lieut. of Marines]

[MCA, LR, 1799.]

To Franklin Robinson & Company, New York, N. Y., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department* 29th November 1799

Mess<sup>rs</sup> FRANKLIN ROBINSON & C<sup>o</sup>

*New York* —

GENTLEMEN I am honored with your letter of the 25<sup>th</sup> Inst — It is not contemplated to sell the *George Washington* at present — It may however be so determined, in the course of a month, in which case I will take the earliest opportunity of giving you the information —

I have the honor to be

Gentlemen

Yr obed Servt

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

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

[PHILADELPHIA]

Navy Department 29th November 1799

*The Commissioners of the City of Washington —*

GENTLEMEN I am honored with your Letter of the 22<sup>nd</sup> November — and have taken the liberty to delay the delivery of the letter for the Trustees until the meeting of Congress

The President will mention the City of W — in his speech, as the place fixed by Law as the permanent seat of Government, and this circumstance trifling as it is will have an influence with these Trustees, and make them more disposed to comply with your terms — Suppose they pay 60,000 Dollars on your conditions, will it not be necessary that they should be bound to select Lots to that amount before December 1800? Or if they do not select, ought you not then to have the power to select for them? If this is not stipulated, will you not have difficulties in going on with the sales after 1800? If they select, should they have the power to take their choice leaving the worst lots — Or should not they select one half leaving with you to select the other half? — But probably they will insist on the power of selecting the whole, and if they do insist, will you relinquish that point? My own opinion is, that you had better do it, for if you are obliged to raise money by forced sales, perhaps you would not get more than 60,000 D<sup>rs</sup> for all the Lots to which they have any pretensions — Upon the whole, tho I am not authorized to take such a liberty, I believe I will delay the delivery of your letter until I hear from you, and will in the meantime try to make the best terms, without however presuming to bind you —

On the subject of the Navy Yard I percieve by the Acts of Congress, you have the power of selling other Lots — I mean all the Lots not sold to M & N [Maffit & Nismith] for the Int of 200,000 D<sup>rs</sup> of the 300,000 D<sup>rs</sup> you have borrowed — Will it not be best for me to pay you at once 4000 D<sup>rs</sup> for the two Squares &c. wanted for the Navy — The President has no power to give to the Navy, and this of paying you a small sum is the only way without an Act of Congress in which the Navy can legally acquire the property —

If you agree, I will direct the money to be paid whenever the Titles can be given —

I have the honor to be with great respect

Gentlemen

Yr most obed Servt

[NDA. GLB, Vol. 3, 1799.]

Extract from log-book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes, commanding, 29 to 30 November 1799

[Translation]

8th to 9th FRIMAIRE Year 8.

All sails set Upper and lower studding sails, carried out different maneuvers and set different sails to keep up with the commander, we made somewhat better speed than he did.

We broke a main-yard boom.

[Latitude — 25°11' No.]  
[Longitude — 38°16' W.]

[Boston Athenaeum. NDA photostat.]



Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding Friday, 29 November 1799

Moderate Breezes and clear weather lying too off Cape Francois  
*Boston* in company, Mr Stephens the American Consul at Cape  
Francois waited on the Commodore, @ 6 an officer and a Boats crew  
was ordered to attend him ashore. at half past 6 the Consul left the  
*Constitution* duly honoured with three cheers as a salute was not judged  
Prudent, @ 7 light airs and variable, Ships head to the W N W,  
@ half past 8 Moderate breezes and rain shortn'd sail and double  
reef'd the Topsails Cape Francois bore S  $\frac{1}{2}$  E 7 or 8 miles, @ 12 d<sup>o</sup>  
weather Wore and Tack'd as necessary to keep clear of the land  
waiting for the Boat to return from the Cape @ day light saw two  
strange sail in shore from 8 AM till 12 Meridian Calm, employed  
clearing out the sailroom, and airing the sails, @ 12 Calm *Boston* S  
by E 7 miles. Cape Francois S by E twelve miles —

[Latitude Observed 20°05' N.]

[NYHS, NHSC.]

Extract from log of the Merchant Ship *Diana*, James McCall, master, Friday,  
29 November 1799

Squally with Rain & much Lightning and thunder — Emp in  
Sundrys —

At 5 P M Saw a Sail ahead, Prepared for Action, but when she saw  
we stood for her, She Haul'd her Wind to the Westward & Saw no  
more of [her] after 7 P M

This Morning drew the Shot out of the Guns & fired them all off  
being damp and unfit for Service. Loaded them all with flannel  
Catrages & one Shot —

At Noon Squally with Rain thunder and Lightning

[Latt<sup>d</sup> Acc<sup>t</sup> 5°35' N]  
[Long<sup>d</sup> in 20°35' W]

[Essex Institute.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*,  
Captain Edward Preble, U. S. Navy, commanding, Friday, 29 November 1799

[Salem, Mass.] Rec<sup>d</sup> on board a detachment of Marines from  
Boston consisting of a Sergeant a Corporal & eight Marines.

[LC, EPP, 1799-1800.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy,  
commanding Friday, 29 November 1799

Begins with fresh breezes & cloudy at 11 P M in Steer<sup>s</sup> Sails  
Middle part D<sup>o</sup> Weather —

At 7 A M found the Ship had sprung a leak down the Fore peek  
at 10 in T G S & reef'd the Topsails handed M Sail & down T G  
Yards.

Latter part Brisk gales & cloudy with a rough sea — all hands  
employ'd getting up coal & Bailing water it not having a clear passage  
to the pumps —

[Latitude Observed 30.51 N.]  
[Longitude Observed 77.15 W.]

[HS of Old Newbury, Mass. NDA photostat.]

To Secretary of the Navy from Captain Edward Preble, U. S. Navy

SALEM Nov<sup>r</sup> 30<sup>th</sup> 1799

SIR I have the honor to acknowledge the rec<sup>d</sup> of your letters of the 19 & 21<sup>st</sup> Ins<sup>t</sup> the first accompanied by the instructions for my general government on a cruise, which shall be properly attended to, Also the Acts for the government of the Navy — marine laws — signals and explanatory sheets, and lists of the distinguishing flags assigned each Ship, the signal flags I have rec<sup>d</sup> from the Agent here, Lieu<sup>t</sup> Phipps joined the Ship the 28<sup>th</sup> Ins<sup>t</sup> and yesterday I rec<sup>d</sup> a Sergeant Corporal & eight marines sent on by Cap<sup>t</sup> Clark from Boston, the remainder I observe I am to expect from Newport. I am not yet able to forward you the name of Sailing master having been disappointed in the one first contemplated but I expect to procure a good one before I leave this, & shall forward his name in time for him to receive his Warrant at Newport, the recruiting service does not go on so successfully as I wish in consequence of the *Congress & Warren* having both a rendezvous open at Boston, they will soon [original mutilated] when I expect to be more successfull, I am confident I shall not be compleatly ready for sea by the 10<sup>th</sup> Dec<sup>r</sup> but I can sail and you may rely on my endeavour to reach Newport by the 15<sup>th</sup> altho I consider it a difficult & uncertain passage at this season of the year, My Officers are diligent in their duty and I am satisfied with them.

I have the Honor to be with respect Sir your Obd<sup>t</sup> hum<sup>l</sup> Serv<sup>t</sup>

E P.

[EDWARD PREBLE]

Hon<sup>ble</sup> SEC<sup>y</sup> NAVY

[LC, EPP, 1799–1800, Vol. 2.]

To Daniel W. Coxe, Philadelphia, Pa., from J. Parrott for Secretary of the Navy

[PHILADELPHIA]

Navy Department 30th November 1799

DANIEL W. COXE Esq<sup>r</sup>Philad<sup>a</sup> —

SIR I am directed by the Secretary of the Navy to inform you that when he directed a Vessel to be chartered from you for the purpose of sending provisions to the West Indies, he gave the utmost length of time the Public convenience would admit of, and expected from the assurance given to M<sup>r</sup> Harrison that no delay was to be apprehended But that he is much surprised and disappointed on being informed this morning that the Vessel cannot sail before monday night or Tuesday morning — This unexpected delay not only detains in port at a very considerable expence the Brig intended to Convoy her, & whose services in the West Indies are of great importance, but may subject the Vessels for which the provisions are intended to Great inconvenience —

I have the honor to be

Sir

Yr obed Servt

JO: PARROTT

Extract from a letter from an Officer on board the U. S. Ship *Adams*, to a Gentleman in New York concerning capture of French Privateer Schooner *Le Onze Vendemiaire* and recapture of other vessels

[U. S. S. *Adams*]

*Guadaloupe, 30th November [1799]*

"We have been cruizing in company with the *Insurgent* for some time, and having captured the French Privateer schooner *Le Onze Vandemare*, of 4 guns, and sixty seven men; recaptured the brig *Margaret*, English Guinea man, of 14 guns and 22 men, which the privateer had taken two days before, bound home in ballast, and the sch'r *Nancy*, belonging to Boston, loaded with Sugar and Coffee, had been in possession of the French, 74 hours. The privateer was sent to Martinique, where she arrived safe, after being chased by a French privateer 4 hours and fired at."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 2 January 1800.]

To Lieutenant David Ross, U. S. Navy from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 30th Nov<sup>r</sup> 1799*

Lieut DAVID ROSS

SIR You have hereby leave of absence from the Navy Service, until you again present yourself as ready to enter the Service

Your pay and Emoluments will cease from the date hereof, until you report yourself as ready to enter the Service —

I am

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799-1800.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Saturday, 30 November 1799

Moderate Breezes and cloudy standing off and on Cape francois waiting for the Boat to Return from Cape francois. @ 4 Boarded an American Sloop from Cape francois bound to Newyork At 6 Light airs and variable the Cape SW by W 5 miles *Boston* in company. @ 9 the Boat returnd which had been orderd to attend the Consul on shore made and shortnd sail as nessasary to keep sight of the cape during the night

Departed this life Francis Bouldfern seaman lately deserted from the *General Greene* apprehended at Cape francois and orderd on board the *Constitution* by the american consul for security

At 12 calm Ships head N N W, middle part light airs and variable, @ day light saw the *Boston* in shore

Employd working up junk and washing between decks

At 12 calm Cape francois S by W 3 leagues. W S W.

[NYHS. NHSC.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 30 November 1799

Begins with fresh gales & cloudy Weather & a large sea — the Carpenter searching for the leak, found it to be under the Night heads, could not come at it clear'd a passage for the water to the pumps, kept one pump to work steady at 5 P M reef'd the topsails at 8 in Miz<sup>n</sup> Topsail.

Middle Part fresh gales & hard Squalls with Rain & hail — at 4 A M handed F & M Topsails at 7 Set M Stay Sail

Latter part fresh breezes & cloudy with a rough Sea. At Mer<sup>dn</sup> more moderat set Close R<sup>d</sup> [Reefed] F & M Tops<sup>rs</sup>

[Latitude Observed 32.40 N.]  
[Longitude Observed 73.44 W.]

[HS of Old Newbury, Mass. NDA photostat.]

[December 1799]

To His Excellency Friderici Governor General of the Colony of Surinam, from  
Turell Tufts, U. S. Consul, Paramaribo

TO HIS EXCELLENCY FRIDERICI

*Governor General of the Colony of Surinam &c&c&c*

SIR, The cause of this Letter I must acknowledge is exceedingly mortifying to me; because I conceive it to be my duty, as far as is in my power, as well to prevent transgressions by the Citizens of the U States, as to demand redress when they are injured. It appears therefore proper that I should communicate my sentiments on a late affair, in order to exculpate myself from any of its odium. —

The conduct of a party from the U States Ship *Portsm<sup>n</sup>* is without justification in any of its relations. I condemn it wholly — not only as destructive of all order in society, but as the most direct & efficacious method of insulting the Government of the Colony were such insult intended.

I am therefore happy to find that no such intention existed; and that the whole transaction arose from the ignorance, folly, and indiscretion of the actors, and of their misconception of the orders of Commodore McNeill; consequently, that the case does not partake so much of *crime*, particularly as no personal injury to any of the Inhabitants was committed, — as of Misdemeanor — a conduct highly censurable. —

Having thus so fully condemned this unfortunate affair, and desiring it may be accepted as an apology, I think I have a right to make some remarks on the means that were taken to punish the aggressors.

Considering the nature of the case, & its most prominent features, Your Excellency must necessarily have conceived it as insulting to Your Government altho' there were no such intention; Yet, may I not be allowed to ask the question, ought such conduct to be corrected by an exertion of Force to stop & arrest Two public Ships of War belonging to a friendly Nation? — I was much chagrined when I was informed of Your Excellency's Application to the Commander of the Military Department for that purpose, for several reasons; because, I was certain no orders had been given that would justify the conduct of the aggressors; and because, I was also sure that, on a representa-

tion of the case being made — it would have been explained & a suitable apology returned, & in case of injury, reparation of it.

There is another important circumstance. An application to stop a Public Ship by military Force, implies an intention in the Commander of the Ship to abscond, — to run away. — Such an implication must be exceedingly aggravating to the feelings of an Officer. An Officer of the U. States ought to know that he cannot elude an inspection into his conduct, more than he can fly from an Enemy, without disgrace. — It was therefore peculiarly grating to Commodore M<sup>c</sup>Neill, when the General informed him personally that he should order Force to prevent his departure; and still more aggravating when The General said, he should detain the two British Sloops of War for that purpose. A very serious exhibition of valour, right or wrong in a moral or political view, might have been the consequence, had not The General relinquished the idea of using Force, and adopted another more conformable to the usage of friendly Nations, that of — “Ordering the Ships out of Port; and, if the case is of sufficient importance, of communicating it to the Executive of the Government of the Aggressor thro’ its Agent.”

All this I conceive Your Excellency might have done without the aid of Military force, and perhaps have obtained as full Satisfaction.

This indiscreet business has produced other unpleasant things.

Commodore M<sup>c</sup>Neill has informed me that General Magan passed a severe censure upon me, directly to him, for not having paid the General my respects as Consul of the U States of America, “as His Brittannic Majesty’s Commander in Chief had left him in the Command of the Military Force of this Colony.” — If the General has cause of complaint for such neglect, I do not conceive that blame can possibly be attached to me, for, I knew not of the Departure of the Commander in Chief a long time after it happened, neither did I know in what manner Government was organized, or who were to exercise it. Furthermore, as I was accredited as the Consul of the U States, which Office is in the Civil department of the U States, by Your Excellency as the Head of the Civil Department of the Colony, which acceptance was virtually confirmed by the articles of Capitulation and by the subsequent conduct of Lieut. General Trigge, and Vice Admiral Lord Seymour & of Your Excellency — and as my Office has no relation to the Military of the Colony, I personally cannot be censurable for the neglect of which The General complains. —

If such etiquette is necessary or proper I conceive, being a stranger, I ought to have been informed of it — and formally introduced.

I hope these sentiments & observations will satisfy General Magan, that, what he has been pleased to censure as neglect — is not the effect of disrespect, or of ill intention, either toward himself — or any Officer of the Government, but solely from my conceptions of its impropriety, unless regularly introduced. — Nevertheless I cannot but think it fortunate for my own feelings, that I — at first — deemed it improper to introduce myself to The General without the countenance of Your Excellency; for, having, very lately, had some private business to transact with a respectable Officer of His Majesty’s Customs, He informed me — that He could not consider me as Consul of the U States. Had I presented myself to the General — he might have made the same observation. — I made no remarks

upon the declaration of the Officer — because I wished to avoid irritation, neither should I now make these, were they not strong to my own justification.

The ground of all this irritation & complaint is seen in the Mutiny on board Captain Hopkins' Ship. — That Officer did wrong & without my advice, in putting his men into the Fort, as the Laws of the U States empower him in such cases to confine them on board; & reason dicates to apply to y<sup>e</sup> Government of the Country for aid for that purpose when the Mutiny is general. When He informed me of his procedure I censured it — as I well knew this Government did not court the trouble. I pleaded his cause in my Letter to Your Excellency — not presuming I had any right to interfere — after he had thrown himself on the Laws of the Country — because, he had acknowledged to me his error, and because, I conceived there was much impolicy in the decision of the Honorable Court in discharging from His Ship two men without trial, & which was evident to me, would cause in said Ship a general Mutiny, as it did. — I plead it now for other reasons; because I know the character of the owner of His Ship to be wholly opposed to all irregular conduct under any Government; because, Capt Hopkins himself appears to have been totally ignorant of the atrociousness of the offence in which, it is said, He was an Agent; that, had he properly considered, he would not have been involved in it by the most remote action: — that, a *weighty* fine might ruin him & a numerous family — & injure the Owner of the Ship. — If these arguments have any influence with Your Excellency I shall be pleased. —

It seems well enough to mention — that I have paid to [space] Nagel 140 Guilders for the maintenance of Benj Rumsay and Joseph Cannell, who, I understand, were ordered to his house by Your Excellency. —

Hoping no other occurrence will be the occasion of troubling Your Excellency with so long a Letter, I remain,

Very respectfully,

Your Excellency's Most humbe servant

T. TUFTS, *Consul*.

(copy)

PARAMARIBO Dec. 1799.

[SDA. Paramaribo, Vol. 1, CL, 1799–1834.]

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[About December 1799]

To Captain John Barry, U. S. Navy, from J. M. Russell

DEAR SIR Shoud we happen to meet in the night please to shew Four Lights one under the other, where most easily seen — at 7 or 8 feet distance assunder; which I shall answer by bur[n]ing one false Fire: and shou'd you have occasion to speak me, you will then fire one Gun — I shall do the same if I wish to speak you. —

I am with esteem your

Obed<sup>t</sup> Humble Ser<sup>t</sup>

J. [or T] M. RUSSELL

Please to give these signals to Capt<sup>n</sup> Nicholson

[NYHS. Barry Papers. Barnes Col.]

[1 December 1799]

To Edward Stevens, U. S. Consul General at St. Domingo, from Captain George Little, U. S. Navy

DECEMBER 3<sup>rd</sup> 1799.U. States Frigate *Boston* at Sea

SIR On the 1<sup>st</sup> Instant I took Provisions [Possession] of a Brig from Jeremie which went there from S<sup>t</sup> Thomas' loaded with flour, Beef, dry goods &c. the Captain says he was carried in there by Regaud's Barges this Brig lay in that place when I was cruising off there she is called the *Flying Fish*, and commanded by Hinson, who says he is a Burgher of S<sup>t</sup> Thomas', there is a french merchant or Supercargo on board, who says he is also a burgher of S<sup>t</sup> Thomas' the Crew consists of americans; Frenchmans & Portuguese, when the law obliges a burgher to have two thirds of his crew Danish subjects the last vessel I sent into Cape Francois, was bound into Jeremie, which was cleared, I wish Sir to know whether this Brig which is directly from Jeremie will be condemned in the cape, If I send her there, wish you to make such inquiries as to send me your candid opinion on the Subject. On the 1<sup>st</sup> Instant retook the Schooner *Weymouth*, Thomas Burgess master, who loaded in the Cape not long since he was taken by a french privateer from Porto Rico, 7 frenchmen and Spaniards had possession of her, after making some repairs on her I shall send her to Boston, The *General Green* was in Company, at the taking of these two vessels, the *Constitution* has gone off the Station for ten days The *General Green* will leave the Station tomorrow morning, the *Boston* only will be left here who will be glad to wait upon the Coffee Ship Corvette & Brig, the above mentioned brig from Jeremie has neither register nor Log book.

I am Sir

Your Ob<sup>t</sup> Serv<sup>t</sup>GEO<sup>d</sup> LITTLEEDWARD STEVENS Esq<sup>r</sup>

N.B. after the above was written I fell in with the *La Dilligente* and her fleet notwithstanding every exertion to run from the *Boston* she found it in vain, to my surprise again found your pasport on board the *La Diligante* after ordering her Captain on board the *Boston* in consequence permitted her to pass, for which I shall undoubtedly be blamed by the commodore, she being a national vessel, but my determination is now fixed to let no vessel escape my notice except the small craft coasting from one port to another in Toussaints Dominions, unless they have Gen<sup>l</sup> Maitlands and your pasports on board for cruising, you have my liberty to transmit this to the Sec<sup>ry</sup> of the Navy.

GEO<sup>d</sup> LITTLE —

[1 December 1799]

Extract from a letter from Captain Christopher R. Perry, U. S. Navy, to a Gentleman of Providence, B. I.

[U. S. S. *General Greene*]  
off Cape-Francois, December 5, 1799.

"Since I last had the pleasure of writing to you, I have taken a schooner under Danish colours bound from Gonaives to St. Thomas, laden with coffee, cotton, &c. supposed to be French property. — Also, in company with the *Boston*, have retaken an American schooner, in possession of the French, and taken a brig bound from Jeremie to St. Thomas, very richly laden. She shewed Danish colours, but has every evidence of being French property.

"The American schooner leaves us to-day for Boston, where I have consented she should be sent, only in compliance with Captain Little's earnest wishes, as he has not yet sent any thing in.

We wait Commodore Talbot's return from the Mole, where he had been for the purpose of watering, when we shall receive his advice and directions respecting the schooner taken by the *General Greene*, and the brig; and according to all probability, they will be immediately sent to America.

The political situation and conduct of the government of St Domingo, I am sorry to say, wears daily more the appearance of duplicity and baseness, and I am now fully convinced that the government will no longer regard their treaty than they find it absolutely to their own interest. They have already shewn their want of faith in several instances, and have even gone so far as to imprison an officer of the *Boston*. By the schooner *John*, which left the Cape this day, I am informed that Port de Paix & Jean Rabel, have revolted, and declared in favour of Rigaud, which has caused much alarm in the Cape. The inclosed list of Toussaint's vessels you will be pleased to have published."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 15 January 1800.]

[1 December 1799]

#### List of General Toussaint's force by sea

The gun boat *Vengeur*, commanded by captain Leuroix, mounting one 6 pounder, one 12 pounder, four 4 pounders, and two 12 pound carronades, complement 80 men.

The gun boat the *Dragon*, capt. Lambert, mounting one 8 pounder, complement 14 men.

The gun boat the *Balune*, capt. Bressal, mounting one 4 pounder, complement 12 men.

The schooner *Charlotte*, capt. Viand, mounting one 24 pounder, and two 4 pounders, complement 60 men.

The schooner *Gen. de Salines*, captain Andreforte, mounting one 8 pounder, complement 53 men.

The schooner *Active*, capt. Debarque, mounting two 4 pounders, and four 3 pounders, complement 42 men.

The schooner *Unique*, capt. Raimonel, mounting one 18 pounder, and two 3 pounders, complement 50 men.



The barque *Two Sisters*, capt. Hippolete, mounting one 4 pounder, complement 30 men.

*Le Leyrier*, a brig mounting 14 guns, commanded by captain Dobson, complement 70 men.

The brig *Elan*, capt. Dufour, mounting six 12 and ten 6 pounders, complement 120 men.

The ship *Spartiate*, or *Egyptian*, capt. Cautineaux, mounting ten 12 pounders, six 8 pounders, and two 36 caronades, complement 135 men.

The *Duex Anges*, or *Two Angels*, mounting eighteen 6 pounders.

The *Diligent*, commanded by captain Dubois, mounting twelve 12 pounders.

N. B. The above mentioned vessels are cruizing between Cape Nicholas and Cape Danæ Marie, badly manned — chiefly with negroes.

[LC, "The Herald", (Norfolk, Va.), 25 January 1800.]

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To Clement Biddle, Notary Public, Philadelphia, Pa., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 1<sup>st</sup> December 1799

CLEMENT BIDDLE Esq<sup>r</sup>

Philadelphia —

SIR I request the favor of you to lay out 8317<sup>4</sup>/<sub>100</sub> Dollars in 8 p<sup>t</sup> Cent Stock, and have the transfer made to the *Secretary of the Navy Secretary of Treasury and Secretary at War for the time being, Commissioners of the Fund established by Law for the payment of pensions to the Officers & Seamen of the Navy* — When the Transfer is made please to call on the Secretary of the Treasury with the Comptrollers certificate and he will pay the money — The above being the whole of the fund now to be invested, you must reserve out of it your Commission —

I am with Great respect

Sir

Yr obed Servt

P. S — I wish this to be done today or tomorrow — as a report must be made this week, that it is done to Congress —

[NDA. GLB, Vol. 3, 1799.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 1 December 1799

Moderate Breezes and cloudy, Lying too 7 miles to the N E of the Cape, *Boston* in company Captain Little waited on Captain Talbot sent 10 french prisoners on board the *Boston*, Supply'd the *Boston* with one cask of pease containing 7½ Bushels, @ ½ past 5 squally wind at N W wore to the N E and made sail, @ 7 squally with rain parted company with the *Boston*, Tack'd as nessasary to work off from the shore, @ 9 double reefd the Topsail and steerd N West Split the Jib and foretopmast staysail kept on a N W course in order to weather away Tortudas. @ 12 Midnight fresh Gales and squally haul'd up courses and came to the wind to the N<sup>e</sup> under double reefd

Topsails, @ 1 AM brought too, @ 5 in the morning bore up West and steer'd along the North side of Tortudas and Made sail towards Tortudas for Cape Nichola mole @ half past 11 hauld in under the Mole land shortnd sail and Brought too, heavy squals and rain, @ 12 Wore under the south Battery and hauld to the wind to the northward the Entrance of the harbour two miles East, Fresh Gales and Rainy weather, Wind at N E

[NYHS, NHSC.]

Extract from log-book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes, commanding, 1 to 2 December, 1799

[Translation]

10th to 11th FRIMAIRE Year 8.

We celebrated the crossing of the Line, all the passengers who had not crossed the Line before were baptized,

Fine weather very calm sea all sails set.

[Latitude — 22°1' No.]  
[Longitude — 49°28' W.]

[Boston Athenaeum, NDA photostat.]

Extract from log book of American Brig *Maria* Sunday, 1 December 1799

Commences very pleasant and fine fresh Breeze at N E — at ½ past 12 Meridian the Ship we Saw hove about and gave chase — and @ 2 pm under our Lee — Who hoist<sup>d</sup> English colours and we Sett ours — She then gave us a Gun We Immediatly Bore Down for her — She then Hoist<sup>d</sup> French Colours and fire<sup>d</sup> a Gun — at ½ past 2 pm under her Lee — Who sent her Boat on Board — She Proved to be the *La Brulgirl* Cap<sup>t</sup> Cronstadt from France Who Examine<sup>d</sup> our papers and ordered us to proceed on our Course — after treating us with the Utmost politeness — and taking some stores — &C —

During the night Squaley and some Rain @ 12 Midnight Single Reef<sup>d</sup> Top Sails fore & Aft —

In the morning pleasant Made Sail —

Ends pleasant and fine fresh Breeze at N E — lost one Goose —

Latt<sup>d</sup> in 28° 49' N —

[John Carter Brown Lib.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 1 December 1799

Begins with fresh breezes & cloudy with rough sea. at 2 P M set the Miz<sup>n</sup> T Sail close Reef'd, Set M Sail at 4 in M Sail at 8 more moderate let one reef out of the Topsails — the Ship less leaky

Middle part moderate & cloudy

At 6 A M set M Sail. out reefs, at 9 up T G Y<sup>as</sup> & set T G Sails Latter part light breezes & cloudy Put the Quarter Deck guns in the Hold —

[Latitude Observed 33 . 55 N.]  
[Longitude Observed 72 . 56 W.]

[HS of Old Newbury, Mass. NDA photostat.]

To Captain Edward Preble, U. S. Navy from Secretary of the Navy

[PHILADELPHIA]

Navy Department 2<sup>nd</sup> December 1799

Capt<sup>l</sup> EDWARD PREBBLE  
of the *Essex* —

SIR I am honored with your letters of the 21<sup>st</sup> & 23<sup>rd</sup> Ultimo — The *Essex's* complement of men was always intended to be 260 including Marines, consequently the Estimate forwarded for 220 only was a mistake, which my Letter of instructions of the 15<sup>th</sup> Ult<sup>o</sup> would enable you to correct, and I presume M<sup>r</sup> Waters would consider that as sufficient authority to make up the deficiency. If not I fear it will be too late to procure it, as I calculate on your being at New Port by the 15<sup>th</sup> Inst at farthest — I now forward an estimate for your full complement of men for 6 months and I am solicitous that you should take the whole on board if it can be done without delaying any time, but you must not lose a day on that account — Your remarks relative to the deficiency of certain specific articles of provisions are not strictly applicable in all points — the deficit of Butter for instance is more than compensated by Molasses, & this article also applies to the deficiency of Sewit or Raisins which are not comprehended in the Estimate —

The Muskets and Pistols you have must answer for the present cruise if it shall appear that more are necessary they shall be furnished on your first return to port

I have the honor to be

Sir

Yr obed Servt

PS. Muskets and Pistols shall be sent you to Rhode Island.

[NDA. OSW, Vol. 3, 1799-1800.]

To Captain Edward Preble, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 2<sup>nd</sup> December 1799

Captain EDWARD PREBBLE  
of the *Essex*

SIR I enclose you a Commission for Lieutenant George Gardener Lee, and Warrants for

Samuel Massury — Gunner	} Midshipmen
Joseph Martin — Boatswain	
Royal Gurley	
Fitch Tarbett	
James Henry [or Hervey] Adams	
Samuel Stubbs	
William Scellond	
John Shattuck	
John Rowe	

You will require each of these Gentlemen to take the oath of Allegiance agreeably to the form enclosed, and return it to this Office

with a letter of Acceptance, from the date of which their pay and Emoluments will respectively commence —

I have the honor to be

Sir

Yr obed St

Capt David Phipps has been ordered to join you as 2<sup>nd</sup> Lieutenant —  
[NDA. OSW, Vol. 3, 1799–1800.]

[2 December 1799]

#### Launching of U. S. Frigate *Chesapeake*

“Norfolk, [Va.,] Dec. 3, [1799] — THE LAUNCH: Yesterday, at half past one o’clock, in the presence of a great concourse of people, was safely launched into her element the United States frigate *Chesapeake*, of 44 guns, commanded by Samuel Barron, Esq<sup>r</sup>.

Every preparation was made for launching this Ship the preceding day, but the tallow on her ways being frozen, and the weather extremely cold, the Constructor, Mr. [Josiah] Fox, after having knocked away the shores, and the blocks being removed from under her, finding she started and went a few feet but slowly, thought it most prudent to secure the ship and wait a more favorable opportunity (especially as she had to go over some new made ground) which yesterday presented, when at the intended moment she glided into six fathoms water.

The *Chesapeake’s* keel was laid on the 10th of December last; two hundred and sixty-five working days only have been taken to complete her, and the number of carpenters that received full pay has never exceeded twenty.

As to the mould, strength and beauty of the frigate, we shall not be afraid to have even the eye of prejudice to pass on them its judgment.”

[LC “The Norfolk Herald” (Norfolk, Va.), 3 Dec., 1799.]

#### Extract from log book of the American Merchant Brig *Columba*, Monday, 2 December 1799

Thes 24 Hours beings with Calam Wether an A Havey Swell from the South<sup>d</sup> A 6 P M Port Royal Bore N E Dis<sup>t</sup> 3 or 4 Leages at 7 Hand the T G Sails and Stailles

The Middel fresh Breses and Clear at 6 A M Set Both T G Sails and Stering Sails

A Mer<sup>d</sup> Pedro Point Bor N W  $\frac{1}{2}$  N Dis<sup>t</sup> 4 or 5 Leages

[MSB, New London, Conn.]

#### Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 2 December 1799

Strong Gales and rain, Standing off and on Cape Nichola Mole, wore as nessasary to keep clear of the land @ 2 Bore up and ran down under the lee of the Platform 8 or 9 miles to the Westward of the Mole harbour @ half past 4 more moderate made sail in order to be to

windward of the Mole harbour in the Morning, @ 6 Squally with rain split the Miz<sup>n</sup> Staysail sail makers repairing the Mizen Staysail @ 9 More moderate set the mainsail wore and tackd as nessasary to work to windward @ daylight light airs and variable made all sail to work to windward the Mole harbour E S E 10 Miles, from daylight till 12 Meredian light airs and Variable Employd fumigating ship and working to windward.

@ 12 light airs and V<sup>bl</sup> from the Northward the Mole harbour East 7 or 8 miles

[NYHS, NHSC.]

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Extract from log-book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes, commanding, 2 to 3 December, 1799

[Translation]

11th to 12th FRIMAIRE Year 8.

During these 24 hours fine weather calm, clear sky All sails and studding sails set.

*La Vengeance* gave us her longitude for yesterday 42°30 ['?] being within hail.

[Latitude — 20°24' No. ]  
[Longitude — 46°20' W.]

[Boston Athenaeum. NDA photostat.]

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Extract from log book of American Brig *Maria* Monday, 2 December 1799

Commences very fresh Breeze at E N E and cloudy hazy Weather — It Being Sunday nothing Transact<sup>d</sup> more than Working Ship —

at 6 pm Blew very fresh in Top Gall<sup>t</sup> Sails and Stay Sails —

at 10 pm a heavy Squall of Wind and Rain Single Reef<sup>d</sup> Top Sails fore & Aft — Reef<sup>d</sup> Main Sail &c —

at 6 P M Moderate out Reefs and Sett Top Gall<sup>t</sup> Sails and Stay Sails —

In the Morning & Fornoon Employ<sup>d</sup> in Repairing Rigging and some other Work — Idle jobbs such as picking Oakum — &c —

Ends pleasant and hazy Weather —

Latt<sup>d</sup> in 28°. 04' N —

[John Carter Brown Lib.]

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Extract from journal of the U. S. Ship *Merrimack* Captain Moses Brown, U. S. Navy, commanding Monday, 2 December 1799

Begins with light Airs & cloudy weather

Middle part fresh breezes & Squally at A M in M Sail at 3 in T G Sails at 5 D<sup>o</sup> reef'd the T Sails —

At 10 the wind came to the N & W<sup>o</sup> with hard squalls of wind & rain handed the Miz<sup>n</sup> T Sail & close reef'd the F & M T Sails, saw a Schooner under our lee Standing to the N & East<sup>d</sup>

Latter part fresh breezes & squally with rain —

[Latitude L. R. 36 . 33 N. ]  
[Longitude 62 . 17 W.]

[HS of Old Newbury, Mass. NDA photostat.]

To Captain Edward Preble, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 3rd December 1799

Capt<sup>n</sup> EDWARD PREBLE  
of the *Essex*

A similar Letter written to Capt. James Sever of the Congress.

SIR Instead of going but a part of the voyage with the Merchant Vessels bound to Batavia, it has been determined by the President that the *Congress* and the *Essex* should go all the way — principally with the view of giving protection on the return voyage to a great number of vessels, and vast amount of property our Merchants will have to come from thence about May next —

I shall put on board of Merchant Vessels here bound to Batvia, provisions enough to last the two Frigates with their stock on hand, till their return, and shall furnish at Rhode Island 10,000 Dollars specie for them to take with them —

I shall send to the same place, muskets and Pistols to make up deficiencies — You will be pleased, to make all the preparation, you can prior to leaving Salem, with a view to this service, and reach New Port as soon after the 15<sup>th</sup> Inst. as practicable — Your Purser will want additional Slops, & there may be articles usefull with which I am unacquainted M<sup>r</sup> Waters will aid in furnishing them — Additional spirits may be had from Gibbs & Channing New Port, who will have directions to render promptly every necessary supply which you may fail to procure at Salem —

I have the honor to be

Sir

[NDA. OSW, Vol. 3, 1799–1800.]

To Purser William Mumford, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 3<sup>rd</sup> December 1799

M<sup>r</sup> WILLIAM MUMFORD  
Purser of the *Essex*

SIR It having been determined that the *Essex* shall proceed from New Port all the way to Batvia, it becomes necessary that you provide the articles in your Department accordingly —

It is probable that the Voyage will occupy a power [period] of 10 months, You will therefore please apply to M<sup>r</sup> Waters, Navy Agent for an additional supply of Slops so as to double the quantity contemplated in my letter of instructions of yesterday, and any articles besides which in consultation with Captain Preble may be deemed proper —

Mess<sup>rs</sup> Gibbs & Channing of New Port will be directed to Supply you with such articles as may be deficient on your leaving Salem —

I am Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

To Purser Charles Morris, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 3<sup>rd</sup> December 1799

M<sup>r</sup> CHARLES MORRIS

Purser of the *Congress* —

SIR It having been determined that the *Congress* should go to Batavia you will immediately indent for an additional supply of Slops so as to double the proportion original contemplated, and apply to the Mess<sup>rs</sup> Higginsons who will furnish as well as any other articles which your judgement with Captain Severs may deem necessary —

I am

Sir

Yr obed Servant

P. S. Mess<sup>rs</sup> Gibbs & Channing of Newport will have directions to render you any necessary supplies which you may fail to procure at Boston

[NDA. OSW, Vol. 3, 1799–1800.]

To Secretary of War from Secretary of the Navy

[PHILADELPHIA]

Navy Department 3<sup>rd</sup> December 1799

SECRETARY AT WAR

SIR By the enclosed you will please perceive that the Muskets offered to be loaned by you for the service required. I therefore request that you will be pleased to grant an order for one hundred muskets and Bayonets of good quality they are immediately wanted for the Frigates *Congress* & *Essex*, ordered on a voyage to Batavia with great respect I have the honor to be Sir

Yr obed Serv<sup>t</sup>

B[ENJAMIN] S[TODDERT]

I wish you would give me the order this day — — —

[NDA. Sec. War, LB, 1798–1824.]

To Stephen Higginson & Company, Navy Agents, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 3<sup>rd</sup> December 1799

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>

Boston —

GENTLEMEN It is determined that the *Congress* and the *Essex* shall proceed from New Port with whatever Vessels may be ready all the way to Batavia — Great apprehensions are entertained here by the Merchants concerned in that Trade of danger at and near Batavia — The Frigates at least may be usefull in protecting a great many Ships, and a great deal of property back again from Batavia to leave that place in May next It is unfortunate this voyage has not been earlier determined on, that arrangements for it might have been earlier made — I will send from hence in Merchant Vessels, provisions to

last the Frigates with their present supplies back again — But the Purser of the *Congress* should take a larger quantity of Slops than was contemplated which you will be pleased to supply and at once, and any articles besides which your knowledge of the Subject and Captain Severs may point out as proper, — I still hope all can be accomplished, so that the *Congress* may get to New Port by the 15<sup>th</sup> Inst. — at that place I will endeavor to have Muskets and more powder ready for her —

I have the honor to be

Gentlemen

Yr obed Servt

Please to Communicate this to the Merchants of Boston concerned in this Trade.

[Similar letters to James & Ebenezer Watson, New York; Archibald Campbell, Baltimore; Gibbs & Channing, Newport; Joseph Waters, Salem, Mass.]

[NDA. GLB, Vol. 3, 1799.]

To Secretary of State from Edward Stevens, U. S. Consul General at St. Domingo

CAP FRANCOIS Dec<sup>r</sup> 3<sup>rd</sup> 1799 —

DEAR SIR Since my Dispatches by the *Ocean* the Affairs of this Colony have continued stationary. The Armies of Toussaint and Rigaud have remained in a State of Inaction, until within these 10 Days, when Commandant Christophe, at the Head of one Column of the Army, consisting of 6000 Men, marched from Leogane against Jackamel and it's Dependencies. At the same Time Toussaint sent all his armed Vessels round to blockade it by Sea, so that this important District of the South is, by this Time, compleatly invested and perhaps taken. General Dessalines has marched with another Column consisting of an equal number against *grand* and *petit* Goave, where Rigaud commands in Person. These sudden & vigorous Movements have induced Rigaud to make Overtures of Peace; but whether his Sincerity is doubted, or Toussaint thinks he can soon force him to surrender, his Proposals have not been listened to. The most unremitting Efforts are, on the contrary, used for carrying on the War, and terminating this destructive Contest by one bold & decisive Stroke. For my Part I never had a Doubt of the Issue, and am now more than ever confirmed in the Opinion that it must terminate in Favour of Toussaint. I must, therefore, submit it to your Consideration, Sir, whether it would not be prudent to make the necessary Provisions for opening the Ports of the South, in Proportion as they are surrender'd by Rigaud. As soon as they are in Toussaint's Possession the commercial Relations may be renewed between them and the U. States with Safety & Advantage. This is the Wish of General Toussaint, provided the President sees no Objection to it. Should any Arrangements be made on this Head you will be kind enough to communicate them to me by the earliest Opportunity, that I may take such steps here as Circumstances may require. —

It being deemed politic to remove General Kereseau [?] from Santa Domingo, and nominate in his stead General Chanlot, who from his Feebleness and Indisposition was incapable of travelling by Land, Toussaint requested me to furnish him with a neutral Vessel & Passport to carry him to his destined Place. As the British Agent, M<sup>r</sup>



Douglas, saw no reasonable objection to granting this Request, I permitted him to use for this Purpose a small american Schooner that I keep here chiefly as a Packet Boat. And I did this the more readily as I thought it might prove to him my Wish to comply with every Thing that could contribute to his Interest: I hope my Conduct in this Instance will meet with the President's Approbation. I will consider it as a Favour, Sir, to be informed what Line of Conduct I should observe should a similar Application be made. Imperious Circumstances may oblige him to send a neutral Vessel occasionally to Ports not strictly comprehended within the Limits of the President's Proclamation, & it may seem unfriendly to refuse — should he apply for one. —

It has been reported here by a small schooner just from Bordeaux that some french Frigates may soon be expected with three Commissioners Adet, Fouchet, and Feron that have been lately nominated for this Colony. I know not whether this Report is well founded, or not; but I am convinced if they *do* come they will not be received. Positive Orders have been given to admit no Ships of War into the Harbour of the Cape without Special Permission. General Mojjes in communicating this Order to me, & explaining his Reasons, informed me that he had desired the Harbour Masters to acquaint him whenever any American Ship of War presented themselves, that he might suspend this Injunction in their Favour, & give Directions for their free Admission. Several of our Frigates & Corvettes have been lately here & very kindly received. The *Constitution*, *General Greene* & *Boston* are now cruizing off the Port. The french Corvette the *Diligente* slipped in here, a few days ago, unperceived by our Ships. She will sail Tomorrow for Port au Prince. Application was made to me for a Pasport which I deemed it by no means proper to grant. I was also requested to prevail upon american Captains to carry down some Troops which have been put in Requisition for Port de Paix, but recollecting the Agent's Plan for transporting Troops to Jamaica in american Bottoms, I thought it best to prevent it if possible: which was done. —

I have the Honor to remain Dear Sir

Your most obed<sup>t</sup> Serv<sup>t</sup>

EDWARD STEVENS

The Hon<sup>e</sup> T. PICKERING  
&<sup>e</sup> &<sup>e</sup> &<sup>e</sup>

[SDA. CL, Cape Haytien, Vol. 2, 1799–1800.]

[3 December 1799]

Libel filed by Samuel Gould and George Palmer of St. Christophers, concerning capture of the American Brig *Penelope*, John Daughaday commanding, by the French privateer Schooner *Fleur de Mair*; and recaptured by U. S. S. *Connecticut*, Captain Moses Tryon, U. S. Navy, commanding, on 6 December, 1799

NEW YORK DISTRICT, ss

WHEREAS Samuel Gould and George Palmer, of the island of St. Christopher's, in the West Indies, merchants, have filed their certain libel in the district court of the United States of America, for the New York district, against the brig called the *Penelope*, her tackle, apparel, and furniture, stating, that the said brig called the *Penelope*,

commanded by one John Daughaday, owner of the said brig, being of the burthen of one hundred and eight tons, proceeding on her voyage from the island of Trinadad to the island of St. Thomas, was captured by a French privateer schooner, called the *Fleur de Mair*, on the third day of December, one thousand seven hundred and ninety nine, and was recaptured by the United States sloop of war *Connecticut*, Moses Tryon, esquire, commander, on the sixth day of December in the year aforesaid, and brought into the port of Basse-terre, in the island of St. Christopher. And further stating, that after the arrival of the said brig *Penelope* in the said port of Basse-terre, it was determined and agreed upon between the said John Daughaday and David Matthew Clarkson, esquire, agent for the ships and vessels belonging to the United States in the said island of St. Christopher, that the one third part of the gross appraised value of the said brig *Penelope*, her tackle, apparel, and furniture, should be paid to the said David Matthew Clarkson, as agent aforesaid, for salvage, agreeably to the regulations of the Congress of the United States to that effect. And further stating, that the said John Daughaday, master and owner of the said brig *Penelope* as aforesaid, not being able for want of money to pay the salvage so as aforesaid agreed to be paid, nor to fit out the said brig for New York, whither she was bound, agreed with the said libellants to borrow from them the sum of four hundred and twenty five pounds two shillings and six pence, money of St. Christopher's aforesaid, being of the value of one thousand and thirty dollars and sixty one cents, lawful money of the United States, upon the adventure of the said brig *Penelope*, at and after the rate of eighteen pounds for every hundred pounds thereof, during the voyage of the said brig from St. Christopher's aforesaid to the port of New York. And further stating, that in pursuance of the said agreement, the said libellants lent and advanced to the said John Daughaday, master and owner as aforesaid, the sum of four hundred and twenty five pounds two shillings and six pence aforesaid, at and after the rate aforesaid, and that the said John Daughaday in consideration thereof, on the twenty third day of December, in the said year of our Lord one thousand seven hundred and ninety nine, at St. Christopher's aforesaid, made his certain bond or instrument of bottomry, sealed with his seal, and thereby after reciting, among other things, the said agreement for the loan of the said sum of four hundred and twenty five pounds two shillings and six pence, at the rate aforesaid, bound himself, his heirs, executors, and administrators, his goods and chattels, and particularly the said brig *Penelope*, her tackle, apparel, and furniture, for the payment of the said sum of four hundred and twenty five pounds two shillings and six pence, within ten days next after the arrival of the said brig at the port of New York aforesaid, and thereby covenanted with the said libellants that the said brig should at all times after the said voyage be liable and chargeable for the payment of the said sum of four hundred and twenty five pounds two shillings and six pence, according to the true intent and meaning of the bond or instrument of bottomry aforesaid, in the possession of the said libellants, and ready to be produced as the said court shall direct, reference being thereunto had will fully and at large appear. And further stating, that the said brig *Penelope* arrived from St. Christopher aforesaid, at the port of New York, on the eighteenth day of January last past,

where she now lies. And that no part of the said sum of four hundred and twenty five pounds two shillings and six pence or of the interest accrued thereon, has been paid to the said libellants or either of them. And praying the aid and advice of the said court and the customary process thereof. And that the said brig *Penelope*, her tackle, apparel, and furniture, might be sold by a decree, and under the direction of the said court; and that such sum and sums of money might be paid to the said libellants as are due by virtue of the bond or instrument of bottomry aforesaid, together with their costs and charges.

Therefore, in pursuance of the Monition under the seal of the said court, to me directed and delivered, I do hereby give notice to all persons claiming the said brig *Penelope*, her tackle, apparel, and furniture, or knowing or having any thing to say why the said brig *Penelope*, her tackle, apparel, and furniture, should not be adjudged to be sold pursuant to the prayer of the said libel, that they be and appear before the said district court, to be held for the New York district, at the city of New York, on Tuesday the 25th day of February instant, at eleven o'clock in the forenoon of the same day, if the same be a day of jurisdiction, otherwise upon the next day of jurisdiction, thereafter then and there to interpose a claim for the same and to make their allegations in that behalf. Dated this eighth day of February, 1800.

A. GILES, *Marshal*.

J. W. MULLIGAN, *Proctor for Libellants*.

*Feb. 10 to 25*

[LC, "The Daily Advertiser", (N. Y.), 10 February 1800.]

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Extract from log book of the American Merchant Brig *Columba*,  
Tuesday, 3 December 1799

Thes Day Beings with Modret Breses and Clear all Sails Set at  
6 P M Point Pedro Bore N E Dis<sup>t</sup> 4 Leages  
Luina [?] Point Bore N W B N Dis<sup>t</sup> 7 Leages  
The Middel Part Modret Breses  
at 6 P M the West End of Jamaica Bore E B N Dis<sup>t</sup> 6 or 7 Leages  
the Latter fresh Breses

[Latitude Observed 18°33' N.]  
[Longitude 79°51' W.]

[MSB, New London, Conn.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Tuesday, 3 December 1799

Moderate Breezes and Variable, employd working to windward in towards the Mole harbour, @ 4 light airs and variable out boats and sent them ahead, Employd Towing into the Mole harbour @ a quarter past 5 passed the outer Fort @ 6 the Master attendance came on board and Took charge, employd working up to the Anchorage @ 8 came too with the small Bower in 24 fathoms in Cape Nicholas, Vore away to two thirds of a cable and furlid sails, orderd the ships

company to keep watch and Watch, @ daylight Moderate and clear employd clearing the fore hold and sending Empty water casks ashore discharged 15 seamen by request their Term of servitude being twelve months, Rec<sup>d</sup> 10 Tuns of water, From our last anchorage to this is one hundred days which time we have been at Sea three men we lost overboard and 6 died, Sent one Commission<sup>d</sup> officer and three Midshipmen on the watering service Employd watering Ship, @ 12 calm lying at Single anchor in the Mole harbour, Wind Greatest part light and variable

[NYHS, NHSC.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown,  
U. S. Navy commanding, Tuesbay, 3 Decemder 1799

First part fresh Breezes & Squally & rain, at 4 P M set close reefd Miz<sup>n</sup> Topsail let one reef out of the F & M Topsails

At midnight sounded but got no bottom.

Middle part D<sup>o</sup> weather

at 4 A M sounded but got no bottom let 1 reef out of Miz<sup>n</sup> T Sail at 6 set M Sail & out reefs at all drawing sail set on the wind —

Ends cloudy & calm

[Latitude Observed 38°.11' N.]  
[Longitude Observed 61.44 W.]

[HS of Old Newbury, Mass. NDA photostat.]

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To Captain Silas Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 4th December 1799

Captain SILAS TALBOT

Commanding Officer of the American Ships of War at  
Saint Domingo

SIR I send under convoy of the Brig *Augusta* Lieutenant M<sup>r</sup>Elroy, a Schooner loaded with Provisions for the Squadron under your Command, which is to be joined by the *Augusta* This supply of provisions, an account of which you have enclosed, together with what may be spared to the Vessels which remain by those returning to the United States, will I hope save the necessity of procuring any considerable quantity at Saint Domingo, a thing to be avoided as much as possible, on account of the expence —

Late Letters have been recieved from Doctor Stevens, by which it appears that General Touissant has demanded his interference to prevent the armed vessels trading between France, and Touissants part of Saint Domingo, from being captured by our Vessels, and it is not improbable that the security of our Trade to that Island which has become an object of vast importance to the United States, as well as the security of the property of our Citizens within the Island may make it necessary that Doctor Stevens should stipulate

1st That our Vessels shall not block up the ports of Touissant, so as to prevent the French armed vessels freely entering into, or departing from them —

2<sup>nd</sup> That our Vessels shall not leave Touissants ports until 24 hours have elapsed after the departure of a French armed Vessel on her return to France —

3<sup>rd</sup> That our Vessels shall not capture within one league of the shores of Touissant French armed Vessels trading between France and Saint Domingo —

4<sup>th</sup> That our Vessels shall occasionally leave any particular port which Touissant may desire, and its vicinity for a certain number of days for the purpose of affording to the French armed Vessels trading as aforesaid, a fair opportunity of returning to France, without danger of capture near the Island —

It is the command of the President that upon being informed by Doctor Stevens that he has made any, or all of these stipulations that you cause them to be observed and with good faith by the vessels under your Command, and further that if Doctor Stevens should grant passports to any of the French armed Vessels, that you cause the passports to be respected according to the true intent, and meaning of them —

It will be proper that you have an early interview with Doctor Stevens, and know from him precisely the nature of any Agreement he may have made, or may make on these points, and that you issue your orders without delay in conformity thereto to the different vessels under your command —

The Consul at Port Republicain represents in a letter dated the last of October the trade in that quarter to be greatly harrassed by Rigauds barges — I hope your Vessels are so dispersed, as to give protection to the trade to every part of the Island under Touissants controul and to afford the necessary attention to the south side of the Island, some attention to Porto Rico, and still more to the Havana

I have the honor to be

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799-1800.]

To Lieutenant Archibald McElroy, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 4th December 1799*

Lieut ARCHIBALD M<sup>c</sup>ELROY  
of the *Augusta* —

SIR Having already given you instructions for the general government of your conduct on a cruise, and all the necessary papers, and presuming that you are compleatly prepared in all respects for Sea, it only remains for me to direct that taking under convoy the Store Ship *Elizabeth*, Captain Thomas Hughes, and such Merchant Vessels as may be ready you proceed with the *Augusta* to Cape Francois Should you not find the Commanding officer there on your arrival, you will lodge the provision with Nathan Levy Esq<sup>r</sup> Navy Agent —

After accomplishing this business you will put to Sea, and cruise in the vicinity of Saint Domingo, until you fall in with the Commanding Officer, Captain Talbott under whose orders you are to act —

You will receive herewith dispatches for the Commanding Officer, which you will deliver — You will also receive three Letters for Captain Murray of the *Insurgent* which you will deliver, one to each of the three Captains you first meet with, so as to give every opp<sup>y</sup> of Captain Murrays receiving one of them.

I am Sir  
with respect  
Yrs — —

[NDA. OSW, Vol. 3, 1799–1800.]

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To Thomas Hughes, Captain of the Merchant Schooner *Elizabeth*, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 4<sup>th</sup> December 1799

Captain THOMAS HUGHES  
Master of the Schooner  
*Elizabeth* for Cape Francois —

SIR You are to place yourself under convoy of the *Augusta* Lieutenant M<sup>e</sup>Elroy & proceed to Cape Francois where you will deliver your Cargo to Nathan Levy Esq — Navy Agent —

I am  
Sir  
Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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To Nathan Levy, Navy Agent, Cape Francois, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 4<sup>th</sup> December 1799

NATHAN LEVY Esq<sup>r</sup>  
Navy Agent Cape Francois —

SIR I was sometime ago honored with your Letter  
p<sup>r</sup> the of the 29th August — You must have received soon after  
[U. S. Brig] 5000 Dollars specie which I sent you by Captain Russell  
*Augusta* of the *Herald* which I presume will be sufficient with  
M<sup>e</sup>Elroy Such Df<sup>ts</sup> as you can conveniently make on me for Navy  
purposes —

I send under convoy of the *Augusta* Lieutenant  
M<sup>e</sup>Elroy a quantity of provisions as p<sup>r</sup> Bill Lading  
enclosed, which you will be pleased to receive & Store for  
the use of our Public Ships until wanted by them —

It will be proper to consult with Cap<sup>t</sup> Talbott about  
the distributions of them amongst the different Vessels —  
I am disappointed in not hearing from you by all oppor-  
tunities —

I have the honor to be

Sir  
Yr obed Servt

[NDA. GLB, Vol. 3, 1799.]

To Captain Samuel Barron, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 4th December 1799

Capt<sup>n</sup> SAMUEL BARRON

Norfolk —

SIR Lieutenant [John H.] Dent the young Gentleman who delivers this letter, goes to Norfolk to join the *Constellation* — Should this ship have sailed before his arrival, he is directed to report himself to you, and assist in equipping the *Chesapeake* —

I have the honor to be

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

To Captain Edward Preble U. S. Navy, from Charles Washington Goldsborough,  
Clerk in Navy Department

PHILADELPHIA

4<sup>th</sup> Dec<sup>r</sup> 1799

My DEAR SIR, A multiplicity of business, has hitherto delayed the acknowledgment of your very acceptable letter, & a compliance with your request, relative to the number of Vessels in Commission, which now however I have the satisfaction to enclose you — tho' given entirely from recollection it is not so perfect a one as I could wish —

Your dispatches of yesterday will have communicated the destination of the *Essex*, before you receive this — A cruise to Batavia, may afford you an opportunity of boxing our Fraternal allies by a Quaker Squeeze —

The President this day delivered his Speech — like himself, it is full of energy wisdom, sound policy & the amor patria — He recommends very strongly a revision of the judiciary Department, it being at present incompetent to the due execution of justice, & the punishment of crime —

He says, that although he has taken measures to meet the conciliatory advances of the French, on the ground of reciprocal advantage; yet while the European world is still electrified by the torch of war, & each bosom pants for military fame, it is our best security to *continue improving our means of Defence*. —

M<sup>r</sup> Sedgwick is elected Speaker & M<sup>r</sup> Cordy, Clerk of the House of Representatives. —

I have nothing to add, but an assurance of my unfeigned esteem & sincere friendship —

CHARLES W GOLDSBOROUGH

E PREBBLE Esq<sup>r</sup>

It will afford me happiness to hear from you, whenever leisure permits or inclination prompts the favor —

[LC, EPP, 1799–1800, Vol. 2.]

[Enclosure]

*Vessels in Commission*

[U. S. Frigate]	<i>United States</i> .....	44	----	Cap <sup>t</sup> Barry
"	<i>Constitution</i> .....	44	----	[Silas] Talbot
"	<i>President</i> .....	44	----	building at New York
"	<i>Chesapeake</i> .....	44	----	Cap <sup>t</sup> Barron
"	<i>Philadelphia</i> .....	44	----	Cap <sup>t</sup> Decatur
"	<i>Constellation</i> .....	36	----	Cap <sup>t</sup> Truxtun
"	<i>Congress</i> .....	36	----	Cap <sup>t</sup> Sever
"	<i>New York</i> .....	36	----	building at New York
"	<i>Insurgent</i> .....	36	----	Cap <sup>t</sup> Murray
[U. S. Ship]	<i>Essex</i> .....	32	----	Cap <sup>t</sup> Prebble
"	<i>John Adams</i> .....	32	----	Cap <sup>t</sup> Cross
"	<i>Adams</i> .....	32	----	Cap <sup>t</sup> Morris
"	<i>George Washing-</i> <i>ton.</i>	32	----	Cap <sup>t</sup> Fletcher
"	<i>Boston</i> .....	32	----	Cap <sup>t</sup> Little
"	<i>General Greene</i> .....	32	----	Cap <sup>t</sup> Perry

*Ships of War —*

[U. S. Ship]	<i>Ganges</i> .....	26	----	Cap <sup>t</sup> Mullowny
"	<i>Portsmouth</i> .....	24	----	Cap <sup>t</sup> McNeill
"	<i>Merrimack</i> .....	24	----	Cap <sup>t</sup> Brown
"	<i>Connecticut</i> .....	24	----	Moses Tryon
"	<i>Baltimore</i> .....	20	----	Master Com <sup>t</sup> Cowper
"	<i>Delaware</i> .....	20	----	Cap <sup>t</sup> Baker
"	<i>Maryland</i> .....	20	----	Cap <sup>t</sup> Rodgers
"	<i>Herald</i> .....	20	----	L <sup>t</sup> C. C. Russell
"	<i>Trumbull</i> .....	18	----	Master Comm <sup>t</sup> Jewett
[U. S. Sloop of War]	<i>Petapsco</i> .....	18	----	Cap <sup>t</sup> Geddes
[U. S. Ship]	<i>Warren</i> .....	18	----	Master Comm <sup>t</sup> New- man

*Brigs —*

<i>Norfolk</i> .....	18	----	Master Comm <sup>t</sup> Bain- bridge
<i>Richmond</i> .....	16	----	L <sup>t</sup> C Talbott
<i>Pinckney</i> .....	16	----	L <sup>t</sup> Sam <sup>l</sup> Heyward
<i>Eagle</i> .....	14	----	Mast <sup>t</sup> Comm <sup>t</sup> Camp- bell.
<i>Augusta</i> .....	14	----	L <sup>t</sup> Arch <sup>d</sup> McElroy
<i>Pickering</i> .....	14	----	L <sup>t</sup> Hillar
<i>Scammel</i> .....	14	----	L <sup>t</sup> Fernald

*Schooners*

<i>Experiment</i> .....	12	----	L <sup>t</sup> Maley
<i>Enterprise</i> .....	12	----	L <sup>t</sup> Shaw

*Gallies*

Three in Georgia  
2 in South Carolina  
2 in North Carolina

This list I do not give you as correct entirely — It is nearly so  
tho — Not being in the office I give it entirely from recollection —





CHARLES W. GOLDSBOROUGH.



To George Harrison, Navy Agent, Philadelphia, Pa., from Abishai Thomas for  
Secretary of the Navy

[PHILADELPHIA]

*Navy Department 4<sup>th</sup> December 1799*

GEORGE HARRISON Esq<sup>r</sup>  
*Philad<sup>a</sup> —*

SIR You will be pleased to procure immediately to be shipped for  
Batavia

235 Barrels of Beef } of prime quality & so secured as to be fit for  
235 d<sup>o</sup> " Pork } an East India Voyage  
1600 Lbs Butter carefully packed in pickle  
12,000 Lbs of American Cheese of such quality as by being well  
packed will insure its preservation —  
900 lbs. of Candles to be half wax  
1300 Gallons Vinegar  
400 Bushels of Beans or Peas  
18 Barrels sour krout if to be had  
1000 Lbs of Soap  
120 Gallons Lamp Oil  
60 <sup>lb</sup> Essence of Spruce  
978 C<sup>t</sup> Bread including what Captain Gill has on hand,  
37 Barrels kiln dried Indian Meal —

I am Sir Yr obed Servt

By order of the Secretary of the Navy

AB: THOMAS

[NDA. GLB, Vol. 3, 1799.]

To Lieutenant John Mullowny, U. S. Navy, from Charles W. Goldsborough for  
Secretary of the Navy

[PHILADELPHIA]

*Navy Department 4<sup>th</sup> December 1799*

Capt<sup>t</sup> JOHN MULLOWNY  
of the *Ganges*—

SIR I Enclose you the Circulars of the 29<sup>th</sup> July, 29<sup>th</sup> December,  
16<sup>th</sup> January, 12<sup>th</sup> March & 5<sup>th</sup> September, containing instructions  
for the general government of your conduct on a cruise — I also enclose  
a discription of the private signals, to which I have added a List of  
distinguishing flags — also 4 copies of the Act for the Government of  
the Navy, and 2 copies of Marine Rules and Regulations —

The Secretary has instructed me to express to you his expectations  
that the *Ganges* will be ready by the 8<sup>th</sup> Instant to receive her final  
sailing orders —

I have the honor to be

Sir

Yr obed Servt

C W GOLDSBOROUGH

*By order of the Secretary of the Navy*

[NDA. OSW, Vol. 3, 1799-1800.]

To Particular Agent Roume, of the Executive Directory from Edward Stevens,  
U. S. Consul General at St. Domingo

(Copy)

CAP FRANCOIS Dec<sup>r</sup> 4<sup>th</sup> 1799 —

SIR The U. States Frigate *Boston*, commanded by Cap<sup>t</sup> Little, has captured a Brig under Danish Colours, bound from Jeremie to S<sup>t</sup> Thomas with a Load of Coffee. When this Vessel was captured she had neither Register nor Log Book, and from the Declaration of the Crew she went direct from S<sup>t</sup> Thomas to Jeremie with a Cargo of Provisions and dry Goods. As this Vessel has acted in Contravention of an Arreté of the Agency, dated 14<sup>th</sup> Thermidor, there is no doubt but she will be condemned by the Tribunals of this Colony, if sent into the Cape for Adjudication. As I wish to inform Capitain Little, how he may proceed in this Business I should be glad, Sir, to have your Opinion on the Subject. I shall thank you also to acquaint me with the probable Expences on the Vessel and Cargo in Case they should be condemned, & whether any Duties will be demanded by the Custom House, on the Importation and Exportation of captured Property. I believe it is customary to exempt all Prizes in a friendly Country from such Exactions.

I have the Honor to be, Sir,

&c &c &c

(Signed) EDWARD STEVENS

*The particular Agent of the Executive Directory —*

A true Copy.

E. STEVENS

[SDA. CL, Cape Haytien, Vol. 2, 1799–1800.]

To Captain George Little, U. S. Navy, from Edward Stevens, U. S. Consul General  
at St. Domingo

CAP FRANCOIS Dec<sup>r</sup> 4, 1799. —

SIR — I have had the Honor of receiving your Letter of the first Ins<sup>t</sup> informing me of the Capture and Detention of a Brig under Danish Colours, bound from Jeremie to S<sup>t</sup> Thomas. In Compliance with your Request I now send you all the Information I can collect respecting the probable Condemnation of this Vessel and Cargo, should they be sent into this port for Adjudication. —

By an Arreté of this Government, dated the 14 Thermidor, (1 of August) of which I inclose you a Copy, all neutral Vessels going to, or coming from the Rebel Ports in the South are declared lawful Prizes, and subject to Confiscation in favor of the Captors. This Vessel will, therefore, be condemned at the Cape as soon as the Fact of her coming from Jeremie is clearly ascertained. The most regular Papers, under such an Infraction of the Law, would not save her. But when the Circumstances of her being without Register and Log Book is taken into Consideration, her Condemnation is put beyond a Doubt. —

This is my Opinion on the Matter, and to put it beyond a Doubt I send you a Letter I wrote to the particular Agent of the executive Directory, together with his Answer. From all these it appears pretty certain that the Brig will be condemned in favor of the Captors, should you send her in.

It is a Question, however, whether she would be condemned in the U. States, and, therefore, beg leave to submit it to your Consideration whether you ought not to refrain from sending her there. The Government of America has passed an Act to regulate the Conduct of their own Merchant Vessels, but they can make no Laws to restrain the Commerce of other Nations with foreign Places. Were this Brig under American Colours, being in Contravention of the Law, she would undoubtedly be liable to Confiscation. But our Courts of Admiralty can take no Cognizance of a foreign vessel for having carried on an illegal Trade with another Country. Nor does it appear to me certain that even her want of a Register & Log Book would vitiate her in the Eyes of the Law of the U. States. In the Courts of one of the Belligerent Powers, such a Circumstance would be a sufficient Cause of Condemnation, but I do not think that a Nation like America, at peace with all the World, would pay any attention to it. My opinion, therefore, is that if she is sent in here she will be condemned, but if sent to America will be acquitted. In this, however, Sir, you will follow your better Judgement. I only beg Leave to assure you that if you *do* send her in, you may freely command any services that lay in my Power to render you. —

With Respect to the Schooner you lately sent in, I have already acquainted you with the Circumstances that rendered *her* Condemnation doubtful. Her situation was very different from that of the Brig in Question. Tho' appearances were strongly against her, yet there were no positive Proofs that she was actually bound into Jeremie. On the contrary all her papers together with a Declaration on Oath signed by the Captain, Crew and Passengers, were in direct Opposition to such an Idea. *You*, and *I*, and every Person who knows any Thing of the unprincipled Conduct of Frenchmen, could not be duped by such a Declaration. But the Tribunals of the Cape would have decided according to them. In such a Situation, therefore, I should only have subjected *you* to certain Expences without the Probability of a Condemnation, had I brought this Schooner to a trial.

I am happy to learn that you have retaken the Schooner *Weymouth*, Cap<sup>t</sup> Burgess. I wish you could fall in with the rest of our unfortunate Fellow-Citizens who have become Victims to the Piratical Depredations of french Privateers. —

I have the Honor to be with great Esteem,

Sir, —

Your most obed<sup>t</sup> Serv<sup>t</sup>

(Signed) EDWARD STEVENS —

Cap<sup>t</sup> LITTLE

U. S. Frigate *Boston*

[SDA. CL, Cape Haytien, Vol. 2, 1799–1800.]

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To Captain George Little, U. S. Navy, from Edward Stevens, U. S. Consul General at St. Domingo

CAP FRANCOIS Dec<sup>r</sup> 4<sup>th</sup> 1799 —

SIR In a postscript to the Letter I had the Honor of receiving from you last Night, you mention to me that you had fallen in with the

french Corvette *La Diligente*, and was surprized to find my Passport on board of her. In order to give you a proper Idea of this Occurance I now beg Leave to acquaint you with all the Circumstances that induced me to grant a Letter of Recommendation to this Vessel, (for it was not a passport.)

Three Days ago I received a Letter from the particular Agent of the Executive Directory, informing me that the Traitor Gallard had put himself at the Head of a Body of Insurgnts that committed the most cruel Depredations on the Heights of Jean Rabel and the adjacent Country, and that if not immediately suppressed they might take Possession of the Mole and other important Ports in the Colony. This Message was accompanied by a Request that I would persuade the American Captains in the Harbour of the Cape to employ their Vessels in transporting Troops to Port de Paix for the Defense of that Place. Thinking it neither politic nor practicable to comply with this Request, I persuaded him to employ the small french vessels in the Road for that Purpose. He did so. The Troops were embarked, and when they were ready to depart, I was applied to for a Passport for the Corvette *La Diligente* which was put into Requisition for the double Purpose of conveying those Vessels and carrying Powder and military Stores to the General in Chief at Porto au Prince. I objected that I could not grant her a Passport, as she was a national vessel; and there was no possitive Stipulation in her Favor. To this it was answered that as soon as she was put into Requisition she ceased to be a national vessel, and became a *Batiment d'Etat*, upon the same Footing as these already in the Service of General Toussaint. That it was absolutely necessary to make use of her to carry these Articles round, as no other vessel could be procured, that the Army stood in the most immediate Want of them, and that she had received the most positive Instructions not only to respect but also to protect the American Flag whenever she should meet it. I still refused, but finding that there was no Time to be lost in saving the Mole; and knowing the Importance of that place, not only to the Success of Toussaint's Arms in the South, but also its Influence on the American Trade in the Bite, I at last after much Intreaty gave the Captain a Letter mentioning the Purpose for which the vessel was employed. I was induced to do so not only from the Consideration above related, but also from an apprehension of the ultimate Consequences, to american Property in the Colony from a more obstinate Refusal. —

You must be well aware, Sir, that my Situation here is difficult & unpleasant; and that it requires much address to reconcile the jarring Interests of the two prevailing Parties that, at present, share the Government of the Island. In a revolutionary Country like the present, Circumstances are continually rising, which require to be acted upon without loss of Time, & I have it not always in my Power to do what I wish. Until some more solid and permanent System of Administration is established, I shall often be forced to do what I do not approve of, and which, for want of knowing all the Circumstances that have actuated me, may appear to others highly improper. This state of Things will probably continue until the Blessings of Peace are restored & new & more lasting Regulations are made. Until this desirable Event takes place I shall deem myself happy if I can conduct myself with so much Prudence as, on the one Hand, not to commit the Dignity or Interest of the U. States, while on the other

I strive to preserve the Harmony that subsists between the two Countries, and to place the Property of my fellow Citizens, in the Colony out of the Reach of Danger.

I have the Honor to be with great Esteem,

Sir,

Your most obed<sup>t</sup> Serv<sup>t</sup>

(Signed)

EDWARD STEVENS —

Cap<sup>t</sup> LITTLE

U. S. Frigate *Boston*

A true Copy.

E. STEVENS.

[SDA. CL, Cape Haytien, Vol. 2, 1799–1800.]

To Captain George Little, U. S. Navy, from Edward Stevens, U. S. Consul General at St. Domingo

CAP FRANCOIS Dec<sup>r</sup> 4. 1799 —

SIR It has been reported, (and I believe with some Truth) that the executive Directory of France has appointed 3 Commissioners for the Colony of St Domingo, and that they may be very soon expected here in the Frigate *La Bravoure*, accompanied by two other Ships of War. This Intelligence has excited much alarm among the leading Chiefs of the Colony. — General Toussaint is resolved not to admit them, and has given orders that the Frigates that bring them shall not be permitted to enter any of the Ports of the Island. General Moijes communicated this to me lately, and informed me that it would be prudent to give him Notice whenever any of our Ships of War wished to come into the Harbour, in order that he might give Directions to the commanding officers at the Forts and prevent them from being mistaken for french Ships. I must, therefore, request you to inform the Commodore on the Station of this late order. I would write him but am told that he is at the Mole, watering. By sending in a Boat previous to entering the Harbour all Inconvenience will be avoided, and our Ships of War will meet their usual Hospitable Reception at the Cape. — I beg you to consider the Part of this Letter that relates to Toussaint's Determination of not receiving the Commissioners as *confidential*. I have mentioned it to you as explanatory of his order to prevent Ships of War from entering, until he can distinguish what they are. —

I have the Honor to be with great respect,

Sir,

Your most Ob<sup>t</sup> Serv<sup>t</sup>

EDWARD STEVENS —

Cap<sup>t</sup> LITTLE

United States Frigate *Boston*

[SDA. CL, Cape Haytien, Vol. 2, 1799–1800.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 4 December 1799

[At anchor, Cape Nichola Mole harbor.] Moderate Breezes and cloudy, Employd watering ship and overhauling the rigging AM

light airs and variable weighth the small Bower and came too with the Best bower vore away to two thirds of a cable, employ'd watering and setting up the Bobstays laid out a kedge to windward to keep a clear hawse

[NYHS, NHSC.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 4 December 1799

Begins with calm & cloudy W<sup>r</sup> at 5 P M saw a sail to the North<sup>d</sup> at 6 spoke her, a Sch<sup>r</sup> from Passamaquady bound to Baltimore at 8 hand<sup>d</sup> M Sail & Miz T Sail at 9 hard gales C R [close reefed] the F & M T Sails & hand<sup>d</sup> them at 10 reef'd the F Sail & set him & down T G Y<sup>ds</sup>

Mid. part hard gales & Squally sounded several times but got no bottom

Latter D<sup>o</sup> weather & heavy Sea

[Latitude Observed 39°.42' N.]  
[Longitude Observed 69 .47 W.]

[HS of Old Newbury, Mass. NDA photostat.]

[5 December 1799]

Commission appointing John H. Perkins Surgeon's Mate, issued by Captain Edward Preble, U. S. Navy

By Edward Preble Esq<sup>r</sup> Captain in the Navy of the United States, commanding the Frigate *Essex*. —

By virtue of the power and authority to me given, I do hereby appoint you Surgeons Mate, of the United States Frigate *Essex*; willing and requiring you forthwith, (to repair on board the said Frigate and) to take upon you the employment of Surgeons Mate accordingly, and to be obedient to such commands as you shall from time to time receive from me or any other your Superior Officer, to hold the same employment until the pleasure of the President of the United States shall be known.

Given under my hand, on board the United States Ship *Essex* in Salem Harbour, the fifth day of December 1799 —

E. P —

To M<sup>r</sup> JOHN H. PERKINS hereby appointed Surgeons Mate of the United States Frigate *Essex*

[LC, EPP, 1799–1800, Vol. 2.]

To Stephen Higginson & Company, Navy Agents, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 5<sup>th</sup> December 1799

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>  
Boston —

GENTLEMEN The articles as per List enclosed will be sent from hence in three vessels bound to Batavia for the Congress and the

Recorded Sam<sup>l</sup> C Ward  
Cap<sup>l</sup>s Clerk.



*Essex*, Muskits powder, and pistols will meet the Frigates at New Port so that the Commanders will have an opportunity of encreasing the quantity of these articles on their arrival at that place —

If the *Congress* still remains at Boston or if any Merchant Vessels remain there bound to Batavia I request that if I have neglected any material article you will supply the omission — The Merchant Vessels from this port take the articles without charging freight I suppose they will do so with you — If you ship in a Merchant Vessel, please to give due notice to Captain Sever of the articles shipped —

I have the honor to be

Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799.]

To Joseph Waters, Navy Agent, Salem, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 5<sup>th</sup> December 1799

JOSEPH WATERS Esq<sup>r</sup>

Salem —

SIR The articles as per List inclosed, will be sent from hence in three Vessels bound to Batavia for the *Congress* and the *Essex* — Muskets, Powder and Pistols, will meet the Frigates at New Port, so that the Commanders will have an Opportunity of encreasing the quantity of these articles on their arrival at that place — If the *Essex* still remains at Salem, or if any Merch<sup>t</sup> Vessels remain there, bound to Batavia, I request that if I have neglected any material article you will supply the omission — The Merchant Vessels from this port take the articles without charging freight — If you ship in a Merchant Vessel, please to give due notice to Captain Prebble of the articles shipped —

I have the honor to be

Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799.]

To Captain James Sever, U. S. Navy, from Lieutenant John B. Cordis, U. S. Navy

FRIG<sup>t</sup> *Congress*. Dec<sup>r</sup> 5<sup>th</sup> 1799.

SIR. The Weather has been such as to prevent the Powder coming on board — I have this day made a Watch Bill — I have orderd the sloop to remain at the Castle, and should the Weather prove fair, in the morning I shall [have] hands to put the Powder on board the Barge will attend early in the morning at Town — The Cutter shall go for the stock in the morning — The Weather has prevented me from having the ship so ready as I promis'd you, on Sunday. I am fearfull we shall not be in perfect order — however evry exertion on my part be assur'd shall be made use of — M<sup>r</sup> Libby will come in this Boat — and informs me he will immediatly attend to the stem [?] for the [word illegible]. I believe it is not yet cut — when unhangng the Cabin Ports One of them sunk — I have Desir'd M<sup>r</sup> Libby to bring on board

the Next forward one which I believe will answer — Inclos'd I send you the account of shot taking on board from the Two Vessels — the Twelve pound shot we have not yet Recv'd — The stores brought by Captain Shaply has been taken a regular account of — Perhaps It will be impossible to give in the accounts you spoke of by Sundy — (respecting the stores for the Ship) however. It can be done if we remain on Sunday — or should you think proper when we arrive at Newport — Necessity Compels me to request of you [if] I may go on shore at least for a few hours — previous to our Sailing —

I am Sir!

With Respect

Your Ob<sup>t</sup> Serv<sup>t</sup>

J B CORDIS

Inclosd I also send you a list of Men on Shore

[LC, J. Sever Papers. NDA photostat.]

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To Lieutenant John Mullowny, U. S. Navy, from Charles W. Goldsborough, for Secretary of the Navy

[PHILADELPHIA]

*Navy Department 5<sup>th</sup> December 1799*

Capt<sup>n</sup> JOHN MULLOWNY

of the *Ganges* —

SIR There are two young Gentlemen from Delaware, George W. Ridgely and John Polk appointed Midshipmen to the *Ganges* — Supposing that they would not have time to come on to Philad<sup>a</sup> as they were only this day appointed before the *Ganges* sails, I have instructed them to repair to New Castle & there wait your orders — You will be pleased to call there & receive them under your command —

I have the honor to be

Sir

Yr obed Servt

C W GOLDSBOROUGH

*By order of the Secretary of the Navy —*

[NDA. OSW, Vol. 3, 1799–1800.]

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To Thomas Francis, Philadelphia, Pa., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 5<sup>th</sup> December 1799*

THOMAS FRANCIS Esq<sup>r</sup>

*Philadelphia —*

SIR The Commissioners of the City of Washington have authorized me to negotiate on their account with the Trustees of M & N [Maffit & Nismith], on the subject of City Lots —

Their object is to insure the receipt of a sum of money, without further sales of lots to complete the Public Buildings in the course of the next summer — 60,000 Dollars with their other resources they think will be fully sufficient for this purpose —

If the Trustees will engage to furnish this sum beginning in April with 12000 D<sup>rs</sup> & paying a like sum monthly in May, June, July & August, the Comm<sup>rs</sup> will on their part agree to suspend all sales of Lots in which the Trustees are interested as well those now in their power, as those which will be in their power in May next, should not the Installment then to be due be paid —

I presume the Commissioners will readily consent to a Selection by the Trustees of lots to the amount of the money they pay, but on this particular point they have omitted to say anything to me, tho I expect very shortly to hear from them again — They say they must be put upon a certainty, and if the Trustees agree to make the payments they will require their notes to become due at the stipulated periods — You understand this subject too well to make it necessary for me to point out the advantages which may result to the trustees, or at least to the persons concerned in the trust from an arrangement of this kind.

The property in the power of the Comm<sup>rs</sup> with what will be in their power in May next will amount I beleive to upwards of 180,000 D<sup>rs</sup> They must from necessity proceed with the sales at whatever prices the Lotts will bring, if you do not furnish them with the money they require —

If you think it worth the trouble you will be so good as to communicate with the other Gentlemen in the Trust on this subject.

Any further explanations, or any engagements on the part of the Commissioners which may be judged necessary I will at once endeavor to procure upon being informed of your wishes —

I have the honor to be

Sir

Y<sup>r</sup> obed Serv<sup>t</sup>

[NDA. GLB, Vol. 3, 1799.]

To George Harrison, Navy Agent, Philadelphia, Pa., from Abishai Thomas for Secretary of the Navy

[PHILADELPHIA]

*Navy Department 5<sup>th</sup> December 1799*

GEORGE HARRISON Esq<sup>r</sup>

SIR In addition to the above [\*] you will be pleased to procure and ship as aforesaid, one hundred Barrels of Porter, and Two thousand Gallons Teneriffe Wine, and double the quantity of Indian Meal —

By order

AB: THOMAS

[\* Letter to George Harrison dated 4 December 1799.]

[NDA. GLB, Vol. 3, 1799.]

Extract from log book of the American Merchant Brig *Columbea*,  
Thursday, 5 December 1799

Beings with frish Breses and Plesent all Sails Set

At ½ Past 12 Made the Land found to be the Gret Cayman In Stering Sails and Haled our Wind to the S<sup>o</sup> and West<sup>t</sup> Lick to Lows [Like to lose] the Vasel at 8 A M the West End of the Gret Cayman Bore N E B E Dis<sup>t</sup> 5 Leages Set the Stering Sails The Latter Cludy and fresh Brese

[Latitude Observed 19° 14' N.]

[MSB, New London, Conn.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Thursday, 5 December 1799

[At anchor, Cape Nichola Mole harbor.] Moderate breezes and cloudy, employd watering ship and overhauling the rigging, AM light airs and clear, Rec<sup>d</sup> a launch from the shore which is employd in the watering service, Completed the Ground Tier 90 Leagurs 46 Butts and 30 Gangcask, At 12 light airs and variable from the Westward —

[NYHS, NHSC.]

Extract from log-book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes, commanding, 5 to 6 December 1799

[Translation]

From the 14th to the 15th FRIMAIRE Year 8.

We made slightly better speed than *La Vengeance*.

The commander signalled us to maintain a westward course.

[Latitude — 16°43' N.]  
[Longitude — 54°2' W.]

[Boston Athenaeum, NDA photostat.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown,  
U. S. Navy, commanding, Thursday, 5 December 1799

First part hard gales & cloudy weather & rough sea. at 7 P M more moderate set close reef'd M T Sails

Middle part fresh breeze & clear weather. at 4 A M set close reef'd F & Miz<sup>n</sup> T Sails, at 7 shook 2 reefs out of the T Sails & set M Sail out reef of the F Sail

Latter light wind & cloudy weather —

[Latitude Observed 40°19' N.]  
[Longitude Observed 69 .14 W.]

[HS of Old Newbury, Mass. NDA photostat.]

To Secretary of the Navy from Captain Edward Preble, U. S. Navy

SALEM Dec<sup>r</sup> 6<sup>th</sup> 1799

SIR After having made every exertion in my power I find it impossible to get the *Essex* ready for sea in less than ten days after the time I at first expected Owing to the state of the weather and many disappointments yesterday was a violent snow storm and to day rain. Our Canister & grape shot has not yet arrived from Plymouth altho it has been shipped several days, our Coals, Butter, Rice, Medicine Chest, Chains for our chain pumps, hospital-stores, part of our lanterns and many other articles are yet to come from Boston some of which are not yet ready, and if they were it is probable from the present state of the weather that the wind will not admit of the packet reaching here for several days to come; six thousand weight of Bread is yet to be Baked, and I am eighty men short of my complement, which with the forty men at Newport makes 120 short. I presume it will not be prudent at this inclement season of the year

to go to sea so short of my ships company & the ship not compleatly ready to encounter the various changes of wind [&] weather now so frequent on this coast. It is impossible to calculate what time the *Congress* will reach Newport if she sails the 10<sup>th</sup> as I suppose she will for it is not uncommon for merch<sup>t</sup> vessels at this season to have 15 or 20 days passage. A wind proper for sailing from Boston through the channel is directly contrary for Newport, after passing Nantasket Shoals — The Merch<sup>s</sup> here will not send any vessels to join the Convoy as they calculate the sea Risk to N. P<sup>t</sup> equal to the risk of capture from this to the Cape of Good hope. I do not think it possible neither does the agent or the Committe that the ship can sail before the 20 Ins<sup>t</sup> I am extremely concerned that this is the case but beg leave to assure you that every thing has been done on my part which it has been possible for me to do, and every exertion shall still continue to get her ready before that time if possible. Lieu<sup>t</sup> Phipps has been confined to his birth since his arrival in consequence of indisposition. I think he will be a valuable officer and regret the loss of his services at this busy period. Lieu<sup>t</sup> Beals is attentive on board & Lieu<sup>t</sup> Lee is recruiting at Boston several Midshipmen are on the same service at this & the neighboring towns. I beg leave to recommend M<sup>r</sup> Rufus Low of Cape Ann for a Sailing Master for the *Essex* he has served as Cap<sup>t</sup> of a Merch<sup>t</sup> Ship for several years and has made several voyages to India & sustains a good reputation, his principal inducement for soliciting this appointment is the injuries he has sustained by the french. I have called him into service until I know your pleasure. I am confident I cannot procure a gentleman who will more ably fill that Station, and I hope you will forward him a warrant. M<sup>r</sup> John Hancock Perkins has been recommended & called into service as Surgeons — Mate, and M<sup>r</sup> Sam<sup>l</sup> York Nowel as Carpenter, their Warrants I hope you will also forward. If it is important that I should be at New port to join the Convoy I think it is possible that I may reach there before the fleet sails if I leave this by the 20<sup>th</sup> but any rate I can join them at the Cape de Verd Islands if they leave there New port before that time if you think proper to give me orders for that purpose.

With great respect I have the honor to be Sir, Y<sup>r</sup> Ob<sup>t</sup> hum<sup>e</sup> Serv<sup>t</sup>

E P —

[EDWARD PREBLE]

Hon<sup>ble</sup> SEC<sup>ry</sup> OF THE NAVY  
forwarded 7<sup>th</sup> Ins<sup>t</sup>

P S. I think it is probable the fleet may sail from Newport before I sail from this; but I can be at the Cape de Verds before they reach that place & join them there

[LC, EPP, 1799–1800, Vol. 2.]

To James & Ebenezer Watson, Navy Agents, New York, from The Secretary of the Navy

[PHILADELPHIA]

Navy Department 6th December 1799

Mess<sup>rs</sup> JAMES & EBENEZER WATSON

New York —

GENTLEMEN I have the honor to request that you will immediatel ship on board a Vessel which Mess<sup>rs</sup> Townsend & Franklin are abo

to send to Batavia or any other Vessel which may imm<sup>y</sup> sail for that place 60,000 Lb Bread for the use of the Frigates *Congress* & *Essex* to be delivered over to them on their arrival there — Great care must be taken in preparing & packing the Bread, it must be put in tight casks, Spirit Casks properly prepared are said to be the best — if they are not to be had, new ones must be procured Wine Casks are pointedly prohibited — Relying on your judgement & promptitude, I shall not be more particular in my instructions —

You will also please Ship to Mess<sup>rs</sup> Gibbs & Channing at New Port for the use of the said Frigates Fifty pairs of Pistols to be delivered there by the 15 or 20<sup>th</sup> Inst at farthest —

I have the honor to be

Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799.]

To Townsend & Franklin, New York, N. Y., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 6th December 1799*

Mess<sup>rs</sup> TOWNSEND & FRANKLIN

*New York —*

GENTLEMEN I expect two Frigates, the *Congress* and the *Essex* will be at New Port Rhode Island by or very soon after the 15th instant — They will be detained 2 or 3 days, perhaps more for some supplies — I think they will certainly sail from thence for Batavia between the 20 or 25 Inst — The Merchants who have vessels here ready do not send them to New Port, but are anxious the Frigates should proceed before them, believing there is little or no danger on this side [of] the Straights of Sunda — But the Frigates will convoy such vessels as may appear at Rhode Island —

If you send a vessel, I should be glad if you would take on board for the Frigates about 50,000 lbs Bread, or a smaller quantity — The Merchants here take articles for the Frigates free of charge, but Bread enough is not to be had at this place —

I have the honor to be

Gentlemen

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799]

To Stephen Higginson and Company, Navy Agents, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 6th December 1799*

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>y</sup>

*Boston —*

GENTLEMEN The *Warren* I presume will be ready for sea by the time this reaches you — It is intended she shall go first to the Havanna & the Vessels on that station want provisions —

If it be practicable to charter in a vessel bound there room to stow the provisions as per List inclosed I request you will immediately do so & Ship the articles on board addressed to Captain Bainbridge of the *Norfolk*, Com<sup>d</sup> Officer there, or if he should not be on the spot to be delivered to John Morton the American Consul at Havanna — Probably Newman can take the articles on board of the *Warren* — which will be most desireable — If you charter, the Vessel must go under Convoy of the *Warren*, and must be immediately dispatched — The vessels on the station have provisions to last only to the 1<sup>st</sup> January

I Have the honor to be  
Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799]

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To Secretary of State from William Eaton, U. S. Consul, Tunis

TUNIS 6<sup>th</sup> Dec. 1799 —

SIR, With infinite satisfaction I have the honor to inform you that within a few days our affairs have assumed a new and promising aspect\*— Since the departure of Doctor Shaw for America on the 17<sup>th</sup> Oct. I have paid court to the vanity and avarice (predominant passions) of the Sapatapa; and have at length persuaded him, what is undoubtedly true, that he would find his real interest more secure in a commercial intercourse than in a war with the United States; and that Americans would be his safest carriers to Spain, where he has opened an extensive commerce, the ships of all other nations being interrupted either by the belligerent powers of Europe or by the corsaires of Algiers — I observed to him that the conditions of these advantages were known to him; that I had, during the short time of my residence here, received propositions from the American Consuls of Leghorn and Barcelona to introduce a trade here, and also applications from two American masters of vessels to get them freight here: in reply to which I had stated to them the articles of our treaty. Since which I had heard no more on the subject — It was only necessary to inform my Countrymen that they were not equally respected here with other nations to determine them against coming here let the considerations of individual profit be what they would — He now experienced the truth of what I eight months ago declared to him That an American merchantman would never enter a port of Tunis, except compelled, until they should be informed that the terms of our treaty were more favorable — The Sapatapa acknowledged a propriety in my observations expressed an earnest desire to employ Americans as carriers to Spain, and intimated his opinion, that if the regalia arrived in season, there would then be no impediment to an arrangement of our affairs more satisfactorily — He promised to open the subject to the Bey, and to give it his support. He entered very candidly into a detail of the causes which had embarrassed our negotiations here, which shall appear at large on my journal, but which may be reduced here to two words *French intrigue* and *Jewish infidelity* —

I saw the Bey this morning, and have his promise of forbearance Sixty days — in the mean time, it is hoped, we may have arrivals

from America — Famin has tried to insinuate that the Government of the United States have no serious intentions of fulfilling their engagements with Tunis — He has not succeeded — That slave has been a thorn in my side — But he has now no influence at court. The Bey's family Physician informed me, a few days since at dinner with me, that the extraordinary demand for jewels was actually projected by him, (Famin) and stipulated after my arrival in Tunis — That the Sapatapa hesitated to introduce it as it had not been stated in any of his former communications and that Famin told him not to hesitate — he (Famin) could find document to support the demand — I have uniformly treated this *french pirate* with polite attention, taking care to keep the commanding grounds, till I have finally defeated all his projects of mischief — and, if nothing interfere with my present arrangements, have now a flattering prospect of ultimately terminating our affairs with this regency more favorably to the interests of the United States and more conformably to the instructions of the Government.

I have the honor to remain, Sir,  
with great respect, your m<sup>d</sup> obe<sup>d</sup> &  
very humb<sup>l</sup>e Servant

WILLIAM EATON —

HONORABLE COLONEL PICKERING —

\*Three things have operated to produce this change of projects at court. 1 Doc. Shaw's departure for America. 2 My assuring the Bey of a prospect of an accommodation between the United States and the French Republic, and consequently an American armed force in this sea. 3 A conviction on the mind of the Sapatapa that if he make war with U.S. he may as probably lose as win — and that by cultivating harmony he may avail himself of American enterprise to aid his commercial views — all other botoms being precarious —

[SDA. Tunis, Vol. 1, 1797—1800.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Friday, 6 December 1799

[At anchor, Cape Nichola Mole harbor.] Moderate Breezes and cloudy. Rec<sup>d</sup> two Bullocks for ships use, employ'd watering and overhauling the Rigging AM. Moderate Breezes and cloudy weather Employd watering Ship —

[NYHS, NHSC.]

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Extract from log-book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes, commanding, 6 to 7 December 1799

[Translation]

From the 15th to the 16th FRIMAIRE Year 8.

Studding sails still aloft, in the night carried out different maneuvers to wait for *La Vengeance*. A few light squalls

[Latitude — 16°36' N.  
Longitude — 56°13' W.]

[Boston Athenæum. NDA photostat.]



To Stephen Higginson & Company, Navy Agents, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 7th December 1799

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>

Boston —

GENTLEMEN I am honored with your letter of the [space] inst — If there should be difficulty about the two Guns for Newman, he must go without them — He will be too strong with 16 Guns for any thing he will be likely to encounter —

I have lately remitted you 15000 Dollars and regret that Bills cannot be passed on this place without Loss, which must not be sustained It will be in your power I presume to get money should the service require it faster than remittances are made, by borrowing from the bank for a few days —

The Sailors left in Hospital must in all cases be put on board the first public Vessels offering after they recover — No doubt as long as they are continued in Public Service they must be paid — But great inconvenience & embarrassments in Acco<sup>ts</sup> will arise from your advancing to them — Yet it must be done in cases of necessity — furnishing in all such cases to the Accountant of the Navy as soon as may be lists of such advances —

I have the honor to be

Gent<sup>l</sup>

Yr obed Servt

[NDA. GLB, Vol. 3, 1799.]

To James & Ebenezer Watson, Navy Agents, New York, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 7th December 1799

Mess<sup>rs</sup> JAMES & EB: WATSON

New York —

GENTLEMEN In addition to the articles ordered yesterday for the use of the Frigates *Congress* & *Essex*, I have the honor to request that you will procure and ship for Batavia, Four hundred Bushels Beans or Peas, and six hundred Gallons Teneriffe Wine —

These articles must be put on board Merchant Vessels on the same terms with the Bread, & delivered in like manner to the Frigates on their arrival at Batavia — But if there are no Merchant Vessels going from New York it will then be necessary to hire a small vessel & send these articles with the Bread immediately to New Port for the chance of getting on board a Merchant Vessel there, or the Frigates themselves — but no time is to [be] lost in this business —

I have the honor to be

Gentlemen

Yr obed Servt

P. S. — The Brig *Richmond* is I expect at New York by this time Be pleased to have such articles furnished, & such repairs done as Capt Talbot may require —

[NDA. GLB, Vol. 3, 1799.]

To Henry Philips from Secretary of the Navy

[PHILADELPHIA]

Navy Department 7th December 1799

HENRY PHILIPS ESQ<sup>r</sup>

SIR In reply to your note of this morning I have the honor to inform you that I shall give such instructions to the Commanders of the Frigates, intended to convoy the East India Trade as will insure their attention to all the vessels under their protection — Their speedy arrival at their place of destination being of great importance it cannot be expected that they can be detained for any slow sailing Vessels — The Frigates will receive on board any specie you may wish to send —

I have the honor to be

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799.]

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To the Secretary of State from Oliver Ellsworth & W. R. Davie, Envoys Extraordinary and Ministers Plenipotentiary of United States to France

LISBON 7th December 1799.

SIR, We arrived at this place the 27th Ulto. —

The late change in France (the circumstances of which we are informed will be fully detailed in M<sup>r</sup> Smith's dispatches) and our desire to obtain a more accurate knowledge of the features and effects of this revolution before we entered that country, would have induced us to land in Holland, where we might join Mr. Murray, and be in a better situation to govern ourselves by circumstances: but Cap<sup>t</sup> Barry apprehends it would hazard the Frigate to attempt any port in Holland at this season of the year. We have therefore determined to sail immediately for L'Orient. From L'Orient we shall probably proceed to Paris, if we can be satisfied that our present letters of credence will avail us. You will doubtless consider, Sir, of the expediency of sending us with your first dispatches other letters of credence, addressed to the Supreme Executive of France, or in a manner more particular, which may introduce us if necessary, or sanction the progress we may have made.

We have the honor to be, with great respect

Sir,

Your Mo: Obed: Hble. Serv<sup>ts</sup>

OLIV<sup>r</sup> ELLSWORTH  
W. R. DAVIE

[SDA. Disp., France, Bk. 7, 1799-1800.]

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[7 December 1799]

Libel filed by Lieutenant Benjamin Hillar, U. S. Navy, commanding the U. S. E. C. Brig *Pickering*, concerning capture of the French privateer Schooner *La Voltigeuse*

NEW YORK DISTRICT, ss.

WHEREAS Benjamin Hiller, a Lieutenant in the navy of the United States, and commander of the United States armed brig the

*Pickering*, hath filed his certain libel in the District Court of the United States of America for the said district, on behalf of himself and all other officers, seamen, mariners, and others on board the said armed brig the *Pickering*, against the schooner *La Voltigeuse*, her tackle, apparel, arms and furniture, stating, that the armed brig of the United States, the *Pickering*, duly commissioned by the authority of the President of the said United States, and commanded by the said libellant; the said libellant also duly commissioned by the President of the said United States, as a lieutenant in the navy of the said United States, being cruising agreeably to orders and instructions for that purpose, on the West India station, in the north latitude of seventeen degrees and fifty seven minutes, and on the seventh day of December last past, to wit, on the high seas, and within the jurisdiction of the said court, the said libellant discovered a sail to leeward, which immediately stood upon the wind, and endeavoured to gain the *Pickering*, and hoisted French national colours. That the *Pickering* gave chase, and coming within pistol shot of the said sail, fired a gun to windward, upon which the said sail struck and submitted, and proved on examination to be a French privateer sch. or goelette, called *La Voltigeuse*, having had ten guns (part of which she had thrown overboard) and sixty four men, being commanded by one Captain Hazard, and belonging to one Citizen Bernard, of Bassaterre, in Guadaloupe, as by the commission of the said Captain and the roll of the crew, and other papers of the said schooner ready to be produced and proved more fully appears. And further stating, that having taken possession of the said schooner *La Voltegeuse* as a prize, the prisoners on board were taken out, and George Pierre, a midshipman on board the said brig *Pickering*, with several men, were directed to take charge of the said prize schooner *La Voltegeuse*, and that the said George Pierre in pursuance of orders for that purpose, conducted the said schooner to Bassaterre, in St. Kitts, there to receive orders from Commodore Morris; from whence by his orders the said George Pierre, on the twenty second day of January following, sailed for Philadelphia, but being unable to reach that port, he put into the port of New York, on the twelfth day of February instant. And further stating, that there are on board the said schooner several articles of ammunition, stores, or furniture belonging to the United States. And therefore praying the aid and advice of the said court in the premises, and the customary process of the said court; and that the said schooner *La Voltigeuse*, her tackle, apparel, arms and furniture, except such articles on board as belong to the U. S. might be sold by a decree of the said court, in such manner as the said court should direct, and that one half of the proceeds of the sale might go to the United States, and the other half to the officers, seamen, and others on board the said brig the *Pickering* at the time of the capture aforesaid, according to the acts and laws of Congress in that case made and provided.

Therefore in pursuance of the monition under the seal of the said court, to me directed and delivered, I do hereby give notice to all persons claiming the said schooner *La Voltigeuse*, her tackle, apparel, arms and furniture, or knowing or having any thing to say why the said schooner *La Voltigeuse* her tackle, apparel, arms and furniture, should not be adjudged to be sold pursuant to the prayer of the said libel, that they be and appear before the said district court, to be held for the New York District, at the city of New York, on Tuesday,

the fourth day of March next, at eleven o'clock in the forenoon of the same day, if the same be a day of jurisdiction, otherwise upon the next day of jurisdiction thereafter, then and there to interpose a claim for the same, and to make their allegations in that behalf. Dated this seventeenth day of February, 1800.

A. GILES, *Marshal*.

SAMUEL M. HOPKINS, *Proctor and of  
Counsel for the Libellant.*

Feb 18 to March 4 [1800]

[LC, "The Daily Advertiser", (N. Y.), 20 February 1800.]

To Secretary of the Navy, from Gibbs & Channing, Navy Agents, Newport, R. I.

NEWPORT Dec 7 1799

The *George Washington* requiring much greater repairs than was expected, will retard her sailing to a later period than what you mentioned, as but little can be done towards her outfitts untill the Carpenters work is compleated — We have therefore taken from the master — Carpenter a statement of the situation he finds her in, and the repairs that will be requisite; which we inclose for your information. —

As it appears to be necessary she should be coppered to her floor timber heads or to the keel, a further quantity of copper will be requisite. — We shall continue as many Carpenters as can work to advantage, the Rigging & Sails will be ready before the Carpenters work can be compleated. —

BENJAMIN STODDERT Esq. —

[Newport HS. Gibbs & Channing LB.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy commanding, Saturday, 7 December 1799

[At anchor in Cape Nichola Mole harbor.] Moderate breezes and cloudy, compleated watering Total 191 Tons, Number of Casks 90 leaguers 101 Butts 14 puncheons and 127 Gangcasks

Ships draft of water forward 20 feet 10 inches Aaft 22 feet, Rec<sup>d</sup> two Bullocks for Ships use

AM Employd Scrubbing hammocks and cleansing ship

Anchor'd here the French National Brig *Diligence*

[NYHS, NHSC.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy,  
commanding, Saturday, 7 December 1799

Begins with fresh breezes & thick cloudy weather with a rough sea at 2 P M set close reef<sup>d</sup> M T Sail & M Staysail

Middle part moderate weather & cloudy at 1½ AM saw a Schooner laying by at 2 spoke her

at 8 A M set all sail, bent the Sheet cable — at Mer<sup>dn</sup> saw Cape Ann bearing W by N 5 or 6 leagues, 4-4

Latter part thick rainy Weather

[HS of Old Newbury, Mass. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Sunday 8 December 1799

Lying At Single anchor in cape Nichola mole employd setting up the rigging and clearing ship for sea @ 8 moderate Breezes from E S E, @ 4 AM weighd the kedg and hove short on the Best Bower, @ 5 the pilot came on board and Took charge to proceed to sea, @ 6 weighd and came to sea, discharged the pilot, Stowd the Anchors & Ships draft forward 20 feet 9 inches Aft 22 feet 2 inches Quantity of water on Board 191 Tons. @ 12 Cape Nicholas S by W 5 leagues  
[NYHS, NHSC.]

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Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding  
U. S. Ship *Ganges*, 8 December 1799

Unmoored ship and Dropped down to Gloscester Point. —  
[NA.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy,  
commanding, Sunday 8 December 1799

Begins with cloudy weather all sail set running for the land fir'd several guns for a Pilot, at 4 P M took a pilot at 5 came too in Cape Ann harbour in 5 fath<sup>r</sup> water. Eastern Point S B E 1½ Miles Ten Pound Island N B E half a mile

Mid. Part Moderate weather at 3 A M fresh Breezes with Snow & rain

Latter Part fresh Breezes & flying clouds

[HS of Old Newbury, Mass. NDA photostat.]

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To Secretary of State from Edward Stevens, U. S. Consul General at St. Domingo

CAP FRANCOIS Dec<sup>r</sup> 9<sup>th</sup> 1799. —

SIR I had the Honor of writing you lately, by way of Baltimore, and enclosing you Copies of several Letters relative to a Petition of the french Merchants in this City, expressing their Apprehensions of having their Trade interrupted by our Ships of War that have, for some Time, been cruising off this Port. I now transmit you Duplicates of the same. —

You will perceive, Sir, by the Tenor of these Documents that much Discontent has been excited by the constant Appearances of our armed Vessels so close to the Harbour that nothing can either come in or go out without being subject to their Examination. These Clamours have been much encreased of late by some Captures that were made in the Neighbourhood of the Cape, and the injudicious firing of our ships on neutral Vessels, even while entering the Harbour. —

I have taken a great deal of Pains to prevent any Inconveniences that might result from such a Conduct, but the Minds of the People here are so soured that I find it difficult to appease them. Several idle Tales, which have no Foundation in Truth, are invented to keep alive the Rancour of the French against our naval Commanders.

They have been represented as hostile to the Commerce of the Island, and determined to capture all french armed vessels, with or without Passports. It has even been reported that, while our Ships were in the Harbour, their Boats were sent frequently to examine all the Vessels bound out, and that they come into the Port now by Night, to ascertain whether any of them are preparing to leave it in the dark, that they may give Intelligence to the Ships that lay off. — ‘Tho’ I know the Prudence of our naval Commanders too well to suppose that these Reports are true, yet they will continue to have a very unfavourable Influence on our Commerce as long as they are believed, and they will continue to be credited as long as our Ships shall give them an Air of Probability by laying so obstinately off the Harbour. —

In order to put an End to these Clamours I went off about a Week ago and paid a Visit to Cap<sup>t</sup> Talbot, on board of the *Contitution*. Finding him a Man of Sense, Prudence & Candour, I frankly communicated to him what I have now mentioned to you, & gave him such an Account of the present State of the Colony as might enable him to judge what was most proper to be done for the good of the Service. He went down to the Mole to take in Water, the Day after I had an Interview with him. I expect him up shortly, when I am convinced he will make such a Disposition of the armed Vessels under his Command, as will in future quiet the Apprehensions of the People here, and prevent any interruption of Harmony between this Colony and the U. States. —

I regret exceedingly that the Difficulty of procuring a speedy Supply of Water at the Cape prevented Cap<sup>t</sup> Talbot from entering the Harbour with his Ship. Had he come in he would have had Leisure to have examined things himself, and, to a Man of his Sense and Understanding, such an Opportunity would have afforded more Information than any he could derive from me in a casual & hasty Conversation on board his Ship. When he appears off the Station again I shall make him a second Visit, & endeavour to spend more Time with him, that I may inform him minutely of every Thing it may be necessary for him to be acquainted with. —

I beg Leave to assure you, Sir, that my utmost Efforts shall be employed to support the Dignity of the U. States, — to protect & secure it's Commerce with this Colony, & to preserve a good Understanding between the two Countries. —

I have deemed it my Duty to inform you of the Uneasiness which our armed Vessels have excited in this Colony, but I beg you not to consider it as coming in the Form of a *Complaint*. I am well convinced of the Zeal, Activity & Patriotism of our naval Commanders, and of their sincere Desire to promote the best Interests of their Country. The Alarm produced by their cruising so near the Harbour could not have been foreseen by them: nor could they have conceived that artful & intriguing People, (such as this Country abounds with, & who are alike the Enemies of St Domingo & the United States) would have availed themselves of this Circumstance to diminish the Confidence which the leading Chiefs have, hitherto, had in the Government of America. — Now that the ill Consequences I have mentioned are known, I am convinced the necessary Steps will be taken to prevent them, in future. —

Permit me now, Sir, to say a few Words on the proper cruising Ground for our Ships of War on the S<sup>t</sup> Domingo Station. —

Ever since my Arrival in the Colony the Privateers have entirely deserted this Part of it. They now cruise from the Latitude 22° to 26° N., & in that Parallel of Longitude which is usually passed by Vessels bound from America to the W. Indies. They also swarm about the Harbour of S<sup>t</sup> John de Porto-Ricco. There are none of them either on the North-Side of the Island of S<sup>t</sup> Domingo, or in the different passages leading from it to America.

In the Bite (which comprehends all the Coasts of the West, from Cap a Fou to Cape Donna Maria) there are no Privateers, but a vast Number of Barges, manned by the Adherents of Rigaud, or, to speak more properly, by *Pirates*, who availing themselves of the unsettled state of Things, have thrown off all the Restraints of Law and Government, and plunder unarmed Merchantmen as they pass. These Freebooters have established a Rendezvous on the Island of Gonaives, and become extremely troublesome to the American Commerce in that neighbourhood.

It appears, therefore, from what I have stated that if one or more armed Vessel were to cruise at the Head of the Island, from the Harbour of Porto-Ricco to the Latitude 20° or 22° N., most of the Vessels taken and destined for that Island would be intercepted. The same thing would happen in the Bite. A Couple of small Vessels kept continually cruising there would soon destroy the Barges that infest it, or at least restrain their Depredations so far as to place our Commerce in a State of Safety. —

At present we have no Vessels of War on either of these Stations. They are all collected off the Harbour of the Cape, where our Trade runs no Risk, and we are indebted for Protection in the Bite particularly to the armed Cruisers of Toussaint. This renders his Applications for Passports more frequent, & strengthens his Argument for demanding them. And to do him Justice, I must acknowledge, that all his Vessels, to which Passports have been granted, have conducted themselves with great Propriety towards all the Neutrals they have met. The Orders given them were to respect & even to *protect* the American Flag, in Case of need. To this Injunction they have strictly adher'd, & have render'd an essential Service to our Commerce by conveying our vessels from Port to Port, at a Time when we had no vessels of the U. States to perform that Service, in those Seas. —

The English indeed have had some Ships of War in the Bite; but the Expectation of capturing rich Prizes has kept them stationary off Jeremie, Petit Goave, &c. &c., while all the District, from the Point of S<sup>t</sup> Marc to the Harbour of Port au Prince, has been left in a defenceless state. This is a very important Part of the Coast, as all Vessels going to Port au Prince must pass it. As it is liable to calm Weather the Barges conceal themselves under the Point of Gonaives, and, when they perceive an unarmed Vessel, row off, capture her & retire before they can be persued. Toussaint has frequently sent Detachments of Troops who have landed on the Island, destroyed the Barges and driven the Crews into the Woods. But as soon as the Troops have retired they have come down to the Shore again, and recommenced their Depredations. A maritime Force is, therefore,

absolutely necessary to cooperate with Troops on Shore, in order thoroughly to extirpate these Pirates.

In the Passages, and on the South Side of St Domingo the English Cruizers are numerous, and of course no french Privateers. —

I have already mentioned to you, Sir, the Utility of Toussaint's armed Vessels, & their Respect for the American Flag. You will oblige me by informing me whether it is the President's Wish that I should continue to give Passports to such as are evidently employed for the Defence of the Colony, & who shew a proper Respect for our Flag. It may be necessary to point out such Cases as you think would authorise me to refuse them. — It is my sincere Wish to preserve a good Understanding between this Country & the U. States, & I should be extremely sorry, if in my Efforts to accomplish this desirable End, I should do any thing that would not meet the President's & your Approbation. —

The Letters I enclose need no Comment. —

I have the Honor to remain with Esteem & Respect,

Sir,

Your most obed<sup>t</sup> Serv<sup>t</sup>

EDWARD STEVENS

The Hon<sup>r</sup> T. PICKERING &c &c &c

[SDA. CL, Cape Haytien, Vol. 2, 1799–1800.]

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To Gibbs & Channing, Navy Agents, Newport, R. I., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 9<sup>th</sup> December 1799

GIBBS & CHANNING

New Port Rhode Island

GENTLEMEN — I wrote you on the 3<sup>rd</sup> Inst informing that the Frigates *Congress* and *Essex* were destined to act as Convoy to whatever Vessels might want it all the way to Batavia & gave you general directions to supply them with slops, and such other necessary articles as they might require for so long a voyage —

I now enclose a list of provision Supplies which will be shipped on-board Merchant Vessels at this place and New York to be delivered to the Frigates on their arrival at Batavia — An additional supply of Medicine & Hospital Stores may be wanting — If the Surgeons of the Frigates have not taken care to furnish them amply prior to their arrival at New Port — you will be pleased to supply them and promptly —

Sixty thousand pounds of the Bread, 400 Bushels of Beans or pease & 600 Gallons Teneriffe Wine will be shipped from New York, But if no Vessels shall be bound from thence to Batavia, these articles are to be forthwith sent to you, for the chance of being got on board of Merchant Vessels or the Frigates themselves — I request you will be pleased to procure and ship in like manner 3000 Gallons Rum — The Merchants of this place take the articles for the Frigates free of Expence — I presume they may do so with you likewise —

Muskits and powder will be sent from hence, & pistols from New York to supply the Frigates, with what they are deficient in these articles —



A remittance of 20,000 d<sup>s</sup> will be immediately made you, 12,000 of which be pleased to make arrangements for paying over to Captain Sever, & Prebble in Specie and part of the residue may be wanting for advances to Officers — Perhaps so large a quantity as 3000 Gallons of Rum may not be necessary — indeed as Wine and Porter are already procured, as a substitute, & Arrack can be had at Batavia it may be as well not to ship any Spirits in addition to the Supplies for 6 months, which it is presumed the Frigates have already taken in — You will however please to consult the Captains on this point and act by their advice

I have the honor to be

Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799.]

To John Dorsey, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 9<sup>th</sup> December 1799

JOHN DORSEY Esquire

Baltimore —

SIR The Frigate *Chesapeake* is in immediate want of her Anchors — If you have not completed the whole ordered for her, be pleased to ship as soon as may be such as are finished to William Pennock Esquire Navy Agent at Norfolk, and let me know what progress you are making with respect to the residue —

I am Sir

Yr obed Servt

P S I wish to know also imm<sup>y</sup> whether you have any more ready —

[NDA. GLB, Vol. 3, 1799.]

To James & Ebenezer Watson, Navy Agents, New York, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 9<sup>th</sup> December 1799

JAMES & EBENEZER WATSON

New York —

GENTLEMEN Be pleased to ship imm<sup>y</sup> to this place for the use of the *Philadelphia* Frigate, Eight 32 pounder Carronades, with all the fixtures and implements belonging to them, and if there be any Round Shot double headed, fixed Grape or Canister, belonging to or proper for them send all such also — You will also be pleased to purchase if to be had with you, two pair of 32 pounder Carronades, with fixtures & Implements complete, & ship them at the same time & for the same purpose with the others

I have the honor to be

Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799.]

Extract from a letter from Havana, to Editors of the "Philadelphia Gazette",  
concerning conditions at that place

[HAVANA, 9 December 1799]

"The old game of French piracy is recommencing in this island, as the expiring effort of a people who are beginning to experience heavily the execration and indignation of the whole world, and who therefore begin to think that what remains to be done under the infernal system of the French Republic must be done speedily.

"Some time since, several fast sailing American vessels were purchased in this place, and under such suspicious circumstances, that no doubt remained of the purposes to which they were to be applied; and I believe, that Mr. Morton, your consul, very early apprised government thereof. We continued for six or seven weeks without any public vessels on this station (the French piracies being, I suppose, viewed as destroyed in this quarter) and the French were encouraged to proceed in their preparations. They experienced some difficulty in not being able to produce to the government here any regular commissions: but a cartel schooner at length arrived from the Cape, which brought the necessary papers made out by Desforneaux at Guadalope, but, no doubt, in conjunction with Roume, the French agent at the Cape; & when the *General Pinckney* returned to this station a schooner mounting 14 guns was nearly in readiness to sail. The *Norfolk*, capt. Bainbridge, soon after appeared to take the command in this quarter. The French, notwithstanding, persevered; and the captain of the schooner declared on all occasions, that he would soon be at work, and that he would take either of the American brigs singly! On Saturday last he accordingly went out of port, (The *Pinckney*, alone being off) and we were all on tiptoe expectation for the fight.

"The pirate stretched out in the offing with the apparent intention of waiting for Capt. Hayward, who immediately bore down for him; but on the *Pinckney* approaching pretty near, the scoundrel wore round, and sneaked into port, under the guns of the castle!

"The *Pinckney* passed her within musket-shot; and her people to shew their contempt of the gasconading pirate manned the yards and gave three cheers.

"The Spanish Governor shortly after sent an officer to the Consul, requesting that he would order the *Pinckney* to keep farther off, and in the cruising limits. Mr. Morton replied, that the American officer would do his duty; but that his Excellency could not expect they would shew the usual moderation or respect, when contending with an openly declared pirate, &c. who had received so much patronage in the port. Thus matters now rest. Other vessels are fitting out; but with the activity of Captains Bainbridge and Hayward, we do not apprehend much injury from them. The *Norfolk* went a few days since to convoy some vessels to windward, and we hourly look for her return; we are also looking for another public vessel. I forgo to mention to you, that while the *Norfolk* was in port, getting supplies, two of her men deserted; and on being closely pursued afterwards by the Consul, took refuge on board the French privateer; but the Consul immediately applied to the government, who ordered the necessary guard, and the men were taken out of the privateer, and delivered

over into his charge. The Governor is disposed to do right on most occasions; but the French still retain too strong an influence."

[LC, "Salem Gazette", (Salem, Mass.), 24 January 1800.]

To Stephen Higginson & Company, Navy Agents, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 9th December 1799*

STEPHEN HIGGINSON & C<sup>o</sup>

*Boston —*

GENTLEMEN If there should be difficulty in getting a vessel to take the small quantity of provisions for the Havana, and if the *Warren* cannot take them she must sail without — By late letters from the Consul at Havanna, it appears that provisions are to be had as cheap there as in the United States still when they can be conveniently sent from the United States, that mode of supply is to be preferred — I will tomorrow or next day send Newman his orders to sail —

I have the honor to be with great respect  
Yr obed Servt

[NDA. GLB, Vol. 3, 1799.]

To Alexander Baring, Banker, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 9th December 1799*

M<sup>r</sup> BARING

SIR Captain Mulowny has no right to demand more from you for bringing money from Jamaica, than half a p<sup>t</sup> Cent on the first 10,000 Dollars, and a quarter for all sums beyond 10,000 D<sup>rs</sup> — This compensation the Government thought equitable — Some of the Gentlemen who received mony think it too little — Such Gentlemen may give more if they please, but the Govt will think him sufficiently compensated if he receives this

I have the honor to be

[NDA. GLB, Vol. 3, 1799.]

To Commissioners of the City of Washington from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 9th December 1799*

*Commissioners of the City  
of Washington —*

GENTLEMEN I am honored with your letter of the 3<sup>rd</sup> Inst The Square 853 seperated by the Canal from the exchange ground will not be necessary for the purposes of the Navy Yard and you will please to consider it as relinquished —

If you agree to take the sum lately proposed for the Squares required for the Navy Yard, you will I presume think it reasonable that a deduction of one third of that Sum should be made — In

consequence of the relinquishment of Square N° 853 I know the other two Squares will be estimated to be worth considerably more than 4000 Dollars, but I find that the expence of making the Wharf will greatly exceed all expectation heretofore formed on this subject & I am desirous that the whole sum expended in preparations for building at Washington should not exceed the sums expended for similar purposes at other places — You will however determine the matter as you think proper —

I have the honor to be

Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799.]

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Captain Mack, of Boston, brings news of his experiences in West Indies, making mention of operations of certain vessels of the U. S. Navy

BOSTON, Jan 23 [1800]

Capt. Mack, of this port, arrived here last evening from Gloucester, to which place he came passenger in the sch'r *Avery*, Bradford, last from St. Thomas's, which place he left in co with about 40 sail of Americans, under convoy of the *Baltimore*. Capt M informs, that he was taken on the 9th Dec. and carried into Guadaloupe, where he was imprisoned some time, and witnessed the ill treatment which the Americans received in that place. While he was detained there a great number of American vessels were brought in; one privateer, called the [mutilated], had sent in 12 sail of American prizes. Capt M was indebted for his deliverance to the exchange of prisoners by the *Pickering*, which amounted to 100 Americans; left there 50 more. Previous to his leaving Guadaloupe, two ships of 50 and 20 guns arrived there from France, with a new Governor, and other officers on board.

[LC, "Salem Gazette" (Salem, Mass.), 24 January 1800.]

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Extract from log-book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes, commanding, 9 to 10 December 1799

From the 18th to the 19th FRIMAIRE Year 8.

We exercised the small arms [mutilated], calm sea. Variable winds from the East. ENE.

[mutilated] of *La Vengeance* asked me by word of mouth whether [mutilated] a coasting-pilot in order to anchor in the Port de la liberté at Guadaloupe, I answered him that I did not have a pilot, but that I undertook to bring the Division to anchor below [Fort] Fleur de l'épée, [Grande Terre, Guadaloupe] which is not more than about 600 yards [?] from the Port, and that I would drop anchor there even at night.

[Latitude — 16° 16' No.]  
[Longitude — 62° 18' W.]

[Boston Athenaeum, NDA photostat.]

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Extract from log book of the American Merchant Brig *Columbea*,  
Monday, 9 December 1799

Beings with Squaley Wether at 6 P M took one Ref in the T Sails  
Havey Rain

The Middil fresh Breses and Cludy at 7 A M out Reefes out of  
the T Sails Set the T G Sails

The Latter Part Stidey Breses Cludy Still on with the Land to  
Lewerd of Hus whe cant tell what Land it His for the Curent Deseved  
Hus

[Latitude Observed 20° 26' N.]

[MSB, New London, Conn.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Monday, 9 December 1799

Fresh Gales and cloudy, employd working to windward the North  
side of Tortudas made an shortnd sail as nessasary, @ 6 the West  
End of Tortudas S S E 6 leagues @ 8 Moderate and clear @ 4  
Squally with light showers, employd working to windw<sup>d</sup> the North  
side of Tortudas. Put Ships company on allowance of water @ 12  
Tortudas S E by S 4 leagues fresh breezes and Rain

[Latitude Observed 20° 17' N.]

[NYHS, NHSC.]

[10 December 1799]

Muster Roll of the U. S. Brig *Richmond*, Lieutenant Cyrus Talbot, U. S. Navy, commanding

Muster Roll Of the Officers, Petty Officers Seamen Ordinary Seamen and Marines onboard the United States Sloop *Richmond*, under the Command of Cyrus Talbot Esq<sup>r</sup> in the Service of the United States from the 6<sup>th</sup> October to the 10<sup>th</sup> December 1799 inclusive

Names —	Rank	Date of appointment & Entrance	For what time Engaged or Entered	Remarks
Cyrus Talbot Esq <sup>r</sup> .....	Lt Command <sup>r</sup> .....	6 <sup>th</sup> Octr.....	1799	
John Cowper.....	Lieutenant.....	July 24 <sup>th</sup> .....		Promoted by Commodore Truxton and not yet confirmed Ditto
Moses M Derkhum.....	Sail <sup>r</sup> Master.....	..... ditto.....		On furlow 23 <sup>rd</sup> November 1799 —
Thomas Reynolds.....	Surgeon.....	10 <sup>th</sup> Sept <sup>r</sup> 98.....		
Buller Cocke.....	Purser.....	6 <sup>th</sup> Oct <sup>r</sup> ".....		On Ditto 28 <sup>th</sup> Ditto.
Richard Lawson.....	Midshipman.....	4 <sup>th</sup> ".....		on ditto 28 <sup>th</sup> ditto
George North.....	".....	2 <sup>nd</sup> April.....		on ditto 10 <sup>th</sup> October 1799 for two Months
Arch <sup>d</sup> Frazer.....	".....	16 <sup>th</sup> ".....		
Samuel Douglas.....	".....	6 <sup>th</sup> Febr <sup>y</sup> ".....		his pay and Rations commences this day
Daniel Werts.....	".....	16 <sup>th</sup> July.....		
John D Nielson.....	".....			
Thomas Green.....	Boatswain.....	17 <sup>th</sup> Novr 1798.....	One Year.....	Promoted since the 27 <sup>th</sup> March
John Campbell.....	Carpenter.....	30 <sup>th</sup> Ditto.....	".....	ditto ditto 13 <sup>th</sup> April
John Dunlap.....	Gunner.....	24 <sup>th</sup> Ditto.....	".....	ditto ditto 13 <sup>th</sup> April 1799
Thomas Sparks.....	Q <sup>r</sup> Master.....	12 <sup>th</sup> ".....	".....	Discharged Novr 13 <sup>th</sup> — —
Thomas Foot.....	".....	23 <sup>rd</sup> ".....	".....	Discharged
Peter Peterson.....	Boats Mate.....		".....	Ditto.
Francis Vanerp.....	Ditto.....	22 <sup>nd</sup> July 99.....	".....	Delivered up to the Commander of Fort Jay being a Deserter by his own confession
John Butman.....	Mast Mate.....	21 <sup>st</sup> Novr ".....	".....	Promoted since the 25 <sup>th</sup> July 1799 —
William Dunn.....	Carp <sup>t</sup> Mate.....	20 <sup>th</sup> July.....	".....	
James Miles.....	Pursers Steward.....	16 <sup>th</sup> Novr 98.....	".....	Promoted the 21 <sup>st</sup> April 99
William W Leonard.....	Capt <sup>n</sup> Clerk.....	18 <sup>th</sup> July.....	".....	
Hans Holms.....	Q <sup>r</sup> Gunner.....	14 <sup>th</sup> Novr 98.....	".....	Discharged
Thomas Harvey.....	Cooks Mate.....	9 <sup>th</sup> ".....	".....	Discharged 13 <sup>th</sup> November 1799
William Thomas.....	ditto.....	23 <sup>rd</sup> ".....	".....	Discharged
Jessie Myers.....	Seaman.....	15 <sup>th</sup> ".....	".....	ditto
Robert Reed.....	Ditto.....	16 <sup>th</sup> ".....	".....	ditto
Henry Turner.....	Ditto.....	17 <sup>th</sup> ".....	".....	ditto
Thomas Hardy.....	Ditto.....	".....	".....	ditto
Spencer Walker.....	Ditto.....	19 <sup>th</sup> ".....	".....	ditto
Samuel Caverly.....	Ditto.....	20 <sup>th</sup> ".....	".....	ditto
Thomas Carpenter.....	".....	22 <sup>nd</sup> ".....	".....	ditto
Joseph Larry.....	".....	23 <sup>rd</sup> ".....	".....	ditto

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John Brodriek	"	"	"	"	ditto
John McCalagan	"	"	24th	"	ditto
Preston Taylor	"	"	"	"	ditto
John Rose	"	"	"	"	ditto
Thomas Quinton Senr	"	"	27th	"	ditto
Alexander Peterson	"	"	"	"	ditto
John Gerry	"	"	"	"	ditto
John Burket	"	"	"	"	ditto
Leonard Cousins	"	"	17	Febr 1799	ditto
William Davis	"	"	20th	July "	Run the 27th October taken up Novr 1st 99 absent 6 days
John Higenvoid	"	"	"	"	Discharged
Derick Johnson	Mast Mate	"	21st	"	Run the 27th October 99 in Charleston
Liewes Loaride	Seaman	"	22nd	"	Discharged
Joseph Melande	"	"	"	"	ditto
Peter Joseph	"	"	"	"	ditto
Pat* Hulenbunt	"	"	"	"	ditto
Levy Hall	"	"	25th	Augt 1798	discharged in Charleston August 28th 1799
John Day	Ordry Seaman	"	10th	Novr 1799	discharged
Otis Artherton	"	"	15th	"	Discharged
Elija Johnson	"	"	"	"	Discharged
John O'Bryant 1st	"	"	16th	"	Discharged
[MS mutilated] Dorherty	"	"	"	"	Discharged
Seldom Minor	"	"	"	"	ditto
Ivory Tate	"	"	"	"	ditto
George Alexander	"	"	"	"	ditto
Joshua Frazer	"	"	"	"	ditto
William Broom	"	"	"	"	ditto
Will* Cummings	"	"	17th	"	ditto
Thomas Moore	"	"	19th	"	ditto
Joseph Horsfall	"	"	20th	"	ditto
John Grandier	"	"	21st	"	ditto
John O'Bryant 2nd	"	"	23rd	"	ditto
Freeman Robinson	"	"	24th	"	ditto
John Carroll	"	"	"	"	ditto
Henry Lucas	"	"	"	"	ditto
James [MS mutilated]	"	"	26th	"	Run in Philadelphia the 26th November 1799
William Seamore	"	"	27th	"	Discharged
Henry A Geddis	"	"	29th	Aug. 1799	Run in New York the 9th December 1799 --
Samuel Lewis	"	"	27th	Novr 98	Discharged
David Mercury	"	"	15th	July 99	Discharged October 6th 1799
Edmond Lowery	"	"	4th	Decr 98	Discharged
John Williams	"	"	1st	"	ditto
Savage Davis	"	"	18th	"	ditto
Vincent Seavor	"	"	20th	"	Run the 27th October taken up the 1st November 99
John Knight	"	"	22nd	"	Absent 6 days
John Bransgan	Boy	"	10th	Novr 98	Discharged
John Goodson	"	"	27th	"	ditto
Thomas Quinton Junr	"	"	28th	"	ditto
Joshua Perkonton	"	"	22nd	July [17]99	Discharged
John Decker	"	"	"	"	ditto
Charles Dickson	"	"	"	"	ditto

Muster Roll of the U. S. Brig *Richmond*, Lieutenant Cyrus Talbot, U. S. Navy, commanding—Continued

Names —	Rank	Date of appointment & Entrance	For what time Engaged or Entered	Remarks
Henry A Williams.....	Lt Marines.....	12 <sup>th</sup> Augt 98 1799		Came on board 18 <sup>th</sup> July 1799. Turned Over to the <i>Warren</i>
Joseph Nazary.....	Serjt Marines.....		Three Years.....	Promoted July 18 1799
John Lindsay.....	Corpl ditto.....	18 <sup>th</sup> July [17]99		Broke by order of Lt Hall & turned into the Ranks
Charles ORiley.....	Marine.....	"	"	
George Lattimore.....	"	"	"	
Joseph Obryant.....	"	"	"	
John Southward.....	"	"	"	
Nicholas Losey.....	"	"	"	
Jacob Lazer.....	"	"	"	
Henry Newman.....	"	"	"	
Amos Wilmot.....	"	"	"	Deserted Novr 7 <sup>th</sup> 1799
Bodwell Coffin.....	"	"	"	
W <sup>m</sup> Merchant.....	"	"	"	Deserted
Noah Greenwood.....	"	"	"	
John Robinson.....	"	"	"	
Samuel Godfrey.....	"	"	"	Deserted
Daniel Hill.....	"	"	"	Sick on shore in Norfolk Octr 9 <sup>th</sup> 1799 —
Joseph Hewit.....	"	"	"	
James White.....	"	"	"	
Peter Duffey.....	"	"	"	

[signed] CYRUS TALBOT

HON<sup>ble</sup> BENJ<sup>s</sup> STODDERT Esqr.  
*Secretary of the Navy*

[NDA. MR. Misc. Vol. 1, 1798-1844]



To Secretary of the Navy, from Captain Alexander Murray, U. S. Navy

U: S. Frigate *Insurgent*  
off the Harbour of St Piers 10<sup>th</sup> Dec<sup>r</sup> 1799.

BENJ<sup>r</sup> STODDERT Esq<sup>r</sup>

SIR Since my last respects to you of the 27<sup>th</sup> Nov<sup>r</sup> I have made a short Cruise off Deserada & from thence run down to Point Peter, to look into that Harbour where there appear'd to be but few vessels & from thence beat about under the lee of Marygalante & along the coast of Grandeterre to windward of Dominico, & finally off this Island in which range I never had sight of a single Privateer or Prize Vessel which doth appear very strange after the accounts we have had of their numbers for the route I have taken was said to be the very track in which they had done all the mischief or perhaps we have given them the Alarm as they do not like to hear of the *Insurgent* being on their Coast

Finding that it would not create more than a few hours detention, I have just sent my boat on shore to know if any letters had arrived there from you & am now on my way to Prince Rupert's bay for a little ballast & wood my Ship being too light from the long consumption of provisions. I expect to be there one or two days, after which I shall cruise for some time under the lee of Gaudaloupe & as far as St Martin's Occasionally

I have left orders here if any letters should arrive for me to have them sent to St Christophers at which place I expect to make my last call previous to my leaving the West Indies, & if I can get a supply of Provisions there, shall lengthen my cruise as long as possible —

Your Most Ob<sup>t</sup>

[NDA. A. Murray's LB, 1799–1805.]

To Peter Blight, Owner of Merchant Ship *China* from Abishai Thomas for Secretary of the Navy

[PHILADELPHIA]  
Navy Department 10<sup>th</sup> December 1799

PETER BLIGHT Esq<sup>r</sup>  
*Philad<sup>a</sup>* —

SIR The Secretary of the Navy requests M<sup>r</sup> Blight will be pleased to send to his office an order on the Captain of his Ship *China* or the Super Cargo, in favor of Captain James Sever of the *Congress* Frigate, Captain Edward Prebble of the *Essex*, or either of them for Sixty Barrels of Flour or more if they shall require it to be delivered in good order & well conditioned at the Island of Batavia for which they or either of them shall pay at the rate of 12 Dollars p<sup>r</sup> Barrell —

I am Sir

By order of the Sec<sup>y</sup>

Yr obed Servt

AB: THOMAS.

[NDA. GLB, Vol. 3, 1799.]

To Captain Samuel Barron, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

[U. S. Frigate] *Constellation* Dec<sup>r</sup> 10, 1799

SIR, To Answer your inquiry — whether Seamen Entering on board a Ship in the service of the United States — belonging to a British Ship at the time of Entering — ought on being Demanded to be delivered up or not — requires Mature deliberation — as it is a very delicate question which might involve a variety of others — and much will always depend, on the particular Circumstances connected with each case,

The Circular Instructions on the subject of Men being demanded, by foreign Officers direct — that Commanders are never to give up there Men but with Their Ships, I presume however that it was never the intention of the President, for any Captain to Enter the Men belonging to a foreign Ship trading to our ports especially if they were not citizens of the United States —

There being no Admiral, or Commander in Chief of the Navy that I know of, the Secretary of that department is the proper person for an Officer on the home Station to apply for information on the Subject in question — tho' as the Commandant, of a Squadron I would determine the conduct to be persude in such a Case as you have stated without hesitation on any station from home or at home (where I was Concerned) if an immediate decision was necessary —

I have the honor to be Sir your

Very Obedient humble Serv<sup>t</sup>

SAMUEL BARRON Esq<sup>r</sup>

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

To Murray & Mumford, New York, N. Y., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 10th December 1799*

Mess<sup>rs</sup> MURRAY & MUMFORD

*New York —*

GENTLEMEN I am honored with your letter of the 7<sup>th</sup> Inst Heretofore there have not been any Vessels appointed for the protection of our Trade up the Mediterranean & it is much to be regretted that we have none at present so situated that they can be employed on that service — There are two Frigates now equipping, the *Philadelphia*, at this port and the *Chesapeake* at Norfolk which it is contemplated to order on that Station as soon as they are ready for Sea which will probably be in all the month of March next, But it is not certain this will be the case —

According to the present views of the Government however, the probability is that it will

Thanking you for the Offer of the Cannon it is proper you should be informed that arrangements have been made to procure all that are or may be wanting for the Navy —

With great respect

I have the honor to be Gentlemen

Yr obed Servt

B[ENJAMIN] S[TODDERT]

To Master Commandant Timothy Newman, U. S. Navy from Secretary of the Navy

[PHILADELPHIA]

Navy Department 10th December 1799

Master Comm<sup>t</sup> TIMOTHY NEWMAN

of the *Warren* —

SIR Not doubting that the *Warren* will be ready for Sea, by the time you will receive this, it is the Presidents command, that you immediately proceed to the Havanna, taking under convoy such vessels as may be ready, but waiting not more than one or two days for any except it be a vessel on board of which Mess<sup>rs</sup> S. Higginson & Co may have shipped some provisions to go under your convoy for the public Vessels on the Havana Station

Perhaps M<sup>r</sup> Higginson has met with difficulty in getting a Vessel to take this provision, In which case, I hope you have been able to take a part of it on board of the *Warren* — Should it be otherwise, & no provisions are provided to go with you, it will not be a very great evil, as provisions can be had at the Havana nearly as cheap as in America —

At the Havanna you fall in with Capt<sup>n</sup> Bainbridge of the Brig *Norfolk*, who being your Senior Officer you will act under his Command But should he have left that station, which however is not probable, you will in that case be pleased to open the Letter herewith directed to him, consider it as addressed to yourself and govern yourself accordingly —

All prizes must be sent to the United States for condemnation, all their papers & at least a part of their Crews must always be sent with them, or they will not be condemned

You must never suffer Officers or seamen to leave your Ship without the Pursers certificate of the state of their Accounts with the ship

I request you will write me by all opp<sup>ts</sup>

Wishing you great Success

I have the honor to be Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

To Master Commandant William Bainbridge, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 10th December 1799

Capt<sup>n</sup> WILLIAM BAINBRIDGE

of the Brig *Norfolk*

on the Havanna Station

SIR This will be delivered to you by Captain Newman of the Ship *Warren*, who will place himself under your Command — I have given orders to send from Boston with this vessel provisions for 4 months for the *Norfolk*, and the *General Pinkney* [*Pinckney*], but it may happen, that none may go, in which case, you must apply to M<sup>r</sup> Morton our Consul at the Havanna for the necessary supplies He informs me Provisions are always to be had there as cheap as in America — At all events, neither your own, nor any vessel under your Command must return to America, for want of Provisions while they are to be had in the Islands —

It is always desireable to supply the provisions from this Country, and we shall always endeavor to do so, but should they at any time be wanted they must be obtained, taking care to attend to all possible economy — For every thing you get from M<sup>r</sup> Morton give him Bills on me distinguishing for what vessels the supplies are obtained —

The *Norfolk*, the *Warren* & the *Pinckney* will be more than sufficient for the protection of the Havana Trade — The President relies on your vigilance so to employ them as to suffer no French armed vessel to be seen any where near the Island of Cuba, to accomplish this it will be necessary that you keep the Vessels constantly cruising in different stations, and never two together, unless there should be good reason to apprehend an encounter with French Vessels of force, and superior to any one of those, of which I believe there can be but little danger —

With respect to our Merchant Vessels, you must give them all the protection in your power, but the only effectual way of giving them complete protection will be by capturing the French Privateers, or by pursuing them with such activity as to drive them out of these Seas — Still when you judge Convoy to be necessary, you will afford it to our Commerce, but judge for yourself and do not be influenced by the importunity of interested owners or Captains who to secure their own venture, would expose an hundred times the amount belonging to others —

Should any unforeseen event make it necessary for you to leave the station you will in that case deliver over this Letter to Captain Newman for his Government It is intended to keep up a constant force at the Havana, or should Captain Talbot make different arrangements for the protection of the Havana trade, you must with the Vessels under your Command obey his orders —

Whatever prizes you take must be sent to the United States for condemnation, their papers and at least a part of the Crew must always be sent with them otherwise they will not be Condemned, and never let an Officer or Seamen leave their vessel to return to the United States, on whatever pretence, without bringing with them a Certificate from the Purser of the state of their Accounts on leaving their Vessel

I request you will keep me informed of all material occurrences — Wishing you great Success — I have the honor to be

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799-1800.]

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To Major Commandant William W. Burrows, U. S. Marine Corps, from Second Lieutenant David Stickney, U. S. Marine Corps

U. S. SHIP *Merrimack* BOSTON HAR<sup>r</sup>

Dec<sup>r</sup> 10, 1799

Major BURROWS,

SIR, By this you will be inform'd of the Arrival of the *Merrimack*, & likewise of the detachment under my Command, who are all in good health, as by the Inspection Return, when you sent the particulars of the Marines Uniform, & what quantity they were allow'd for one year. it mentioned 2 pairs of shoes, only, the Officers on board of several other Ships, told me it was 4 pairs they were allow'd, mine has

rec<sup>d</sup> but 2, for the last year, In my last I sent on the 10 dollars, for the purpose of raising Musicians which I suppose you have rec<sup>d</sup>, you'll see by the return there are wanted one Fifer & two Privates for the detachment to consist of its first number, you'll inform me if I am to recruit them. I shall send the Marines recpt<sup>s</sup> for their last years Cloathing, & what pay I advanced them, & all my Acct<sup>s</sup> I exercise the Men every day when the weather & Ships Duty will admit of it, Sundays Excepted.

I am Sir Y<sup>r</sup> Ob<sup>t</sup> Serv<sup>t</sup>

DAVID STICKNEY,  
Lieut of Marines on board *Merrimack*

[MCA, LR, 1799.]

Extract from log-book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes, commanding, 10 to 11 December 1799

[Translation]

19th to 20th FRIMAIRE Year 8.

[Received?] the order to pass ahead, [sighted?] Désirade [Deseada] ahead of us, [we?] at once [crowded on ?] sail in order to close up on *La Vengeance*. I hailed the [officer of the deck ?] on board the flagship to drop astern and [mutilated] follow in my wake and to crowd on sail in order to [anchor ?] before daybreak.

At 3 o'clock in the morning we anchored below [Fort] Fleur de l'épée [Grande Terre, Guadeloupe] *La Vengeance* anchored near us in 6 fathoms of water gravel and sand bottom, received orders not to communicate with the shore.

At 8 o'clock the Harbor Master came on board at 9.30 we got under way and anchored  $\frac{1}{2}$  hour later in the Port de la Liberté in 6 fathoms mud bottom moored with a kedge anchor. No. and South At 11.30 [?] the agents went ashore the frigate *La Vengeance* flying colors from the main-mast, fired a salute of 21 guns for the said agents.

[Boston Athenaeum, NDA photostat.]

Extract from log book of the American Merchant Brig *Columbea*,  
Tuesday, 10 December 1799

Beings with Plesent Wether the Land to Southard of Hus we cant Tell what Land it is very Well Becase the Curent Deceived Hus at 2 P M Haled our Wind to the Southard

At 3 A M. Sounded 7 fatham Water Taked to the Nored at 6 taked to the Southard at Mer<sup>d</sup> taked to the Nored the Land Under our Lee A Bute. 8 Miles

[Latitude Observed 19° 47' N.]

[MSB, New London, Conn.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Tuesday, 10 December 1799

Fresh Breezes and cloudy. At 1 Saw a strange sail bearing E S E Gave chace. Tackd as nessasary to chace to windward @ 4 answerd the American, private Signal of one of the United States Ships @

half past 4 Shortn'd sail and Brought too U S Ship *Herald* in company Lieutenant Russel waited on Captain Talbot, @ 5 parted company and Gave chase to a sail to windw<sup>d</sup> @ 6 Boarded the chase an American Schooner from Newyork bound to Jamaica @  $\frac{1}{2}$  p<sup>r</sup> 6 filld and made sail to work to windward the East end of Tortudas S E by S 4 leagues @ 12 fresh breezes and squally with rain @ [space] Carryd away the fore topmast springstay, Rec<sup>d</sup> from M<sup>r</sup> Moore the Gunner a quantity of 8 $\frac{1}{2}$  Inch rope for Topmast Backstays

At 12 Meredian Squally with rain made and shortnd sail as the state of the weather would permit, the East extreem of Tortudas South 3 leagues

[NYHS, NHSC.]

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Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding, U. S. Ship *Ganges*, 10 December 1799

At 3 got under way proceeded down the [York?] river. —

[NA.]

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To Captain James Sever, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department December 11<sup>th</sup> 1799

Captain JAMES SEVER  
of the *Congress* —

SIR On the 3<sup>rd</sup> Inst I wrote you that the *Congress* and *Essex* Frigates were destined to act as convoy to whatever Merchant Vessels might want it, all the way to Batavia —

I now enclose you a list of provisions supplies which were ordered to be shipped on board Merchant Vessels, partly at this place, & partly at New York for the use of the Frigates to be delivered over to you and Captain Prebble on your arrival at Batavia — Molasses and Rice are not included in the list, they can be had cheap at Batavia — Flour to the amount of 60 Barrels, if so much shall be wanting for both Vessels you are to obtain from M<sup>r</sup> Blights Ship *China* Captain Josiah, an order for which is enclosed, at the Philadelphia price Viz; Twelve Dollars p<sup>r</sup> Barrell, which you are to pay there, and if there should be a deficiency of Bread, which may possibly happen, you may take more flour, so as to insure to your Crews a sufficient supply until your return — a double portion of Indian Meal is ordered, also to aid in case of deficiency —

Rum is not among the enumerated articles but there is Wine and Porter as substitutes, and you may obtain arrack at Batavia, of this article however you must be extremely cautious, that your people make not too free use, it is said to be very prejudicial to the health of American Seamen, if used freely, — keeping therefore this in view, you will consult with Captain Prebble, and if you shall judge it necessary to have a supply of rum, in addition to what you may have already on board, and you can take it in, or it can be shipped on board a Merchant Vessel under your convoy, Mess<sup>rs</sup> Gibbs & Channing have directions to furnish it as well as whatever other articles either of the Frigates may want — Potatoes and Fish being perishable articles none are sent. Sourkrout, is an excellent substi-

tute for the first, as far as the quantity, which is all that could be had, will suffice, and you may, no doubt procure vegetables on the Island, & at other places where you may call for water — There is an ample supply of Beef, Pork, Butter and Cheese to suffice for the want of Fish —

Probably there may be a greater quantity sent of some, and less of others, of the articles enumerated in the List, in which case, you and Captain Prebble may make the division according to the respective numbers of your Crews —

The Vessels which carry the articles Shipped at this place are

the *John Bulkely*, Captain Stockely  
*Dominick Terry*, Cap<sup>t</sup> Jn<sup>o</sup> Fleming &  
 the *China*, Captain James Josiah

Mess<sup>rs</sup> James & Ebenezar Watson of New York will inform you on board what ship they put the articles ordered from thence, unless they have been obliged to send them by a small vessel to Newport, in which case, You must in concert with Mess<sup>rs</sup> Gibbs and Channing, make the best disposition for getting them forward in your power — these articles are 60,000 lb Bread 600 Gallons Teneriffe Wine, and 400 Bushels Beans or Peas —

Muskits, Powder, and Clothing for the Marines, to make up the deficiency of those articles on board the Frigates I presume will be ready for you at New Port by the time you are ready to receive them — The Muskits, Powder and Clothing will go from hence in the [Merchant] Brig *Delaware* Cap<sup>t</sup> Dumphy to Sail immediately for Rhode Island & thence to Batavia — The Pistols are ordered from New York —

Twelve thousand Dollars in Specie will be paid into your hands and Cap<sup>t</sup> Prebble's for the use of the Frigates at Batavia or wherever else on the Voyage you may want it by Mess<sup>rs</sup> Gibbs & Channing — These Gentlemen will also advance to such of the Officers as may want it for their immediate accomodation such sums as may be necessary to render them comfortable on the voyage, and if the Pursers have not already received them at Boston & Salem, they should get from Mess<sup>rs</sup> Gibbs & Channing full supplies of slops for the men —

Having thus taken care of every thing depending on me, which I conceive necessary to make your voyage comfortable, I have now to add the Presidents direction, that you proceed with the *Congress* & the *Essex* from Rhode Island, as soon as you are prepared, to Batavia, taking under convoy such merchant Vessels as may have joined you — A very large amount of American property has gone and is going to Batavia and the principal object of your Voyage is to protect it where there is most danger in the vicinity of Batavia, particularly in the Streights of Sunda, and for the security of the property already gone, it is highly desirable, that you should arrive at your destination as early as possible, and altho you must attend to such vessels as place themselves under your convoy, and if practicable without defeating the principal object, see them safe to Batavia, — Yet the Merchants understand that you are not to be unreasonably delayed for the sake of any dull sailing Vessels — Should any such be with you, & that you find that they retard you considerably, you must leave them for infinitely more than the value

of one or two vessels may be lost by your being long delayed on the voyage

The policy of the French Government seems to be, to give all possible encouragement to the Privateering system — their regulations seem intended to cover the seas with strong privateers — It is not to be doubted, that they will know of the immense amount of American property bound to Batavia, nor that they will make efforts to intercept it particularly on its return —

The American Trade will it is presumed leave Batavia about May next You will return with the greatest number of Vessels to be collected, and use all your endeavors to see them safe back to the United States —

Should any unforeseen event prevent either of the Frigates proceeding on this voyage, the one able to proceed must go alone — A copy of these Instructions is therefore sent to Capt<sup>a</sup> Prebble, that if it should be his fortune to go alone, he may proceed without waiting for further orders — In this case, the q<sup>ty</sup> of provisions &c sent to Batavia will be greatly too much, & the Commanding Officer must in *such event* have the surplus disposed of for Bills on the United States — this I understand can be done to the Merchant Vessels not only without loss, but to profit —

I have fears that you may suffer for want of water — You can water at the Cape of Good Hope, and I hope take in enough there to last you until your return to that place — As the water is very bad, and will produce sickness among your crew which ought to be prevented by every prudent means in your power, but this I understand it will be impossible to prevent if you remain inactive even a few weeks at Batavia —

While you are on that Station therefore the health of your Crew will depend upon your being employed in cruising — You must find out there where you can cruise to most advantage for the protection of our Trade with the East Indies, and so employ the Frigates until it be time to return which as already observed will be about May.

Should you capture French armed Vessels you must do the best you can to get them to the United States with the prisoners taken on board — But if it should be inconvenient to send in the Prisoners, you must let them go, taking receipts from the Officers to serve in any negotiation for an Exchange, but it will be proper that you bring two or three persons belonging to each vessel, who will be on the trial for condemnation — If you should capture about Batavia, any such vessels, you may probably agree with the Merchants to bring them to the United States — On these points you must judge, and act with sound discretion.

The President desires me to express his high confidence in your Zeal and Talents, and that the service upon which you are now ordered will be performed with Credit to yourself, and Captain Prebble & to the great satisfaction of the Merchants —

Wishing you great success & Glory —

I have the honor to be Sir

Y<sup>r</sup> most obed<sup>t</sup> Serv<sup>t</sup>

B[ENJAMIN] S[TODDERT]

P. S. Bills of Lading for the articles shipped from hence will be forwarded to you tomorrow —



[Enclosure]

List of Provisions for U. S. Frigates *Congress* and *Essex*, on arrival at Batavia

List of provision supplies ordered to be Shipped on board Merchant Vessels at Philadelphia and New York, for the use of the Frigates *Congress* 340 Men, and *Essex* 260 Men, to be delivered to them on their arrival at Batavia.

	For the <i>Congress</i>	For the <i>Essex</i>	Total
Beef.....	133 B'ls.....	102 B'ls.....	235.
Pork.....	133 ".....	102 ".....	235.
Butter.....	906 lb.....	694 lb.....	1,600.
Cheese.....	6,800 ".....	5,200 ".....	12,000.
Candles, half Wax.....	510 ".....	390 ".....	900.
Vinegar.....	732 Gall.....	568 Gall.....	1,300.
Beans or Pease.....	226 Bushl.....	174 Bushl.....	400.
Soap.....	566 lb.....	434 lb.....	1,000.
Indian Meal.....	42 B'ls.....	32 B'ls.....	74.
Bread.....	554 Ct.....	424 Ct.....	978.
Sour Krout.....	10 ½ B'ls.....	7 ½ B'ls.....	18.
Porter.....	57 B'ls.....	43 B'ls.....	100.—
Teneriffe Wine.....	1,133 Gall.....	867 Gall.....	2,000.
Essence of Spruce.....	34 lb.....	26 lb.....	60.—
Lamp Oil.....	73 Gall.....	47 Gall.....	120.—

Navy department 9. Dec<sup>r</sup> 1799. For the Secretary

AB. THOMAS

[LC, J. Sever Papers, NDA photostat.]

To Captain Edward Preble, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department December 11<sup>th</sup> 1799

Capt<sup>r</sup> EDWARD PREBBLE  
of the Frigate *Essex*

SIR On the 3<sup>rd</sup> Inst I wrote you that the *Congress* and *Essex* Frigates were destined to act as Convoy to whatever Merchant Vessels might want it, all the way to Batavia.

~~See~~ See Letter to Captain James Sever of the *Congress* Folio 114 [dated 11 December 1799] copy of which was at same time forwarded to Captain Prebble with the following addition —

The foregoing is the Copy of Captain Severs instructions, which are also yours — I have nothing to add but the Presidents confidence & my best wishes for your success & honor

B[ENJAMIN] S[TODDERT —]

[NDA. OSW, Vol. 3, 1799–1800.]

To Secretary of the Navy from Captain Edward Preble, U. S. Navy

SALEM 11<sup>th</sup> Dec<sup>r</sup> 1799

SIR, I have the honor to acknowledge the receipt of your letters of the 2<sup>d</sup> Ins<sup>t</sup> The Commission for Lieut Lee, and the Warrants for the Gunner — Boatswain and the eight Midshipmen shall be imme-

diately delivered to them, they will take the oath & their acceptance will be forwarded the necessary additional slops are providing and will be ready in three days, as will the additional quantity of provisions, The packet which I mentioned in my last I expected from Boston with Shot and other Stores has not yet reachd here, but has every thing on board that is to come from Boston, and it is probable will be here to night, as She was to sail this morning, I regret exceedingly that it is not possible to sail from this in time to reach New port by the 15<sup>th</sup> but every exertion is making to get the ship away and I am determined to sail by the 19<sup>th</sup> or 20<sup>th</sup> at the farthest, and am in hopes the Winds will favour my reaching that place by the 24<sup>th</sup> which I hope will be in season for the important object in view, you may rely on it not one hour shall be lost —

I have the honor to be with great respect Sir, Your most Obed<sup>t</sup> Hum<sup>ble</sup> Ser<sup>vt</sup>

EP. —

[EDWARD PREBLE]

M<sup>r</sup> Sam<sup>l</sup> Allen, of Boston I have nominated a Midshipman, he is well recommended & has been very active in recruiting service.

[LC, EPP, 1799—1800, Vol. 2.]

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To Captain George Little, U. S. Navy, from Lieutenant William Maley,  
U. S. Navy

At Sea on board the *Experiment* Dec<sup>r</sup> 11<sup>th</sup> 1799.

Cap<sup>t</sup> Maleys

Compliments to Captain Little and begs him to accept of a few Potatoes, and a few Trifles for his Son

Sir I would thank you to spare me three Sheets of Copper as my Masts and Boom are very much Chafed, on my return last evening I arrested M<sup>r</sup> Lapham, I found him quite Crazy, he had neither Tackles nor any thing in reddiness to take in the Boats, likewise find that he was knowing to my mens running away, and hast told my Doctor and others his intention of leaving me the first time he gets on shore

Sir am with respect your obedient servant

WILLIAM MALEY

Cap<sup>t</sup> LITTLE

N. B. if Possible I beg you would Spare me 2 Fishes for my Boom

[F. D. Roosevelt Collection.]

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To Captain Nicholas Johnson, Navy Agent, Newburyport, Mass., from Stephen Higginson, Navy Agent, Boston, Mass.

BOSTON Dec<sup>r</sup> 11. 1799 —

Cap<sup>t</sup> NICHOLAS JOHNSON

SIR The *Merrimack* has arrived here & wants caulking in her Decks & upper works, & M<sup>r</sup> Hart wishes to have M<sup>r</sup> Knap & four or five good hands to come up in the Stage to help caulk her, as we wish to have her finished in five or six good days, & can not get good

hands enough here to do her — will you be so good to see M<sup>r</sup> Knap & get him to come up & bring some good Men by the first Stage, or to let me know if he can not come nor others who are good. —

I am Sir your hum Serv

STEPHEN HIGGINSON

[HS of Old Newbury, Original.]

To Archibald Campbell, Navy Agent, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 11th December 1799*

ARCHIBALD CAMPBELL Esq<sup>r</sup>  
Baltimore —

SIR I am honored with your letter of the 8<sup>th</sup> Inst — The *Montezuma* I think is well sold — No idea is entertained of buying at Baltimore through other than the Agent there, the supplies required at that place, which will principally consist of articles necessary to keep the vessels in service supplied M<sup>r</sup> Yellots Agency, ends with the Schooners and the settlement of his Accounts —

The Merchants have no right to express discontent for a want of protection to their West India Commerce — All the protection our Vessels could afford, has been afforded to every part of the Trade — It ought not to be expected that we are to accomplish with 20 Vessels what the British cannot do with hundreds —

Porto Rico has always been attended to — for 2 months two vessels have been cruising about that Island, besides orders to the Commanding Officer at Norfolk at Saint Kitts, and to the one at Cape Francois, to scour it continually with the Vessels under their Command — But if all the Vessels we have were employed on that Island alone, we could not prevent some captures, particularly captures of those Vessels desirous of being taken of which there are many — Besides from Porto Rico a vessel will appear Spanish to our Cruisers with a Spanish Com<sup>d</sup> to our Merch<sup>t</sup> Vessels a French Privateer — I know that human industry could not have effected more for our trade, than has been done with our means — this is bold but true —

I am with great respect

Dear Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799.]

To John Morton, U. S. Consul, Havana, Cuba, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 11<sup>th</sup> December 1799*

JOHN MORTON Esq<sup>r</sup>  
Consul at the Havana

SIR Enclosed you will receive the account of M<sup>r</sup> Joseph de Yznardi late Navy Agent at the Havanna, which you will be pleased to settle with him, and receive for account of the United States, the Balance which shall be found due — No doubt M<sup>r</sup> Yznardi may have claims

against the Public which are not comprehended in the enclosed statement all which being in your opinion fair Charges you will admit to his Credit so as to bring his accounts to a final close —

There were some public provisions in his hands which he was instructed to sell, the proceeds of which have not yet been accounted for. Be pleased to advert to this circumstance in the settlement — Finally let his statement appear fair or not, my object is to effect a complete settlement, and close of Accounts — You will therefore be so good as to govern Yourself accordingly —

I have the honor to be

Sir

Yr obed Servt

PS — You will please when necessary supply our Public Vessels with provisions taking the Captains Bills on me

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799.]

[Enclosure]

To Joseph de Yznardi, late Navy Agent, Havana, Cuba, from Secretary of the Navy

Statement of M<sup>r</sup> YZNARDI's Account

1799

December 11th — Balance due the Navy Department . . . \$2000  
To proceeds of Provisions &c sold by you .

NAVY DEPARTMENT

11th December 1799

SIR Please to settle with John Morton Esquire the above Account, and pay to him the Balance due to the United States

I am

Yr obed Servt

Sign<sup>d</sup>

B[ENJAMIN] S[TODDERT]

Secretary of the Navy.

JOSEPH DE YZNARDI Esq<sup>r</sup>

Havana

[NDA. GLB, Vol. 3, 1799.]

[11–12 December 1799]

Extracts from letter from Captain Waters of the private armed Ship *Atlantic*, belonging to the East India Company of North America, concerning action, while in company with the armed Ship *Eltia Ann*, with a French privateer

(We yesterday gave an account of the gallant defence made by Capt. Waters and the crew of the ship *Atlantic*, belonging to the East-India Company of North America. We have now the pleasure of laying before the public many additional particulars of that action, in which the courage and skill of Capt. Waters were so conspicuous. They are taken from a letter written by Captain Waters to his friend in this city, dated Calcutta, Dec. 29, 1799.)

"We sailed from the Cape of Good Hope on the 24th of September, in company with the English Company's extra ship *Britannia*, mounting 12 nine pounders, and 65 or 70 men, commanded by ——— Palmer. Previous to our departure from the Cape, capt. P. had agreed

to keep us company as far as Achun Head, he being bound for Madrass. On 8th October, in lat. 38, 39, S. long. 59, 48, E. at 1 P. M. a ship, which had been chasing us for some hours, being about 2 miles distant, shewed her colours: we immediately shewed our's, as also did Palmer his. At half past 1 the stranger changed his colours and fired a gun to windward. I then made a signal to speak the *Britannia*, she being ahead; but instead of answering our signal, the noble capt. P. (his ship having much the superiority in sailing) spread every inch of canvass he could carry, and with his broad pendant flying, ran off and left us. Finding capt. P. had no inclination to assist, and that we had no other alternative than fighting, should the stranger be an enemy, I shortened sail and prepared our ship for action. At 3 the stranger being about a mile distant, altered his course, and stood in a direction for the *Britannia*, and we soon lost sight of both ships.

"The weather was so extremely thick that we could not any time discover what the colours were shewn by the strange ship. On the 13th Nov. in lat. 00, 4, N. long. 95, 30, E. spoke another extra ship, called the *Eliza Ann*, capt. John Barker, out 5 months from London, and in a very distressed situation for want of every necessary. He had only 3 officers and 7 men capable of duty, having lost near forty of his crew with the scurvy, and many down with the same disorder. We rendered him every assistance in our power. Capt. Barker and his passengers (17 in number, being cadets in the Company's service) were extremely anxious for us to keep company with their ship, they being also bound for Bengal. I consulted Mr. Reid, and agreed to keep company. On the 11th Dec. in lat. 20, 8, N. long. 91, 50, E. being 55 fathoms water off Anacan river, at meridian discovered a ship to the eastward, standing for us. I immediately tacked, in company with the *Eliza Ann*, and stood to the westward — At 2 P. M. finding the strange ship was coming up with us very fast, I spoke capt. B. and we judged it best to bring too, and prepare for action, which we accordingly did; At 4 I shewed our colours, capt. B. also shewed his. The stranger immediately shewed English colours, and kept down for us. At 5, she being within gun shot, hauled down the English and hoisted French colours, and immediately began firing on the *Eliza Ann*, which was instantly returned by capt. B. — At a quarter past 5 she also commenced firing on our ship, and I immediately returned the compliment. Our situation was now about a quarter of a mile upon the *Eliza Ann's* weather bow, and about half a mile distant from the enemy, she being to windward. — At half past 5, finding our main mast head, main top mast, and several other spars badly wounded, our rigging much cut, and that we were too far distant for our carronades to have a good effect, wore round and hauled by the wind, in order to get under the stern of the enemy — all of us keeping up a constant fire. At sun set we being pretty near and he discovering our design, he filled and shot ahead; he also ceased firing and went out of gun shot, where he remained during the night. We were employed most part of the night in knotting and splicing our rigging, &c. Upon the enemy's leaving us, I bore down and spoke capt. B. who informed that his shot were nearly all expended having only about 30 left.

"We then agreed, that if the enemy should make another attempt, I would endeavor to lay him along side, close on board, and that capt.

B. should take the most advantageous situation he could, and make the best use of what few rounds he had left.

"At sun rise on the 12th, the enemy again bore down on us. At a quarter past seven, A. M. he being pretty near, I observed grapplings fixed to his fore and main yard arms, as also others suspended from his yards. The enemy was then on our weather quarter, and the *Eliza Ann* on a line ahead of our ship. I plainly discovered, that the enemy's intention was to board, that our ship was his object, and that he meant to board on our stern.

"I immediately wore round on the other tack, by which means he was completely outmanœuvred, and his object could not be effected. At half past seven, the enemy being within pistol shot on our weather beam, I recommenced the engagement, by discharging a broadside of round & grape, together with the blunderbusses and musquetry, 40 in number, some of us firing two at once. The water was so extremely smooth and the wind light, that every shot must have gone on board him. — He immediately brought to on our weather bow, and gave us his fire; but such was their confusion that it was extremely ill-directed. — We having another broadside ready, I immediately filled, and shot abreast of him, where we lay, distant about 70 yards, very warmly engaged until three quarters past eight, when he made sail from us, having both his pumps working — We immediately gave three cheers, beat up our old tune of *Yankee Doodle*, and made sail after him; firing whenever we could get a gun to bear.

"At ten, finding we could not come up with the chase, we hauled by the wind and kept on our course to the N. W. the enemy steering to the W. S. W.

"The ship we engaged was a very beautiful long low ship, mounting 24 long twelve pounders on one deck, with swivels, cohorns, &c. on her gang ways and in her tops. Our ship suffered considerably in her hull, having the bulwark on one side almost entirely stove in, almost every rope in the ship cut, our sails shot to pieces, and spars very much wounded.

"There were 30 twelve-pound shot passed through our main-top-sail, besides 20 of bar, iron bolts, &c. and but few of our sails shared a better fate.

"Although the enemy left our ship in a very shattered state, I am happy to have it in my power to say, that there were none of our crew materially hurt, and that every person on board discovered the spirit becoming an American, contending for his rights.

"I must also acknowledge the very spirited behaviour of Capt. Barker. Although his force was inconsiderable, having only eleven 4 pounders (his crew I mentioned before). — He did as much as any man could, under similar circumstances.

"Since our arrival here, I am informed, that the ship we engaged is well known in this country; that she mounts 24 long brass twelve pounders on one deck; that she was sent with another vessel of equal force, from France, to cruise in the Indian seas, and that they have captured a number of ships in the Bay of Bengal. I have nothing more to add, except that we arrived at the Sand-Heads to a pilot on the 15th, and at this place on the 24th inst."

(We understand the Company have it in contemplation to pay an honorable regard to the gallant and meritorious conduct of Capt. Waters.)

[LC, "Claypoole's American Daily Advertiser", (Phila.), 3 May 1800.]

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Extract from log book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes, commanding. 11 to 12 December 1799

[Translation]

[Anchored in Port de la Liberté near Fort Fleur de l'épée, Grande Terre, Guadeloupe.]

20th to 21st FRIMAIRE

At 1 o'clock the commander permitted communication with the shore by signal. All night light [breezes ?] At [mutilated] in the morning the agents came on board *Le Berceau* [mutilated] *Vengeance*, we dressed ship.

[Boston Athenaeum, NDA photostat.]

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Extract from log book of the American Merchant Brig *Columbea*,  
Wednesday, 11 December 1799

Beings with Plesent Wether and Light Breses Whe find to be the Land on Cap Catoche at 6 Taked to the S<sup>o</sup> and E<sup>d</sup> at 8 P M. taked to the N<sup>o</sup> and E. At 2 A M taked to the S<sup>o</sup> and E<sup>d</sup> at 4 K<sup>d</sup> N<sup>o</sup> and E<sup>d</sup> at 6 taked to the Southard At 10 taked to the N<sup>o</sup> and E<sup>d</sup> the Latter fresh Breses & A Havey Swell from the N E

[Latitude Observed 20° 49' N.]

[MSB, New London, Conn.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Wednesday, 11 December 1799

Strong Gales and Rain, @ 1 down Fore Top Gallant Y<sup>d</sup> and close reefd the Topsail @ three heavy squalls and rain Single Reefd the courses Wore as nessasary to keep clear of the land @ 5 the Middle of Tortudas S S E 4 leagues, @ 12 moderate wore to the southward and came to the wind

@ 3 saw the land bearing S by W wore to the Northward

AM. @ 6 Wore to the southward, @ 8 more moderate made sail to work to windward the north side of Tortudas

Loos'd sails to dry

Employd washing and fumigating between decks

At 12 fresh breezes and clear weath<sup>r</sup> the Middle part of Tortudas South 4 leagues

[Latitude Observed 20° 28' N.]

[NYHS, NHSC.]

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Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding  
U. S. Ship *Ganges*, 11 December 1799

At 5 weighed anchor, & at 2 P. M. came to, off Mud fort. —

[NA.]

To Captain Robert Gill, Navy Storekeeper, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 12th December 1799

Capt<sup>n</sup> ROBERT GILL

SIR Be pleased to deliver to Mess<sup>rs</sup> Thomas & Peter Mackie all the articles which you may have in Store belonging to the late French armed Schooner *La Magicienne* [formerly U. S. schooner *Retaliation*], she having been sold to them with all her Tackle, Apparrel Furniture &c pursuant to a decree of the District Court of Pennsylvania dated the 29<sup>th</sup> day of November 1799 — I am Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799.]

To Lieutenant John Mulloyny, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 12th December 1799

Capt<sup>n</sup> JOHN MULLOWNY  
of the *Ganges* —

SIR The *Ganges* being ready for Sea it is the command of the President that taking under your Convoy any Vessels bound for the Windward Islands and the Ship *Harry* Captain Boyd, and the Brig *Sally* Captain Mason, bound for New Carthage you proceed with the first fair Wind to sea & that after seeing the Vessels bound to the Windward Islands to their destination, you go on with those bound for Carthage to that port where you will leave them, and employ your Ship for 5 or 6 weeks in cruising for the protection of our Commerce & for the Capture of the French armed Vessels on the South side of the Island of Saint Domingo, from thence you will go through the Mona passage to the North side of Porto Rico and round the East end of that Island, and thence back again to Carthage, touching at Curacao on your way —

After having thus cruised for a few weeks and got back to Carthage, you will return from thence, taking under your Convoy the 2 Vessels you convoyed thither, & any others that may offer to the United States by way of Cape Catouche, cruising from thence & from the West end of Cuba to the Havanna, at which place you will take any Vessels ready for the United States under convoy & proceed to the river Delaware, taking care to have ready by the time of your arrival returns of such provisions and stores as you will require for another Cruise — Should any money be offered you to bring to the United States, you will receive it, and deliver it as directed or to the Bank of the United States —

Wishing you a safe & prosperous cruise

I have the honor to be

Sir Yr obed Servt

B[ENJAMIN] S[TODDERT]

[P. S.] N. D — 13<sup>th</sup> December 1799

The Weather is becoming so threatening that it will be unsafe for you to remain in the Delaware — I understand the Sails are not all sent down — If you should have every thing else ready it will



not do for you to be detained for want of a few Sails, which I presume you can do without —

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799–1800.]

To Captain Robert Gill, Navy Storekeeper, from Abishai Thomas for Secretary of the Navy

[PHILADELPHIA]

*Navy Department 12<sup>th</sup> December 1799*

Capt<sup>d</sup> ROBERT GILL

SIR Be pleased to deliver to M<sup>r</sup> Stephen Merrill, Purser of the Ship *Ganges* 93 Shirts, 98 Frocks, 78 Upper Jacketts, 90 Duck ditto 117 Under ditto, 49 pairs Flannel Drawers, 55 pair Woolen Overalls, 100 pair Linnen D<sup>o</sup> 116 pair Shoes, 60 Blankets 80 Mattrasses & 60 Hatts for the Crew of that Vessell

I am Sir

By order of the Secretary of the Navy

Yr obed Servt

AB THOMAS.

[NDA. GLB, Vol. 3, 1799.]

To Secretary of State from George Hally or Hally, U. S. Consul, Isle of France

*ISLE OF FRANCE December 12<sup>th</sup> 1799*

Honourable TIMOTHY PICKERING

SIR, I had the honour to address you on the tenth of August last via Boston per Ship *Sally* Captain Pierpont a duplicate of which, I herewith transmit you.

On the fifth of September I received a Letter from the Administrateurs Generaux of this Colony with permission to resume and exercise my functions and also the Governor General's Proclamation: Copies of which I now inclose you, by these it appears that the Directory of France have changed their conduct in respect to the United States, and given direction for a partial discontinuance of depredation's and insults upon our Commerce. —

I have the honour to inform you of the situation of the American Ship *Russell* of New-port, State of Rhode Island William Wood Master, this ship was captured by the french Privateer Brig *Hazard* of this port Cap<sup>t</sup> Perou (the same which captured Cap<sup>t</sup> Suter as I informed you in my last) in the Streight's of Sunda and ordered here for tryal Perou took out the Crew put them in irons and sent them to Batavia altho' no resistance whatever was made by Cap<sup>t</sup> Wood, he having neither a Letter of Marque or Commission of War She has passed through the Tribunal of Commerce and been acquitted, the only ground upon which the Captors could found any pretext for Condemnation of this Ship, was that of her having no Roll of Equipage.

The want of this to be sure is sufficient to Condemn any American Vessel, but in this case there was strong presumption (though no positive legal proof) that Cap<sup>t</sup> Wood had a Roll of Equipage when he delivered up the Ships papers to Cap<sup>t</sup> Perou, among which it was Supposed to have been — this presumption and the last News that no rupture exist's between the United States & France, induced the

court to lean in favour of the Americans but she is yet the court of appeal to pass thro' (the Captors having appealed) which is a composition made up not of so pure and independant minds as the Tribunal of Commerce; what the decision may be there its hard to say, but I think she must be acquitted even in that court, — because a few days since the Administrateurs Generaux received dispatches from the high Regency of Batavia complaining of the unjust taking of the Ship *Russell*, she being at the time of Capture at anchor in their Waters, and under their jurisdiction and protection. Consequently their Original taking by Perou was illegal in all respects; this will be urged by the Counsel for Cap<sup>t</sup> Wood; I addressed the Governor for that part of the dispatches from the high Regency of Batavia which relate to the *Russell* which he sent me, I inclose you a Copy thereof —

The Opinion here is now changed and in some degree more in favour of the Americans, they feel the want of a free intercourse with the United States and reprobate in some measure, the past conduct of this Government —

The Naval forces out of this Colony hath received a very Considerable check within the last nine months, which has been as follows Viz<sup>t</sup>

Frigate *La Forte* of fifty four guns (perhaps the finest frigate in the french Marine) taken on the coast of India by the English frigate *Cybell* or *Sibilly*.

Frigate *La Preneuse* of fifty four guns chased by the English a few days since off this Port, ran on shore & destroyed by them. —

Corsair, *L'Ephigénie* of twenty guns Sunk at Sea about three months Since in an Engagement with an English Corvette which was blown up, both perished —

*Luni* of twenty six guns returned from a cruize on the Coast of India and now employed in the Merchant's Service and bound on a Voyage to Batavia.

The Whole present existing Marine Force of this Colony all now cruising is, Viz<sup>t</sup>

*La Clarisse* of twenty Guns Commissioned from the French Republic and arrived about eighteen months past and has made two cruizes since:

*La Confiance* twenty brass twelve pounders commissioned from the French Republic arrived here about four months past.

Brig *General Malartic* fourteen guns, commissioned by the Governor of this Colony.

Brig *L'Eclair* fourteen guns Sailed nine months ago cruising on the west coast of Africa.

Brig *Hasard* of two guns and fifty men

Brig *La Laurette* of two guns and Sixty two men. —

On the Twenty third September a conspiracy was detected here against the Government, it's object was as 'tis Said, to depose the Present Governor, behead the Ordonator General, the Mayor and some of the heads of the Assembly, and to transport a number of others to Madagascar; but happily it was timely discovered, and thereby, bloodshed, Massacre & anarchy prevented; Seventy persons were arrested and in three days sent to France on board of a corvette then in the Roads — I have nothing further of moment to observe,

at this time, I hope to be able to forward this shortly, either by way of Rio deplata or Cap of Good-hope, by some Neutral Ship.

I have the honour to be,

Sir,

With highest Esteem & Respect  
Your most obedient & hum<sup>e</sup> Serv<sup>t</sup>

GEO. HAILY [OR HALLY]

[SDA. Port Louis, Vol. 1, 1794–1834.]

Extract from log book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes, commanding 12 to 13 December 1799

[Translation]

[Anchored in Port de la Liberté near Fort Fleur de l'épée, Grande Terre, Guadeloupe.]

21st to 22nd FRIMAIRE

The day and the night fair weather at 5 o'clock sounded the usual call to quarters.

[Boston Athenaeum, NDA photostat.]

Extract from log book of the American Merchant Brig *Columbea*,  
Thursday, 12 December 1799

Begins with pleasant weather and light Breeses

At 6 P. M. Cape Catoche Bore S W by W Dis<sup>t</sup> 5 or 6 leagues

The middle part clear pleasant weather at 6 A. M. set the steering Sails

The latter part fresh Breeses and flying Clouds.

[Latitude Observed 23° 04' N.]

[MSB, New London, Conn.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Thursday, 12 December 1799

Fresh Breezes and squally, employd working to windw<sup>d</sup> the north side of Tortudas and Birthing the ships companys hammocks, @ 5 saw a strange sail bearing E. S. E. made sail in chace, @ 6 fir'd a gun to bring too the chace @ half p<sup>t</sup> 6 boarded her an american Schooner from Cape francois bound to Gonaives, @ 7 fild and made sail to the Northward the middle part of tortudas south two or three leagues.

Made and shortnd sail as occasionally to keep clear of the [land] during the night @ 12 Midnight fresh breezes and cloudy @ daylight saw a strange sail bearing N by E tackd to the Northward up Fore top Gallant yard made sail and gave chace, @ half past 6 observed the chace to be Steer<sup>s</sup> to the Westward bore up and set studding sail, @ half past 9 shortnd sail and boarded the chace an american Brig from South carolina bound to Jamaica Employd Gammoning the Bowsprit @ 10 Made sail to the southward @ 12 fresh Breezes and clear weather Tortudas SW by W 7 leagues

[Latitude Observed 20° 33' N.]

[NYHS, NHSC.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of the U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, 12 December 1799

[Salem, Mass.] A sloop from Boston and one from Salem discharging their cargoes of Shot, provisions & stores into the *Essex*. Officers receiving them.

[LC, EPP, 1799–1800.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, 12 December 1799

At 6 AM under way at 4 P.M came to off New Castle  
[NA.]

To Captain Christopher R. Perry, U. S. Navy, and Captain George Little, U. S. Navy, from Citizen Lobre

[Translation]

On board the frigate *Boston*, 13 December 1799.

Citizen LOBRE, rigger of the lugger *Republicain De Lorraine*,  
To MESSRS PERRY, Commander of the frigate *General Green*, and  
LITTLE, Commander of the frigate *Boston*.

The inhuman manner in which I am being held prisoner here forces me to pray you to inform me why I was at first treated like a knave for having assassinated on board my prize. Very convincing proofs to the contrary have been submitted to you, although you have had many others. At present I am told that I have to be kept here on board until the frigate reaches Boston, because I am in debt, and that they intend to deliver me into the hands of my creditors. Five days ago I was called on board the corvette *Herald* in order to be overwhelmed with abuse by one of the officers in the presence of the commissioned officers.

It is very hard on a prisoner to be treated in this way. My silence and my conduct must tell you how I feel. I endure very patiently.

I ask, Gentlemen, to be brought before a United States court on the first occasion, if that is your intention, in order to be tried for my debts as well as for my prize and my privateer.

I venture to hope that you will not be so cruel as to keep me for six months on board, since I have no change of linen, mine being on board the prize where I was. And above all hear me.

I have the honor to be respectfully, gentlemen, your very humble and very obedient servant

(Signed) LOBRE.

[F. D. Roosevelt Collection.]

Receipt for Provisions received by the U. S. Ship *Boston*, from the U. S. Ship *General Greene*

UNITED STATES FRIGATE *Boston*  
At Sea December 13<sup>th</sup> 1799

Received from the U. S. Frigate *General Green*, for the use of the U. S. Frigate *Boston*.

2000 Pounds of Beef  
2000 Pounds of Pork  
24 Gallons of Beans

MOSES ALLEN, Purser

[F. D. Roosevelt Collection.]

To Captain James Sever, U. S. Navy, from Abishai Thomas for  
Secretary of the Navy

[PHILADELPHIA]

Navy department 13 Dec<sup>r</sup> 1799

SIR. Enclosed are the bills of Lading for the provisions &c ship'd on board the *John Bulkley & Dominick Terry*, for the Frigates *Congress & Essex*, mention'd in the Secretary's despatches to you yesterday — And an invoice of such as are to be ship'd on board the *China* for which receipts have not yet been obtained —

Wishing you success & Glory I have the honor to be, by order of the Secretary of the Navy

Sir, Y<sup>r</sup> Mo. ob<sup>t</sup> Serv<sup>t</sup>

AB. THOMAS

Cap<sup>t</sup> JAMES SEVER

[Enclosures are in NDA, too voluminous to include herein.]

[LC, J. Sever Papers, NDA photostat.]

To John Green, Supercargo of the *Dominick Terry* from Secretary of the Navy

[PHILADELPHIA]

Navy Department 13<sup>th</sup> December 1799

M<sup>r</sup> JOHN GREEN —

Supercargo of the *Dominick Terry*

Copy of this  
Letter given to  
Mess<sup>rs</sup> J. Tatem  
& R<sup>d</sup> Rennell  
Jun<sup>r</sup> Super Car-  
goes of the Ship  
*China* Cap<sup>t</sup> J.  
Josiah also to  
M<sup>r</sup> Frederick Ba-  
ker Super Cargo  
of the Ship *John  
Bulkely* Cap<sup>t</sup>  
Ayres Stokely.

SIR Having shipped on board the *Dominick Terry*, sun-  
dry articles of provisions &c for the use of the Frigates  
*Congress* Captain Sever & *Essex*, Capt Prebble to be  
delivered to them at Batavia agreeably to the receipt of  
Captain Flemming dated 11 Inst<sup>t</sup>, a Copy of which is  
enclosed — it remains to provide for their disposal in the  
event of neither of the Frigates arriving at Batavia pre-  
vious to the *Dominick Terry* being in readiness to sail on  
her return Voyage or if circumstances should prevent her  
entering the port of Batavia & occasion her to proceed to  
some other port In either such case I have to request that  
you will be pleased to sell the whole of the Articles in  
question for the best price that can be obtained in good  
Bills on respectable houses in the United States, and  
transmit the same to this Office as early as may be, and  
to ensure the arrival of one sett of the Bills at least it  
may be well to transmit the Duplicates & Triplicates by  
different Vessels — For your trouble, you will be allowed  
such a Commission as is customary for transacting busi-  
ness of this nature —

Wishing you a pleasant & prosperous Voyage,

I am with respect

Sir Y<sup>r</sup> obed Serv<sup>t</sup>

[NDA. GLB, Vol. 3, 1799.]

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To Stephen Higginson & Co., Navy Agents, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 13th December 1799

Mess<sup>rs</sup> STEPHEN HIGGINSON & Co

Boston —

GENTLEMEN I have the honor to enclose a letter from M<sup>r</sup> Deblois purser of the *Constitution* saying that James Collins died on the 21<sup>st</sup> October and desires that no money be paid on his power of Attorney —

I have the honor to be

Gentlemen

Yr obed St

[NDA. GLB, Vol. 3, 1799–1800.]

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To Amaziah Jocelin, Navy Agent, Wilmington, N. C., from Thomas H. Gilliss for Accountant of the Navy

[PHILADELPHIA]

Navy Department Accountant's Office 13 Dec 1799

AMAZIAH JOCELIN

Wilmington

SIR It does not appear by any document in this Office that either of the Gallies built under your superintendance have as yet been named. The Secret<sup>y</sup> of the Navy has proposed that one of them be called *Geo Davie* [\*], the other *Gov<sup>r</sup> Williams*, after the late & present Gov<sup>r</sup> of N<sup>h</sup> Carolina. Unless you have in contemplation any other names which you think would answer better — I am therefore directed by the Accountant of the Navy, to request that in either case, you will immediately inform him what names you have affixed to them respectively.

Your Obed<sup>t</sup> Servant

THOMAS H GILLISS  
for the Accountant —

[\* Believe this is meant for *Gov. Davie*]

[NDA. LB, N. Dept. Accts. Of., 1798–1800.]

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To Major Commandant William W. Burrows, U. S. Marine Corps, from Second Lieutenant Newton Keene, U. S. Marine Corps

BASSAT [ERRE] S<sup>t</sup> KITTS. 13<sup>th</sup> Dec<sup>r</sup> 1799.

Majr BURROWS,

SIR, In my letter of the 7<sup>th</sup> November by Cap<sup>t</sup> Mitchell I inform'd you that Several of the Marines were very unwell Since which they have all recover'd except one who is a convalescent.

The day previous [\*] to our arrival at this place which was on Sunday last, we recaptur'd off eustatia[?] the Brig *Pennelope* of New York taken a few days before by the French

The Brig *Pickering* arrived at this port on Tuesday last with a French privateer Schooner of ten Guns & Sixty men her prize & Sail'd yesterday for Gaurdalupe with Prisoners. There is hardly a day but Prizes are Sent in here by United States Vessels of War & I

have no doubt but they will in a very Short time put a final Stop to French depredations off the West India Islands — The Frigate *Adams*, Ship *Connecticut*, & Brig *Eagle* will sail from this place Tomorrow on a Cruise,

I have the honor to be —  
Your Obdt Servant

NEWTON KEENE  
*Lt of Marines*

[\* 7 December 1799]  
[MCA, LR, 1799]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Friday, 13 December 1799

Moderate Breezes and clear weather, employ'd working to windward. between Tortudas and Cape francois @ 2 saw a strange sail bearing N by E Gave chace @ 3 Answerd the private signal of the chace, one of his Brittanic Majestys ships of war Tackd as nessasary to work to windw<sup>d</sup> @ 6 the west end of Tortudas bore West 9 or 10 leagues, @ 7 tackd to the Northward @ Moderate and clear

AM at 6 Tackd to the southward, & at 7 tackd to the Northw<sup>d</sup> employ'd setting up the Topmast rigging, Unbent the Main top sails and bent another Sailmakers employd making a spanker, @ 12 Moderate breezes and clear weather Cape francois south 18 leagues, Broach'd a cask of Rum Contents 44 Gallon short of contents 22 Gallons occasiond by a leak In the head

[Latitude Observed 20° 59' N.]

[NYHS, NHSC.]

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Extract from log-book of the French Ship *Le Berceau*, Master commandant (Capitaine de frégate) Louis André Senes, commanding, 13 to 14 December 1799

[Translation]

[Anchored in Port de la Liberté near Fort Fleur de l'épée, Grande Terre, Guadeloupe.]

22nd to 23rd FRIMAIRE

I had the yard sails sent ashore for repair Continued fair weather, the caulkers worked to overhaul the outboard side of the Corvette.

[Boston Athenæum, NDA photostat.]

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Extract of a letter from Captain Christopher R. Perry, U. S. Navy

[U. S. S. *General Greene*,]  
*Off Cape Francois, Dec. 14 [1799]*

"Com. Talbot, left this place about 16 days since, to go to the Mole to water, and expected to have been back in 8 or 10 days — we are rather alarmed for his safety, as we well know there is no dependance on Toussaint or his administration. By a letter from Dr. Stevens I have been informed, that there has an insurrection broke out at Port-de-Paix, Jean Rabel, and the vicinity of the Mole, headed by Gollard. I have ordered the *Herald* down to the Mole, with orders to send her boat in, should the *Constitution* be there, with the above

information to Com. Talbot. What will be the event of the insurrection is beyond human calculation."

[LC, "The Herald" (Norfolk, Va.), 25 January 1800.]

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To Captain Richard Derby, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 14<sup>th</sup> December 1799*

Capt<sup>n</sup> RICHARD DERBY

*Salem —*

SIR I am honored with your Letter of the 4<sup>th</sup> Instant —

It is much regretted that your arrival in the United States had not happened at an earlier period, that your talents might have been sooner employed in the service of our common Country, and it affords me pleasure to add, that the President is highly gratified at your Acceptance of the Appointment as a Captain in the Navy of the United States & to assure you that an early opportunity will be embraced to afford you honorable employment

In the mean time you have permission to attend to your private business —

With great respect

I have the honor to be

Sir Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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To Gibbs & Channing, Navy Agents, Newport, R. I., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 14<sup>th</sup> December 1799*

Mess<sup>rs</sup> GIBBS & CHANNING

*New Port Rhode Island —*

GENTLEMEN I am honored with your letter of the 7th Inst — As the *George Washington* is unfit for a cruiser, and it was only intended to retain her in the Public Service to perform a Voyage to France, for which She cannot be ready in time it is best to sell her at once —

I request therefore you will be pleased to offer her for sale, either with or without her Military Equipments, and sell her if you can at what you deem enough — Without her Military Equipments, I should suppose she would be well sold at 40,000 Dollars — Until you do sell her it may be well to keep a few Carpenters at work upon her, that in the event of not making sale she may if we find necessary be sent to sea in the Spring —

I have the honor to be

Gentlemen

Y<sup>r</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 3, 1799.]



To Franklin Robinson & Company, New York, N. Y., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 14th December 1799

Mess<sup>rs</sup> FRANKLIN ROBINSON & C<sup>o</sup>

New York —

GENTLEMEN It was intended to send the *George Washington* for our Ministers to France about the beginning of February — She wants repairs which cannot be finished by that time, tho they are going on — She is too dull for a Cruiser —

If you still want her, Mess<sup>rs</sup> Gibbs & Channing are authorized to deal with [you] for her, either with or without her Military Stores

I have the honor to be

[NDA. GLB, Vol. 3, 1799.]

To David Humphreys, U. S. Minister to Spain, from James Cathcart, U. S. Consul, Tripoli

TRIPOLI IN BAR<sup>y</sup> Dec<sup>r</sup> 14<sup>th</sup> 1799

Hon<sup>ble</sup> DAVID HUMPHREY'S Esq<sup>r</sup> &<sup>c</sup> &<sup>c</sup> &<sup>c</sup>

D<sup>r</sup> SIR Want of opportunity join'd to an indifferent state of health, & I may add want of matter worthy y<sup>r</sup> attention has occasioned my not renewing the correspondence I was formerly honor'd with when in captivity, give me leave at presn<sup>t</sup> to solicit a continuance of that honor, & to transmit for your perusal the most prominent transactions of this government since my arrival here, which since the adjustment of our affairs with this Regency for the Sum of 18,000 dollars to the Bashaw for the stipulated stores, detention, & the Brig *Sophia*, which it seems had either been promised to him by our Agents or he had forged the demand, as you have already been inform'd by the Bashaws letter transmitted to you by M<sup>r</sup> Ingraham, there has nothing worthy notice taken place since except Comodore Campbells expedition against this place & the depredations committed by the Cruisers of this Regency upon the commerce of Nations with whom they are at Peace & who has paid them considerable sums to insure the continuance of their friendship. I have transmited a detailed acc<sup>t</sup> of said expedition & every other political transaction of this Regency at different times to M<sup>r</sup> OBrien which I presume he has already informd you of I therefore shall not tire your patience with a long repetition —

On my arrival at Tripoli on the 5<sup>th</sup> of April I was refused permission to land & was inform'd that the Bashaw would not receive me as Consul from the United States as I had not brought the Stipulated Stores & had positively refused him the Brig which he declared was promised him by M<sup>r</sup> OBrien, M<sup>r</sup> Bryan M<sup>c</sup>Donogh who was charged with our affairs by Ingraham was the messenger employ'd on this occasion by both parties and in every respect espous'd the cause of the Bashaw, he was piqued that neither our government nor OBrien had taken any notice of him for the services he had render'd them & the crew of the Ship *Betsy* when here. I therefore thought it advisable to secure his interest by a *douceur* which had the desired effect as he afterwards proved very usefull to us here & facilitated the negotiation as much as lay in his power, at the same time I have reason to believe that he occasioned the first obstacle & by his influence per-

sueded the Bashaw not to give me an audience in order that I should be necessitated to employ him by that means founding a plea for a reward he enjoys the entire confidence of the Bashaw & in addition to the medical assistance he renders his family, he is his Excellency's project maker by which means he has amass'd six or seven thousand dollars in a few years in short Sir he is the *Famin* of Tripoli, and altho' it is necessary to treat him with politeness it would be very improper to entrust the affairs of the United States again to his guidance as he is certainly *le tres humble serviteur des even nements*, & would plead pro, or con, or both, for money his venality is remark'd by all the Consuls here, & what is very extraordinary he is at once both caress'd and despised. —

On the 6<sup>th</sup> M<sup>r</sup> M'Donogh came on board & gave me the Bashaws demand in writing the substance of which was that if M<sup>r</sup> Cathcart did not promise the Bashaw the brig or fifty thousand dollars in lieu of her the Stores Stipulated by treaty & Consular presents that he would not receive him as Consul from the United States of America but would declare war against said states in forty days from this date —

After a good deal of menacing & huckstering on the part of the Bashaws Agents, & opposition to his unreasonable demands on mine I obtain'd an audience on the 7<sup>th</sup> when the Bashaw confirm'd what I was before inform'd by his emissaries, & added a great many invectives against O'Brien for denying that he had promised him the brig & said that he was neither dependent on Algiers or the Grand Senior and that by declaring war against the United States of America he would let the world see that he was an Independent Prince and would be respected as such, I combated his insinuations & unjust demands but with little success, finding it impossible to treat with him verbally, I retired & wrote him a letter wherein I remonstrated on the impropriety of his conduct to a Nation that had never injured him or his subjects, but on the contrary had already paid him a considerable sum to insure his friendship & whose Agent was now prepared to fulfil every Stipulation of the Treaty subsisting between the two nations, that the Stores were ship'd for Tripoli before I left America & their not arriving in time was owing to some accident over which human foresight had no control? that nevertheless I had no objections to pay his Excel<sup>y</sup> an equivalent in cash for them provided he would confine his demand within the bounds of reason and equity — the Doctor explain'd my letter to the Bashaw who answer'd it in Arabic a translation of which in Italian is as follows —

P <sup>r</sup> importo del Brich.....	Duri — 18, 000 —
Simile per il Regalo.....	25, 000 —

Pezze duri — 43, 000 —

Deve pagare di questa somma 13,000 duri prontamente eli restante 30,000 duri li diamo il rispero di me, si sei de contare dalla data della presente — Passato il detto termine e non portando la sudetta somma sara rotta la Pace, e volendo partire il Console potra partire, ma si resta sara schiavo, non avendo noi accordata del periodo al primo incaricato, e accordato al presente Console il termine di sei mese, che per riguardo del dottore Inglese per compiacere il suo desiderio — LS —

[Translation in English]

Amount for brig.....Dollars — 18,000 —  
Same for present.....25,000 —

Dollars.. 43,000 —

Of this sum 13,000 dollars shall be paid promptly and for the balance of 30,000 dollars we grant a respite of six months counting from the date of the present. If upon the expiration of the said time the aforementioned sum is not forthcoming, the Peace shall be broken, and should the Consul want to leave, he can leave, but if he remains he shall be a slave. We did not grant time to the first agent and we have granted to the present Consul a period of six months only out of consideration for the Italian doctor and in compliance with his wish.

The above proposal I instantly rejected with disdain & returned to the Bashaw by the Doctor with the contempt such an unreasonable demand merited — On the 8<sup>th</sup> the Minister of Marine was employ'd by the Bashaw to negotiate with me — this evening I requested him to inform the Bashaw that I could not comply with his demand that it was of no service whatever for us to talk any farther on the subject, that I was sorry his conduct towards the United States would oblige them to turn the arms against him, which were now employ'd against our common enemy the French, for he might depend the United States would never put up with so palpable an imposition — I father requested him to inform the Bashaw that I would do myself the honor to wait on him in the morning to hear his *ultimatum* & if he did not alter his opinion by that time, that I would sail in the brig for Tunis & Algiers the first fair wind —

On the 10<sup>th</sup> the interest of the Minister of Marine & M<sup>r</sup>Donogh being previously purchased I agreed to pay his Excellency in full of all demands from the United States, the sum of ten thousand dollars for the Stores & eight thousand for the Brig *Sophia* which I have every reason to believe was promised to him by M<sup>r</sup> OBrien — the contingent expences amounted to 1500 dollars & the Consular presents which I procured at Philadelphia & Algiers cost about 4000 more the whole amounting to the sum of 23,000 Dollars

The Flag of the United States was saluted with 21 Guns & they ended our Negotiation — I immediately paid the Bashaw 3500 dollars in cash which I had drawn at Tunis, & gave Bills on Tunis & Algiers for the rest which were duly honor'd, & I am happy to inform you that nothing has happen'd since to disturb the harmony subsisting between the United States & this Regency —

Comodore Campbelle arrived here on the 6<sup>th</sup> May & sail'd on the 20<sup>th</sup> in the intermediate time he drove one Crusier of eighteen guns — on shore & burn'd her, & captured the Tripoline Admiral & two Sweedish prizes, he then concluded a Treaty between Her most Faithfull Majesty & this Regency on the footing of the most favor'd Nation and on the enclosed terms — This Sir was effected by one 64 Gun Ship only, with the loss of a boat & two men wounded one mortally — that the United States may adopt a similar mode of negotiation with these contemptible poltroons (when ever they may be occasion) is my most fervent prayer — Since my arrival here the Cruizers of this Regency has condemn'd the cargoes of five Danes Three Sweeds two Imperials & one Ragusian on various false pretences the particulars of which I forwarded to M<sup>r</sup> OBrien & requested

him to forward copy's of my letters to you which no doubt he has done —

In April last the Bashaw freighted a small Spanish vessel for 200 dollars p<sup>r</sup> month to go to Algiers & Bona & from thence to return here, she return'd here on the 23<sup>rd</sup> of Aug<sup>t</sup> & in order to save the freight was seiz'd & condemn'd on pretence that her papers were not in order, some of her crew are deliver'd to the Spanish charge des affairs & some are made slaves, She was purchased at Malta & the Banshaw excuses his conduct by saying the Spanish Consul there has not sufficient power to originate papers for vessels to navigate under the Spanish flag —

From the tenor of the Bashaws conduct to other nations have we not reason to suppose that he will make use of the slightest pretext to commit depredations on our commerce, you probably will say that our peace being guaranteed by Algiers will insure us from every insult — *I hope it may?* but I assure you Sir it is a point in much doubt with me & my reason for not placing much confidence in the promises of our friends at Algiers (in addition to the reception I met with here on my arrival) is because the Genoese vessel which was captured with the Dey of Algiers his passport, which occasioned a board of admiralty being call'd (and M<sup>r</sup> OBriens narrative to the Bashaw of Tripoli of the 25<sup>th</sup> of September 1798) whom insisted that the Bashaw of Tripoli should make restitution to the Captain for said vessel & cargo, but from that day to this he has not paid one cent to the proprietors of said vessel & Hadgi Mahamond ben Suleiman having arrived lately from Algiers without having brought any farther demands for said vessel & cargo shows clearly that the Dey of Algiers has drop'd the affair entirely, & pray Sir have we not reason to expect the same treatment should any of our vessels be brought in here? What signifies the Dey of Algiers writing here when the Bashaw will not obey his orders, I say Sir if any of our vessels should be brought in here on any pretense whatever they will be plundered & after the Bashaw has got the goods or their value in his hands he will never give them up unless demanded by a sufficient force to compel him to it should he refuse in such a case he would act as he did to Comodore Campbell with a great deal of condescension —

\*I have but few opportunities to write from here & depend entirely on our Consuls at Algiers & Tunis to forward intelligence from me to the seat of government & our Ministers in Europe, & this channel of communication I imagine will soon be stop'd as I am inform'd that the Dey of Algiers contemplates the conquest of Tunis & has actually commenced hostilities against that state. if this intended conquest does not fail as a similar one did during the reign of Hassan Bashaw our consuls in those Regency's will have an extensive field to exert their abilities on & by managing our affairs with address they will have it in their power to make the embarrassments of the government where they reside subservient to the interests of the United States. I imagine a well timed liberality will secure the Bey of Tunis from farther molestation, but if the Dey of Algiers is really serious he will succeed as I am persuaded the whole turkish soldiery of Tunis will revolt & join his army was it for no other reason than to share in the plunder of the City, whatever may be the result I presume it will eventually promote our interest at Tunis —

The enclosed papers I have had by me for some time waiting for an opportunity for Spain but none offering I have sent them via Tunis enclosed to our Consul there who will take a pleasure in forwarding them to you.

I hear nothing relative to Citizen Buonaparte? the fact I believe is, that he has fortified himself so well at Grand Cairo that while he has provisions & ammunition he will maintain his post malgre the whole force of the Ottoman Empire & I am really of opinion that if he is not attack'd by regular troops that the whole rabble of the Levant will be insufficient even to reduce him to the necessity of an honorable capitulation? He is without doubt a most extraordinary man —

I shall embrace every opportunity of communicating to you the political transactions of this government, interim believe me to be with much respect & esteem —

D<sup>r</sup> Sir

Y<sup>r</sup> most Obn<sup>t</sup> Humble Serv<sup>t</sup>

JAMES LEA<sup>t</sup> CATHCART

\*You may depend my dear Sir if the United States does not station some of our Frigates in the Mediterranean our commerce will never be upon a respectable footing in these seas, & we will be continually exposed to the depredations of these pirates, if we put up with the first insult we may expect a repetition & ultimately we will be obliged to send an arm'd force, which had we done in time we would have intimidated Tripoli at least from committing depredations on our commerce —

[SDA. Tripoli, Vol. 1, 1796–1799.]

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Extract from log book of the American Merchant Brig *Columbea*,  
Saturday, 14 December 1799

Begins with moderate Breeses and Cloudy at 4 P. M. saw 4 Sail to leward of us they seemed to be Man of War.

The middle part Light winds and hazy at 6 A. M. made the Land of at the Havannah.

The Latter Light Winds and Hazy.

[Latitude Observed 23° 39' N.]

[MSB, New London, Conn.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Saturday, 14 December 1799

Moderate and cloudy, @ 1 shortnd sail brought too and boarded a strange sail steering down before the wind an american Sloop from Rhode Island bound to Jamaica, @ 2 filld and made all sail, employ'd as nessasary, Carpenters and Sail makers Employd as occasion requird, @ 6 Single reefd the Topsails and stowd the Staysails @ 8 light airs and variable Wore and Tackd as nessasary to work to the Eastward

At 6 AM saw Cape Francois bearing S S E 10 or 12 leagues found the Fore topmast Tressle trees sprung landed the Fore topmast employd unrigging the Mast and sending up another pair

@ 12 Calm Cape francois S S E 10 leagues, the East end of Tortudas S by W 6 or 7 leagues unbent the spanker and bent another

[NYHS, NHSC.]

## 544 NAVAL OPERATIONS; AUGUST 1799-DECEMBER 1799

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Extract from log book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes, commanding, 14 to 15 December 1799

[Translation]

[Anchored in Port de la Liberté near Fort Fleur de l'épée, Grande Terre, Guadeloupe.]

23rd to 24th FRIMAIRE

We landed the 17 boxes of rifles which were embarked at Rochefort containing 500.

24 FRIMAIRE [15 DECEMBER 1799]

[24 hours ?] of fair weather. the caulkers continued to work [on the ?] outboard side of the ship.

[Boston Athenaeum, NDA photostat.]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of the U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, 14 December 1799

[Salem, Mass.] My compliment of Men being nearly compleat I ordered the rendezvous at Boston Salem & Cape-Ann to be closed and the accounts to be settled, A pilot for New Port came on board.

[LC, EPP, 1799-1800.]

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Extract from journal of Merchant Ship *Industry*, Captain Gamaliel Bradford, Saturday, 14 December 1799

almost calm — sail a stern has neared us much since morning and as she appears to be a cruizer, we clear away for action, and all hands to quarters — 2. pm took in T. G<sup>t</sup> Sails and Stud<sup>s</sup> sails to prepare for engaging — the Ship astern shew french colors — at 4. pm she came up and hailed — proved to be an Englishman from Foy in England — ten days out — we agreed to keep comp<sup>y</sup> thro the Gut — 7. am saw Cape Spartell bearing E.S.E. 4 or 5 leagues — wind freshens, and heads — 9. am took in stud<sup>s</sup> sails — Eng. ship just a head —

at noon not up with the cape being farther from it in the morning than we reckoned —

note. there is a yellow sand cliff just at the pitch of Cape Spartell which is a good Mark for it, and right over it when it bears about S.E. or S.E. b S. by compass you will see some very curious white topt mountains which look as if they were cover'd with snow — on the opposite side against Cape Spartell is another sand cliff — which make bright in a clear day, an is about Cape *Marinal* —

[Col. of G. & E. W. Bradford.]

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To Secretary of the Navy, from Gibbs & Channing, Navy Agents, Newport, R. I.

NEWPORT Dec. 15. 1799 —

We have the honor to acknowledge receipts of your several favors of y<sup>e</sup> 3<sup>d</sup> & 9<sup>th</sup> Ins<sup>t</sup> We immediately communicated to the Merchants in this State, the information you gave us, that the frigates *Congress* & *Essex*, were destined to act as Convoy, to whatever Vessels might

[want] it all the way to Batavia. — The Slops & other articles that may be wanted, we will procure & furnish with all possible dispatch. And we will make arrangements for the Specie, which you request us to pay over to Cap<sup>t</sup> Sever & Preble, & for advances to the officers. — The remittance of 20,000 dollars, you advise of, has not come to hand, we however suppose we shall receive it by the next Post. —

Neither of the frigates have arrived, and it does not appear by our last advices from Boston that they had sailed. — A Merchant Ship arrived here this day from Philadelphia, to go with the Convoy, which is the only one here for Batavia. —

The letter of Cap<sup>t</sup> Perry & the deposition, you inclosed us relative to the Brig *Industry* sent into this Port — we will hand the District-Attorney who has charge of the prosecution on the libel preferred. —

Hon. BENJAMIN STODDERT. —

[Newport HS, Gibbs & Channing LB.]

Extract from log book of the American Merchant Brig *Columbea*, Sunday,  
15 December 1799

Begins moderate Breezes at Mer<sup>d</sup> tacked to the S<sup>d</sup> & E<sup>d</sup> at 2 P M. spoke an Arm'd Brig Belong to the U. S. of America She told us the Matanza Bore S E Dis<sup>t</sup> 8 Leagues at 6 Tacked to the N<sup>d</sup> & E<sup>d</sup> Squally with Rain handed the M. T. G. sail and Staisels.

At 12 Mered<sup>e</sup> tacked to the S<sup>d</sup> & E<sup>d</sup> at 8 tacked to the N<sup>o</sup>

at 8 A. M spoke a schooner from Cape Fransway bound to the Havannah

At Mer<sup>d</sup> the Pan Malaza Bor S S W Dis<sup>t</sup> 6 Leages

[MSB, New London, Conn.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Sunday, 15 December 1799

Moderate Breezes and clear weather, employd rigging the fore topmast @ half past 6 calm Cape francois S S E 10 leagues @ 7 a light breeze sprung up from E N E made sail in towards the Cape, @ 12 Midnight Tackd to the Northward saw cape francois bearing SE by S four or five leagues

Middle part light airs and variable Tackd as nessasary to work to windward

At daylight saw three strange sail which we suppos'd to be the american squadron

At 11 AM moderate breezes and cloudy Joind company the United States Ships *General Greene* and *Boston*, with the Schooner *Experiment*. @ half past 11 made the Signal for all Captains. @ 12 Moderate breezes and cloudy Squadron in company Cape francois S S E four leagues

[NYHS, NHSC.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of the U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, 15 December 1799

[Salem, Mass.] Lieu<sup>t</sup> Lee, return'd to the ship, at 10 am made the signal for all Officers, and Crew to repair on board. A Sloop

load of provisions & stores was this day received on board by the Officers.

[LC, EPP, 1799–1800.]

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Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, 15 December 1799

Arrived at Reedy Island all Safe. —

[NA.]

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Extract from journal of Merchant Ship *Industry*, Captain Gamaliel Bradford, Sunday, 15 December 1799

½ past 2 pm abreast of Cape Spartell about 2 miles from the shore — wind dies — — moderate, & breezy by spells all night with some rain — beat down thro' the Gut and anchored in Gibraltar rode — ½ past 2 oC. am

at 8. am came on to blow hard. drifted athwart the hawrse of an English brigg & he cut away our cable

Monday morning — got our anchors — and prepared to get to sea —

[Col. of G. & E. W. Bradford.]

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To Captain Edward Preble, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 16<sup>th</sup> December 1799

Capt<sup>n</sup> EDWARD PREBBLE  
of the *Essex* —

SIR I am honored with your Letter of the 6<sup>th</sup> Inst. — Having made all my arrangements under the idea of your sailing from New Port, where some articles are sent to meet you; it is now too late to meet you — You must therefore as soon as you are in a situation, proceed to Newport, where you will receive Letters I have already sent, and money, & other articles & if Captain Sever should have got there before you & should have proceeded on his voyage, you must follow him as soon as you can

I have the honor to be

Sir

Yr. obed. Servt.

[NDA. OSW, Vol. 3, 1799–1800.]

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[16 December 1799]

Receipt for prize money from capture of Brig *Fair American* by U S Brig *Pickering* and the Schooner *Frances*, by the *Pickering*, and *General Washington*

Boston Dec<sup>r</sup> 16<sup>th</sup> — 1799 — Rec<sup>d</sup> of Capt Edward Preble Commander of Brig *Pickering* the Sum of Nine Hundred & ninety six dollars & <sup>42</sup>/<sub>100</sub> to be paid to Crew of said Vessel for prize money from Capture of Brig *Fair American* & Sch<sup>r</sup> *Francis* by Ship Gen<sup>l</sup> *Washington* & Brig *Pickering* —

for HIGGINSON & Co  
GEORGE HIGGINSON

[LC, EPP, 1799–1800, Vol. 2.]



Extract from log book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes, commanding, 16 December 1799

[Translation]

[Anchored in Port de la Liberté near Fort Fleur de l'épée, Grande Terre, Guadeloupe.]

25th FRIMAIRE

[Sent ?] a large Canoe to the Lezard River to get a supply of water.

[Boston Athenaeum, NDA photostat.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 16 December 1799

Fresh Breezes and pleasant weather, the U S Ships *Boston*, *Genl Greene* and Schooner *Experiment* in company Cap<sup>t</sup> Little, Cap<sup>t</sup> Perry and Lieu<sup>t</sup> Maley on board the *Constitution* deliverd to the U S Ship *General Greene* 32 empty gangcasks

@ 6 P M Cape francois bore S by E seven leagues, the East end of Tortudas W by S. In 2<sup>d</sup> reef in the Topsails

@ half past 7 wore to S E, set foresail and spanker, @ 11 tackd to the Northward, Cape Francois S W ½ W, 5 miles

AM at 1 light breezes and clear weather, wore to the southw<sup>d</sup> and hauld up the foresail and lay too main topsail to the mast

At 4 Wore ship to the Northward, light breezes and clear laying too with the Main topsail to the Mast

Latter part light airs and variable, Ships company employd at sundry Jobs of the Ships duty setting up Bobstays &?

@ 12 Meredian Cape francois bore SW by S ½ S 9 leagues Montea christo E by S & two strange sail in sight to leward

[NYHS, NHSC.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of the U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, 16 December 1799

[Salem, Mass.] Wind NW. at 9 am. Made the signals for sailing, but the wind changing to the N E & snow prevented our powder from being taken on board. at 4 p m. took in the signal.

[LC, EPP, 1799-1800.]

To Captain Silas Talbot, U. S. Navy, from Edward Stevens, U. S. Consul General at St. Domingo  
(Copy)

CAPE FRANCOIS Dec<sup>r</sup> 17<sup>th</sup> 1799

SIR, I had the honor of receiving your last favor of the 16<sup>th</sup> Inst enclosing extract of a letter from the Secretary of the Navy. In compliance with your request, I now beg leave to inform you, that the intelligence, I communicated to Cap<sup>t</sup> Little respecting the expected arrival of the three Frigates at the Cape was brought here from different channels from the Islands to windward — from the United States and direct from France by a Schooner, that lately anchored at the mole — it is said that three agents are appointed to superintend the affairs of this Colony, Frern, Fauchet & Adet the latter has declined

coming, but the two former were to embark on board the Frigate *La Bravoure* of 44 Guns accompanied by two vessels of equal force.

I have no doubt but that these agents were nominated, and still less that preparations were made for their departure. But I have very strong reasons notwithstanding to suppose, that the Order for their embarkation was recall'd soon after the Nomination, the *L'Enfant Prodigue*, an arm'd vessel dispatch'd from this by General Toussaint arrived in France General Vincent was sent express in her to carry Dispatches to the Directory: and these dispatches not only communicated to them the particulars of Rigauds revolt, and of the Civil war, which succeeded it; but was also accompanied with warm Solicitations from Toussaint that no agents should be sent out during the continuance of the war. He even demanded the recall of the present agent, and hinted that a compliance with his request might prevent many unhappy consequences, which might otherwise take place. It is not therefore to be presumed that the Directory is so void of common sense as to persist in a measure, which could have no good tendency but which might tend to encrease the unhappy Disturbances that now distract this devastated [devastated] Colony I do not therefore imagine that this expedition will take place, But should the agents contrary to every expectation, actually leave France I do not believe that the Cape will be their port of destination. They will more probably go to Santo-Domingo, where the Frigates will be more Secure, and where they themselves may obtain the necessary information before they enter upon the Exercise of their functions —

With regard to the arrangements made with General Toussaint, respecting his armed Vessels, they were simply the following Viz,

1<sup>st</sup> that such arm'd Vessels as he should find absolutely necessary for the defence of his coast, and the termination of the present War in the South, should be respected and suffered to pass without detention, or molestation.

2<sup>nd</sup> that all these vessels should be under his controul and that he should be responsible for their conduct, that no privateers, or arm'd vessels with commissions should be allow'd, and that all his vessels should be furnished with the necessary pass-ports, and cruise within 5 leagues of the Land —

3<sup>rd</sup> That the merchant Vessels belonging to Merchants, residing in that part of the Colony under his immediate Jurisdiction, should be suffered to carry on the coasting trade, and go from this to any of the Neighboring Islands without molestation or detention provided they were furnished with the necessary passports

I remain with respect & Esteem

Sir Your most Obed<sup>t</sup> Servant

(Signed)

EDWARD STEVENS

Cap<sup>t</sup> SILAS TALBOT

Commodore of the U S Squadron

on the S<sup>t</sup> Domingo Stations

on board the U S Frigate *Constitution*

[LC, J. Sever Papers, NDA Photostat.]

[17 December 1799]

Captain Edward Preble's Receipt for the U. S. Frigate *Essex*

The Committee for building a Frigate in Salem for the United States, having delivered to my charge the said Frigate, called the *Essex*, with her hull, masts, spars and rigging complete, and furnished me with one complete suit of sails, two bower cables and anchors, one stream cable and anchor, one hawser and kedge anchor, one tow line, four boats and a full set of spare masts and spars except the lower masts and bowsprit. I have, in behalf of the United States, received the said Frigate *Essex*, and signed duplicate receipts for the same.

EDWARD PREBLE,  
Capt. U. S. N.

SALEM, Dec. 17, 1799.

[NR&L, Nr:P922-14, *Essex*, by G. H. Preble.]

[12 November to 17 December 1799]

List of Seamen, Ordinary Seamen, and Boys, enlisted by Samuel Conant, Recruiting Officer, for the U. S. Ship *Essex* Captain Edward Preble U. S. Navy, commanding

Time of enlistment	Names	Stations	Wages pr Month	Wages advanced
Novr 12	Saml Haselton	Carp <sup>r</sup> Mate	\$18	\$36
12	George Stevens	Qr Master	17	34
12	John Howard	Boat. Mate	20	40
12	William Patterson	Qun <sup>r</sup> Mate	20	40
12	Charles Mitchell	Seaman	17	34
12	Tho <sup>s</sup> Burk	Ordinary	14	28
12	James Day Junr	Seaman	17	34
13	James Wallace	Mastr Arms	18	36
13	Joseph Newhall	Armourer	18	36
13	David Green	Coopt Mate	15	30
13	James Fox	Seaman	17	34
13	John Daniels	Boy	10	20
14	Richard Hogans	Boy	12	24
14	Jon <sup>s</sup> Garner	Boy	8	16
14	Moses Harriman	Ordinary	14	28
15	Daniel Miller	Seaman	17	34
15	George Clark	Ordinary	14	28
15	John Vincent	Seaman	17	34
15	John Gregory	Boy	8	16
15	Asbel Page	Ordinary	12	24
15	Moses Walker	Ordinary	14	28
16	Eben <sup>r</sup> Stanwood	Ordinary	12	24
18	Ralph Wright	Ordinary	13	26
18	William Perkins Junr	Ordinary	13	26
18	Gurden Pitcher	Ordinary	13	26
18	James Mugford	Ordinary	14	28
19	William Lakeman	Qr Master	17	34
19	Eben <sup>r</sup> Beckford	Boy	11	22
19	Stephen Radford	Boy	11	22
19	William Freford	Seaman	17	34
19	Benj <sup>r</sup> Gray	Seaman	17	34
19	John Glover	Seaman	17	34
20	James Harraden	Seaman	17	34
20	Sam <sup>l</sup> Clark	Boy	12	24
21	William Miller	Seaman	17	34
21	William Brown	Seaman	17	34
21	William English	Seaman	17	34
22	John Dalton	Boy	11	22
22	Francis Barker Junr	Boy	10	20
23 <sup>d</sup>	Andrew Knowland	Cook	18	36
23	Isaac Burnham Junr	O. S.	12	24
23	John Carrico	A. S.	17	34
23	James Woodbury	A. S.	17	34

# 550 NAVAL OPERATIONS; AUGUST 1799–DECEMBER 1799

List of Seamen, Ordinary Seamen, and Boys, enlisted by Samuel Conant, Recruiting Officer, for the U. S. Ship *Essex*, Captain Edward Preble U. S. Navy, commanding—Continued

Time of enlistment	Names	Stations	Wages p <sup>r</sup> Month	Wages advanced
Novr	23 Moses Hodgkins	A. S.	\$17	\$34
	25 Luke Burnham	O. S.	13	26
	25 David Putnam	Boy	13	26
	26 Winthrop Friend	Boy	8	16
	26 William Burr	A. S.	17	34
	26 Richard Eustice	Boy	10	20
	26 William Butman	O. S.	14	28
	26 Thomas Jones	A. S.	17	34
	27 Benj <sup>e</sup> M <sup>e</sup> Donald	A. S.	17	34
	29 William Perkins	A. S.	17	34
	29 Joshua Wallace	A. S.	17	34
	29 David Callam	Boy	10	20
	30 William Ash	A. S.	17	34
	30 Moses Burnham Junr	O. S.	13	26
	30 Moses Burnham	A. S.	17	34
Decr	30 Andrew Curtiss	O. S.	14	28
	30 Thomas Whittick	O. S.	12	24
	30 Samuel Harraden	A. S.	17	34
	2 William Treffery	Cooks Mate	17	34
	2 William Woodbuary	O. S.	12	24
	2 Thomas Curties	A. S.	17	34
	3 John Jackson	A. S.	17	34
	3 Samuel Gale	A. S.	17	34
	3 Samuel Gale Junr	Boy	10	20
	3 Arther Langsford	A. S.	17	34
	3 Michel Dean	A. S.	17	34
	3 James Brown	O. S.	14	28
	4 Geo G. Bell	Boy	12	24
	4 Jacob Very	O. S.	14	28
	4 William Very	O. S.	14	28
	4 Benj <sup>e</sup> Stone	O. S.	14	28
	4 Jacob Clark	A. S.	17	34
	4 James Livingston	Arm <sup>e</sup> Mate	17	34
	4 Timothy Hodgkins	Q <sup>r</sup> Master	17	34
	5 John Masuary	Boy	12	24
	5 Antonio Morano	A. S.	17	34
	5 Thomas Webb	O. S.	12	24
	6 Alex <sup>r</sup> Gorden	A. S.	17	34
	6 John Law	A. S.	17	34
	7 Zebulon Millett	A. S.	17	34
	7 Walter Butler	Boy	11	22
	9 Thomas White	A. S.	17	34
	9 Joseph Knowlton	Q <sup>r</sup> Master	17	34
	9 Daniel Woodman	O. S.	14	28
	10 George Malzard Junr	A. S.	17	34
	10 Saml Sylvester	Boy	12	24
	10 Edward Homan	A. S.	17	34
	10 Jonas Jones	O. S.	14	28
	11 Simon F. Williams	S. Steward	18	36
	11 Edward Gilman	O. S.	15	30
	11 Gedion Southworth	O. S.	14	28
	11 Jon <sup>e</sup> C. Phillips	O. S.	14	28
	11 Jon <sup>e</sup> Nichols	Supernumary	10	20
	12 James Sparrow	A. S.	17	34
	12 Benj <sup>e</sup> Lindsay	O. S.	13	26
	12 William Barnes	Boy	12	24
	12 John Robinson	A. S.	17	34
	13 John Fane	A. S.	17	34
	14 Isaac Martin	O. S.	14	28
	16 Francis Barker	A. S.	17	34
	16 Thomas Barker	Boy	10	20
	16 John Alexander	A. S.	17	34
	16 David Gregory	A. S.	17	34
	16 John Gibson	A. S.	17	34
	17 John Williamson	A. S.	17	34
108 [No. of recruits]				\$3214

Errors Excepted

*Essex* FRIGATE Salem harbour

Dec<sup>r</sup> 17<sup>th</sup> 1799

SAMUEL CONANT

[See also List of 12 November 1799 to 3 January 1800.]

[LC, EPP, 1799–1800, Vol. 2.]

To Master Commandant Richard Law, (junior), U. S. Navy,  
from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 17<sup>th</sup> December 1799*

Capt<sup>n</sup> RICHARD LAW JUNR.

*New London Connecticut*

SIR I have the honor to enclose you a Commission as Master Commandant in the Navy of the United States —

Be pleased to take and subscribe the enclosed oath, and return it to this Office, from the date of which your pay & Emoluments will commence — You will then proceed immediately to New York and take Command of the Brig *Richmond* which I presume will be in perfect readiness for sea by the time of your arrival, no time is therefore to be lost

I am Sir

Yr obed. Serv

B[ENJAMIN] S[TODDERT].

[NDA. OSW, Vol. 3, 1799-1800.]

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To Major Commandant W. W. Burrows, U. S. Marine Corps, from Abishai Thomas  
for Secretary of the Navy

[PHILADELPHIA]

*Navy Department 17<sup>th</sup> December 1799*

Major W. W. BURROWS

SIR I have the honor to inform you that the French prisoners are in readiness to march at a Moment's warning —

With great respect & Esteem —

I am Sir

Yr obed Servt

By order —

AB. THOMAS.

[NDA. GLB, Vol. 3, 1799.]

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Extract from log book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes, commanding, 17 December 1799

[Translation]

[Anchored in Port de la Liberté near Fort Fleur de l'épée, Grande Terre, Guadeloupe.]

26th FRIMAIRE

Bent the mainsail and the foresail, the Canoe with the water arrived.

[Boston Athenaeum, NDA photostat.]

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Extract from log book of the American Merchant Brig *Columbea*,  
Tuesday, 17 December 1799

Being with Light Brese Clear We<sup>t</sup>

The Middel Light Winds and A Smouth Sea at 4. A M Got on Sundens 4 fatham on the floreda Shor Haled of E N E at 6 Saw the floreda Land

The Latter Present Breeses Set the Stering Sails the Wind Eincling to the S<sup>d</sup> and W<sup>d</sup>

[Latitude Observed 25° 11' N.]

[MSB, New London, Conn.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Tuesday, 17 December 1799

Moderate breezes and clear weather, lying too Squadron in company, employd working up Junk, Returnd the *General Greene* the 33 Gangcask Rec<sup>d</sup> the 27<sup>th</sup> of November 1799 remaining in the *Constitution* four Butts and too leagurs belonging to the *Gen<sup>l</sup> Greene*, @ 3 saw a strange sail bearing E S E which the *Boston* chac'd and brought down to the *Constitution* for Examination a Hamburgh ship from Hamburgh bound to Cape francois

@ 8 filld and made sail in towards the Cape in order to prevent vessels passing to the Cape, wore and tackd as nessasary to keep clear of the land, AM @ 3 spoke with an american Schooner from Marblehead bound to cape francois. @ day light made sail to work to windward, saw the Squadron on different directions, @ 10 parted company with the *General Greene* she being orderd in to Cape francois, employd washing and fumigating between decks, @ 12 Meredian light airs and variable Cape francois SW by S. seven leagues Observed the Mainmast to labour very much about 10 or 12 feet below the Tressletrees

[NYHS, NHSC.]

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To James & Ebenezer Watson, Navy Agents, New York,  
from Secretary of the Navy

[PHILADELPHIA]

*Navy Department* 18<sup>th</sup> December 1799

JAMES & EBENEZER WATSON

*New York* —

GENTLEMEN I am honored with your letters of the 10<sup>th</sup>, 11<sup>th</sup> & 13<sup>th</sup> Inst —

You may send all the round as well as the Canister Shot, calculated for the 32 pounders Carronades, but if you have not sent them off prior to receipt of this, do not ship them until the breaking up of the Ice in the Spring — The mode you have adopted for shipping the stores ordered for the Frigates *Congress* & *Essex* is satisfactory — If not already done be pleased to forward forthwith to Captains Sever & Prebble, duplicates of the Bills of Lading, or receipts you may have taken from the Captains of the Vessels on board of which these Stores were Shipped, they may probably yet get to hand before the sailing of the Frigates — We are not in want of any 12lb Carronades —

Enclosed are Indents of Stores wanting for the Frigate *Constitution*, Captain Talbot which be pleased to procure to be sent in some Merchant Vessel bound to Cape Francois under convoy of the *Richmond* —

I suppose that Vessel will sail about the beginning of January — The method of ascertaining the Tonnage of Vessels in the port of Philadelphia is enclosed agreeably to your request of the 30 Novr

I have the honor to be

Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799.]

To Captain John Barry, U. S. Navy, from Thomas Bulkeley, U. S. Consul, Lisbon, Portugal

LISBON the 18 Decem<sup>r</sup> 1799

SIR I received information yesterday that His Royal Highness The Prince Regent has ordered a strict Quarantine to be laid on all vessels coming from the United States in consequence of the Yellow Fever, a translation of which is as follows —

"The Prince Regent Our Master having successively  
"received the intelligence of the most fatal destruction which  
"has been caused and continues to cause in the United States  
"of English America the terrible and Mortiferous Contageon  
"the Yellow fever which lays waste and destroys that Country  
"His Royal Highness fearing that a similar Contageon may  
"unhappily communicate to ourselves — Orders that your  
"Lordship takes the most providential precautions in this  
"respect ordering to be examined & reconnoitered with the  
"strictest vigilance all ships and their Equipage which come  
"from the said United States & their Ports and enter in the  
"Port. God Preserve your Lordship many Years Palace of  
"Queluz the 14 December 1799"—

signed D<sup>r</sup> RODRIGO DE LOUZA COUTINHO — *Minister*  
of State for the Marine Department }

To M<sup>r</sup> ANNAULTO JOSE DE MAUDO *Portugal*  
Guarda Mor of the Health Office }

signed MAN<sup>l</sup> CYPRIANO DA COSTA

& follows the order of the Guardamor of the Health Office — translation

"The Judge Conservator & Principal Superintendent of the  
"Health of this Court and Kingdom Orders to be remitted to  
"you the inclosed Authentic Copy of the Royal Decree by  
"which thro this Tribunal of the Health Office at Bellem are  
"to be taken all precautions relative to the contents of the  
"same Royal Decree leaving all vessels coming from the Ports  
"named in the same Royal Decree under quarantine; giving  
"him immediate advice on their arrival of the state in which  
"they come their Equipage and cargoes they bring —

Sir you will accordingly perform your duty without the  
"least neglect, that on discovering any you will be punished

"God preserve you many Years LISBON the  
"16 December 1799 —

"Signed MANOEL CYPRIANO DA COSTA

"To  
"M<sup>r</sup> GUARDAMOR OF THE HEALTH FOR  
"the Port of Bellem —"

Without I have it my Power with some Authentic document to produce to this Government convincing them that the fever is entirely abated in the United States all vessels will be laid under a strict Quarantine which will be very prejudicial and detrimental to their voyages & the Concern'd I have therefore to request, If you can pass such a Certificate under Oath or affirmation that you will do it in benefit of Our Commerce The *United States* which you Com-

mand being the last arrival The Certificate shou'd set forth the time of your sailing & if there is on board any letter that can be relied on or any printed docum<sup>t</sup> which sets forth the disorder having entirely abated the paragrapf ought to be copied in the certificate which will strengthen it much & shall be much obliged to you to have it signed by Yourself & some of your principal Officers on board — & if Judge Ellsworth & Gov<sup>t</sup> Davie will sign it with their titles it will add great strength — Excuse my giving you so much trouble & believe me Sir with great respect

Sir

Your humble and  
Obed<sup>t</sup> Servant

THOMAS BULKELEY

To Commodore BARRY  
U. S. Frigate  
Bellem

Inclosed I beg leave to send you a sheet of paper on which request your passing the Certificate & date it on board the *United States* Frigate off Bellem —

[Barry P. Barnes Col., NHSC, NYHS.]

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Extract from log book of the American Merchant Brig *Columba*,  
Wednesday, 18 December 1799

Beings Light Ares of Wind and Pleset Wether at 5 P M in Stering Sails the Wind Eincling to the Nored at 5 Cap florada Bor W N W  $\frac{1}{2}$  N Dis<sup>t</sup> 4 Leag

The Midel Light Breses and Clear Wether at 6 A M taked to the Nored

The Latter Light Breses and Clear Wether all Sails Set  
[Latitude Observed  $26^{\circ} 38' N$ .]

[MSB, New London, Conn.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Wednesday, 18 December 1799

Moderate Breezes and cloudy, employd working up Junk @ 4 Parted company with the *Boston* she being ordered to cruise to windward of Monte a christo

Employd exerciseing Great Guns and Small arms, @ 6 Tackd to the Northward and Shortn'd sail *Experiment* in company Cape Francois S W by S. 4 leagues, Wore as nessasary to keep in sight of the Cape

AM @ 2 saw a strange sail bearing E S E

@ daylight boarded an american Schooner from Norfolk bound to Cape francois, employd staying the Topmasts and setting up the Rigging @ 10 saw a strange sail bearing SE by E made sail and gave chace, @ 12 Moderate breezes and cloudy the chace SE by S three leagues, Cape francois S S W three leagues

[NYHS, NHSC.]



Extract from log book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes, commanding, 18 December 1799

[Translation]

[Anchored in Port de la Liberté near Fort Fleur de l'épée, Grande Terre, Guadeloupe.]

27th FRIMAIRE

A privateer entered the Port with one, she fired a salute of 9 guns.

[Boston Athenaeum, NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of the U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, 18 December 1799

[Salem, Mass.] Wind N W & fair weather took our Powder on board, latter part of the day wind shifted to the N E with snow. discharged the Joiners Carpenters Smiths & painters &c &c

[LC, EPP, 1799-1800.]

To Secretary of State from Robert Ritchie, U. S. Consul, Port Republicain

PORT REPUBLICAIN Dec<sup>r</sup> 19<sup>th</sup> 1799

SIR I have already had the honour of informing you that Toussaint Louverture Commander in Chief, having quieted the Nothern & Western Departments had drawn his Forces from these quarters and marched them to the Southward having concentrated his strength there, to effect a formidable & decisive attack on Jakemel & the Aux Cayes'.

The collected body he put in motion some time since, & his army has actually been before the Town of Jacquemel these fifteen days past. The nature of the Country rendering impracticable the transportation of Artillery & Baggage the General availed himself of several French Armed Ships that this Government have had under requisition for their service since their arrival from France; and embarked on board of them all his Artillery Ammunition & Baggage, & gave orders to the Fleet consisting of the Ships *Elan* & *Egyptien* of 18 & 20 Guns, the Brig *Levrier* of 14 Guns & the Schooners *Vengeur* *Charlotte Unique* & *Gen<sup>l</sup> Dessaline* to form the blockade of Jacquemel — They departed from Leogane about twenty days since furnished by Hugh Cathcart Esq<sup>r</sup> British Agent (resident here), with Passports signed by himself and Doctor Stevens fully expressing their destination and object —

The General has been anxiously expecting the arrival of those vessels off Jacquemel, as the operations of his Army are retarded for the want of the Artillery; when to his great mortification & deep regret he yesterday learnt that the *Elan* *Egyptien* *Levrier* & *Vengeur* were captured & carried into Jamaica —

This information was bro<sup>d</sup> by the *Rattler* Sloop of War who appeared off this Harbour and sent her boat on Shore with a letter to M<sup>r</sup> Cathcart — the grounds of the capture & reasons assigned by the Admiral, I cannot undertake to inform you of; you will no doubt learn them from higher authority. It is not for me either to pass any comments, but I regard it as my duty to inform you that having a personal interview yesterday with the General I found his vexation & disappointment great, he could not avoid plainly discerning his chagrin & expressing himself warmly on the Subject —

Should any thing further occur relative to this business I shall take the liberty of communicating it

I am

Sir

With great respect

Your mos<sup>t</sup> ob<sup>t</sup> Serv<sup>t</sup>

ROB<sup>t</sup> RITCHIE

*Consul for the United States of America*

Permit me to inform you that the Brig *Paragon* of Philad<sup>a</sup> Benj<sup>n</sup> Houston master dispatched by my Commercial House for Mole S<sup>t</sup> Nicholas to compleat her Cargoe with Coffee that I had purchased to be there ladened, was met off that Port the 8<sup>th</sup> Ins<sup>t</sup> by His Majestys Brig *Pellican*, captured & ordered to Jamaica, no objections started to its being real American Property, the Plea made, the want of formality in the Passport, it not having the British Agents Signature, it being impracticable to obtain it at the time he being absent, I made a note of this circumstance at the bottom of the Passport & should have expected it would have commanded respect; and Properly not be sacrificed on a point of punctilio I flatter myself the Brig will be liberated on her arrival in Jamaica, by the interference of the Admiral or Governor — I shall take the liberty of communicating to you the event —

ROB<sup>t</sup> RITCHIE

[Mass. HS Pickering Papers, Vol. 25, Page 313.]

To Stephen Higginson & Company, Navy Agents, Boston Mass.,  
from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 19<sup>th</sup> December 1799*

STEPHEN HIGGINSON & C<sup>o</sup>

*Boston —*

GENTLEMEN I am honored with your Letters of the 7<sup>th</sup> 10<sup>th</sup> & 11<sup>th</sup> Inst —

The method you have adopted to procure Pine Plank for the Decks of the 74 Gun Ship is certainly preferable to getting it from the southward, it is however 25 p<sup>t</sup> Cent higher than we had estimated, yet if you cannot obtain it on better terms, you may engage the whole wanting for the Ship at the rate you have mentioned — It is to be regretted that you cannot procure Oak in your Country of sufficient size for the Keel, the transporting of such large timber from the Southward, will be attended with considerable difficulty and Expence which however must be submitted to, if the article in question of proper dimensions can not be otherwise obtained —

*In such important Vessels, we must not admit a stick of timber liable to serious objections* — The mode of procuring it from whatever place you may determine, be pleased to adopt at once, and without further advice from me — That part of your letter of the 7<sup>th</sup> which refers to one previously written by you to the Accountant, has been answered by him — In the case of deceased persons, I see not how letters of Administration can be dispensed with, & as to persons discharged having balances due them, they may give orders on the Accountant

of the Navy for their Balances, which being ascertained by the Accountant, and paid by you for the Sums actually due can be admitted to the Credit of your Account — The Department is not at present in want of money in Virginia — If in the course of next month any should be necessary there, arrangements may probably be made to meet your views — My Letter of the 3<sup>d</sup> Inst. contained the Information solicited in yours of the 10<sup>th</sup> as to the time the Frigates would probably remain at Batavia — A remittance of 15,000 Dollars was ordered for your accomodation the 17<sup>th</sup> Inst.

An answer to yours of the 11<sup>th</sup> is the subject of another letter of this days date —

I have the honor to be

Gentlemen

Yr obed Servt

[NDA . GLB, Vol. 3, 1799.]

[19 December 1799]

Extract from a letter from Captain Thomas Brown, commanding the American private armed Ship *Albermarle*, to his owner, Fortesque Cuming of New York, concerning engagement with a French privateer

TRINIDAD, IN CUBA

*January 16, 1800, received via Havanna.*

"I arrived at this port the 8th inst. after a severe action, equal, I believe, to any since Americans have had liberty to arm to protect their property. On the 19th December, in lat. 22, 37, north, long. 67, 49, west, fell in with a French privateer of twelve guns and from 70 to 100 men, full of oars, and full of musquetry, his bloody flag hoisted. Gave him a few broadsides, then put before the wind under our three topsails, firing with our stern chasers about an hour, when he laid us aboard on our larboard quarter. By this time he had fired at least twenty broadsides at us, with a continual fire of musquetry. We received them with our boarding pikes, and killed the first officer that attempted to board through our boarding nettings. My boatswain was killed before they attempted to board. I had my hat shot through the crown and front rim. We are cut all to pieces, both sails and riggin. By captain Reed, of the brig *Nancy*, who is here loading, and will sail in all this month, I will write you more particularly, and send by him copy of protest, &c."

N. B. The *Albermarle* had ten 3 pounders and two 6 pounders stern chases, and twenty men.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 18 March 1800.]

Extract from log book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes, commanding, 19 December 1799

[Translation]

[Anchored in Port de la Liberté near Fort Fleur de l'épée, Grande Terre, Guadeloupe.]

28th FRIMAIRE

In the afternoon strong sea-breeze which fell toward evening. Sounded the usual call to quarters.

[Boston Athenaeum, NDA photostat.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Thursday, 19 December 1799

Moderate breezes and cloudy, in chase to the Southward @ 1 shortn'd sail and boarded the chase an american Schooner from St Thomas<sup>s</sup> bound to Cape Francois. @ 2 fill'd and stood in towards the Reef which extends to the Eastw<sup>d</sup> of Cape francois, Sent an officer and a Boats crew to sound the North part, @ 3 Wore to the Northward and made the Signal for the *Experiment* to come within hail. @ 4 Fresh breezes and clear weather lying too waiting for the Boat to return from surveying the reef, @ 5 the Boat returnd filld and made sail to the Northward. @ 12 Midnight Moderate Breezes and cloudy, Working to windward to the Northward of Cape Francois Made and Shortn'd sail as nessasary

At 12 — Moderate breezes and cloudy Cape Francois S S W.  
6 leagues

[NYHS, NHSC.]

[PHILADELPHIA]  
[20 December 1799]

General Order to the Officers of the U. S. Navy and Marines from Secretary of  
the Navy

The President with deep affliction announces to the Navy, and to the Marines, the death of our beloved fellow Citizen George Washington, Commander of our Armies, and late President of the United States, but rendered more illustrious by his eminent virtues, and a long series of the most important services, than by the honors which his Grateful Country delighted to confer upon him —

Desirous that the Navy and Marines should express in common with every other discription of American Citizens, the high sense which all feel of the Loss our Country has sustained in the death of this Good and Great Man, the President directs that the Vessels of the Navy, in our own, and foreign ports be put in mourning for one week, by wearing their colours half mast high, and that the Officers of the Navy, and of the Marines, wear crepe on the left arm, below the elbow for Six months.

NAVY DEPARTMENT, 20<sup>th</sup> December 1799

(Sign<sup>d</sup>) BEN STODDERT.

[20 December 1799]

To the Secretary of the Navy from Master Commandant William Cowper, U. S. Navy

United States' Ship *Baltimore* at Sea, in lat. 23, 60 N. and  
lon. 67, 30 W.

Dec. 31, 1799.

SIR, On the 20th of Dec. at 11 A. M. the town of Bassaterre in Guadeloupe bearing ESE 9 or 10 leagues distance, I fell in with and captured the French brig *L'Esperance* from Guadeloupe, bound to St. Thomas, Andrew Bernard master, loaded with 198 hogsheads of sugar. At 11 A. M. on the 21st, I arrived to an anchor in St. Christophers, with the prize in tow. The above brig is coppered, and 150 tons burthen.

I am, with respect, your most obedient humble servant,

WILLIAM COOPER

The Hon. BENJAMIN STODDERT.

[LC, "Connecticut Courant", Conn., 3 February 1800.]

To Captain James Sever, U. S. Navy, from Captain Edward Preble, U. S. Navy

*Essex*, SALEM HARBOR,

Dec. 20, 1799.

DEAR SIR: — The *Essex* is now at single anchor, and only waiting a favorable wind to sail for Newport. I am in hopes to join you in a very few days. I shall want ten men to complete my complement, half able and half ordinary seamen, independent of the marines I am to receive at Newport.

Please to desire the agent to provide four chaldrons of coal for me.

I am with great respect and esteem, Sir,

Your most obedient humble servant,

EDWARD PREBLE.

JAMES SEVER, Esq.,

Capt. U. S. Frigate *Congress*.

[NR&L, Nr: P922-14, *Essex* by G. H. Preble.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Friday, 20 December 1799

Moderate breezes and clear weather, Employd working to windward to the northward of Cape Francois, @ 4 shortnd sail an brought too. Employd Exerciseing Great Guns and small arms, @ 6 shortnd sail and wore to the Northward the Cape SW by W four leagues, @ 7 Brought too with the Main Topsail to the mast, *Experiment* in company Wore and Tackd as nessasary during the night to keep clear of the land @ 12 Midnight moderate and clear

At daylight saw a strange sail bearing N N E made sail and Gave chace @ half past 8 Shortnd sail and boarded the chace an American Schooner from Portland bound to Jamaica. @ 10 Shortnd sail and Rec<sup>d</sup> M<sup>r</sup> Stephens the American Consul from Cape Francois @ half past 10 filld and made sail to the Cape. @ 12 Fresh breezes and clear weather Cape francois S by E 6 leagues *Experiment* in company

[NYHS, NHSC.]

Extract from journal of sailing Master Rufus Low, U. S. Navy, of the U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, 20 December 1799

[Salem, Mass.] Wind from N N E to N W first part snow & rain, latter part clear weather at 9 am made the signal for sailing, at 1 pm unmoored but the wind growing faint I ordered the signal to be taken in.

[LC, EPP, 1799–1800.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, 20 December 1799

Weighed anchor and proceeded down the Bay. Ship *Harry Brig Sally* & Schooner [space] under charge

[NA.]

To the Commissioners of the City of Washington from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 21<sup>st</sup> December 1799*

*The Commissioners of the City of Washington*

GENTLEMEN I do myself the honor to enclose the copy of my letter to you of the 29<sup>th</sup> Ult<sup>o</sup> which from the complexion of yours of the 17<sup>th</sup> Inst this day received, I presumed never reached your hands —

As to any sum beyond 4000 D<sup>rs</sup> for the 2 squares &<sup>s</sup> it would not be justifiable in me to give it — If you do not think proper therefore to receive, what I can give, the property must remain *reserved for the use of the Navy* — The President I conceive is not authorized to appropriate this property An Act of Congress will be necessary on the subject In proper time I will apply for such an act

I have the honor to be

Gentlemen

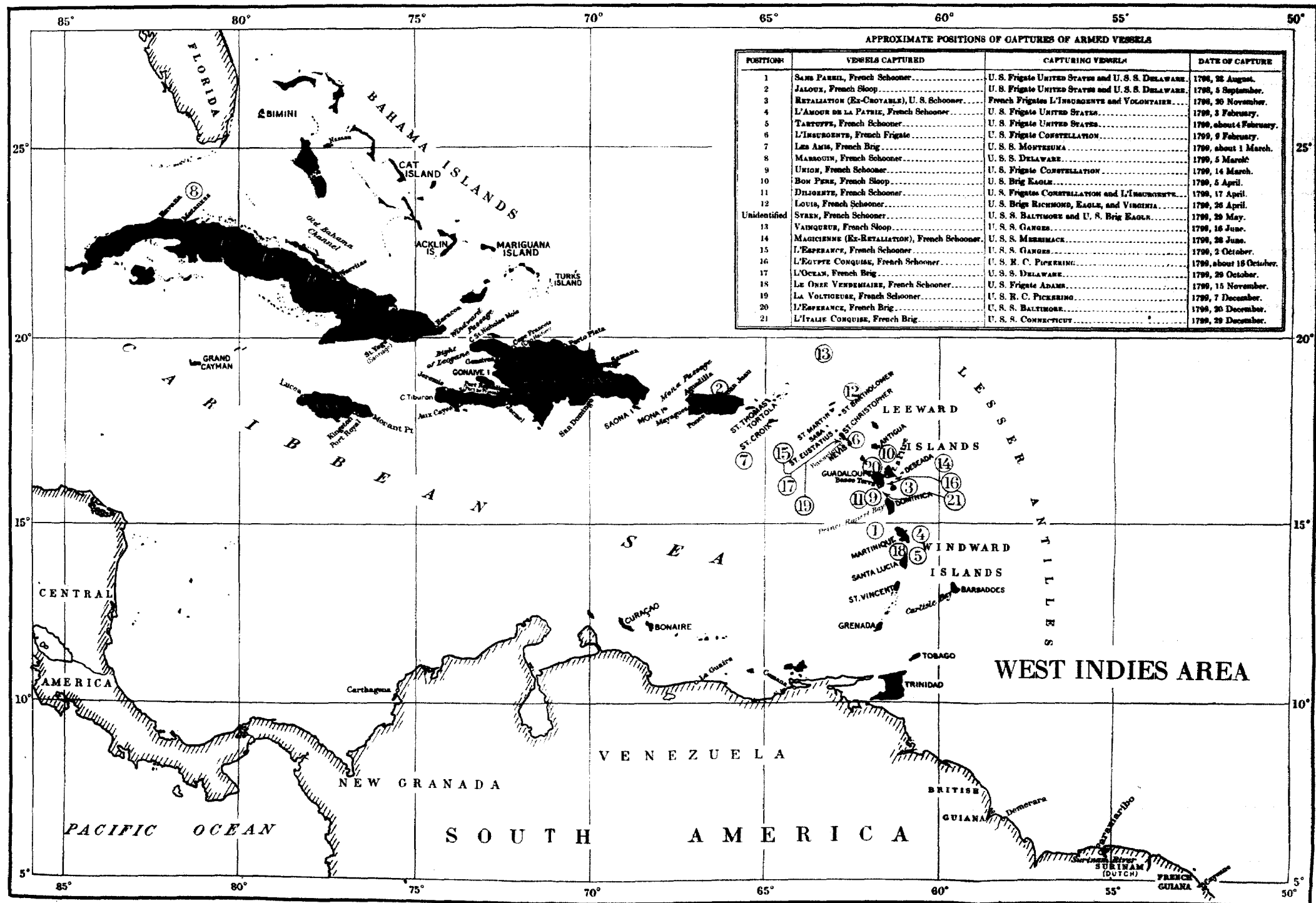
Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Saturday, 21 December 1799

Fresh breezes and cloudy, Employd working to windward to the Northward of Cape Francois, Tackd as nessasary @ half past 5 shortnd sail and brought too off Cape francois M<sup>r</sup> Stephens the American Consul from Cape francois left the Ship. Split the Main top Gallant sail — which we Unbent and Bent another, @ half past 6 filld to the Northward Wore and Tack'd as nessasary to keep sight of the Cape during the night At daylight saw 2 strange sail one bearing E S E the other S S E made sail and Gave chace to the sail S S E tackd as nessasary to chace to windward @ 11 Shortn'd sail and Boarded the chace an Hamburgh Brig from Cape francois bound to Hamburgh, @ half past 11 Tackd in towards the Cape, Employd Working up Junk, @ 12 light airs and clear weather, Cape francois S S E, 5 or 6 leagues & the *Experiment* in sight from the dock pursuing a sail to the S S E

[NYHS, NHSC.]



MAP OF WEST INDIES AREA.





Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding  
United States Ship *Ganges*, 21 December 1799

Left Cape Henlopen bearing N N W. 8 Leagues  
[NA.]

To Captain George Little, U. S. Navy, from Captain Silas Talbot, U. S. Navy  
U. S. Frigate *Constitution* off CAPE FRANCOIS  
22<sup>nd</sup> Dec<sup>r</sup> 1799 — — — —

SIR, the distance is so great between your Position and mine, that I think it very possible, that an Enemies Ships might pass you in the night undiscovered; and so running down to the cape, would be at too great a distance in the morning for you to descry them; or, to act in concert with me, should any assistance be wanted Therefore think it most prudent to direct you to join me here immediately after the receipt of this —

Doctor Stephens was on board the *Constitution* the day before Yesterday, and says "that three Frigates that are expected out, are the *La Bravoure* of 44 Guns the *La Cockarde* of 44 — and *La Syrene* of 32, or 36 Guns — But whether those Ships, (in case they approach this Island) will go to the City of S<sup>t</sup> Domingo, Port. Plate, or make direct for the Cape is uncertain — News has arrived also that a detachment of Land Forces are come out from France to reinforce Cayenne, Guadaloupe and S<sup>t</sup> Domingo, and that they have arrived at the two former, and may be expected at this Island Daily.

I have the honor to be with great respect Sir  
Your Obedient Serv<sup>t</sup>

SILAS TALBOT.

Cap<sup>t</sup> LITTLE  
of the Frig<sup>e</sup> *Boston*  
[F. D. Roosevelt Collection.]

To Charles Biddle, agent for prizes taken by U. S. Frigate *Constellation*, from  
Captain Thomas Truxtun, U. S. Navy  
*Constellation* HAMPTON ROAD  
22<sup>d</sup> December 1799 —

DEAR SIR I have received your favour of the 12<sup>th</sup>. I am half distracted at detention — but hope to be out to day.

M<sup>r</sup> Stoddert may direct the payment of the Prize Money if he pleases — but I must not be responsible for any Consequences, of Non Condemnation hereafter.

M<sup>r</sup> Bond you recommended as your friend — I hope he will do honor to your Recommendation, and that you will soon be possessed of the amount of the prize bills.

I have sent you by last mail a Power to Receive my Interest on Stocks & some time since a letter to M<sup>r</sup> Patterson, to pay you balance of My Account. —

Exchange will be above par considerably very soon.

forward the enclosed to M<sup>rs</sup> Truxtun — and with my sincere continuance of esteem — Beleive me always Your friend &c.

THOMAS TRUXTUN

PS: Best Compliments to }  
M<sup>rs</sup> Biddle & family. }  
[Haverford College.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Sunday, 22 December 1799

Moderate Breezes and clear weather. Employd working up Junk, Sailmakers Repairing a Fore storm staysail and Main Top Gallant sail Carpenters employd as occasionally

@ 6 shortnd sail and Tackd to the Northward, Cape Francois S S W three or four miles from 9 PM till 4 AM light airs and variable Ships head to the Northward

At Daylight saw Cape Francois bearing S by E four leagues and the *Experiment* In under the land

@ 9 AM saw a strange sail bearing N N W made the *Experiment* signal to come within hail, @ 10 the *Experiment* was ordered to part company and proceed to Monte a christo about 11 leagues to the Eastward of Cape francois

At 11 Assembled the ships company and performd divine Service Employd Whitewashing between decks.

[NYHS, NHSC.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of the U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, 22 December 1799

Wind N N W, At 8 am weigh'd anchor & sailed for New-Port, to compleat the equipment of the Ship for a Cruize, on passing Fort Pickering fired a salute of 16 Guns, which was returned, at 9 am discharg'd the harbour Pilot. The Ships comp<sup>y</sup> consists of 228 Officers Seamen Boys & Marines, at 11 am Cape Ann Light house bore N N E 5 Leagues Wind W N W inclining to the S W†

[LC, EPP, 1799–1800.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, 22 December 1799

Shewed Signal for every vessel to carry a light in the Night Shortn'd Sail for the fleet to come up. —

Mizen Top-Sail aback. —

Stiff breezes the fleet all in sight No Sun. —

[NA.]

To James & Ebenezer Watson, Navy Agents, New York,  
from Secretary of the Navy

[PHILADELPHIA]

Navy Department 23<sup>rd</sup> December 1799

Mess<sup>rs</sup> JAMES & EBENEZER WATSON  
New York —

GENTLEMEN I am honored with your letter of the 20th Inst —

You are right in respect to the quantity of 10, 6, and clout nails to be sent to the *Constitution*, 6000 in number of each of the former and 7000 of the latter are to be sent, With respect to cordage it does not appear to me to be proper or necessary to have any considerable quantity on hand, — It is liable to damage by keeping and it seldom occurs that in such a port as New York, any of our Vessels can want supplies, but that good cordage can be obtained as easy as

many other articles — When you ship the articles ordered for Batavia, be pleased to give directions to the Supercargo of the Vessel, that in the event of neither of the Frigates arriving at Batavia previous to her being ready to return, or if circumstances should prevent her entering the port of Batavia, & oblige her to proceed to some other port, he will sell the whole of the articles in question for the best price that can be obtained in good Bills on respectable Houses in the United States, & transmit the same to this Office as early as may be, and to insure the arrival of one sett of the Bills at least, that he send Duplicates & Triplicates by different Vessels — I cannot directly ascertain at what time the Live Oak for the 74 Gun Ship will be ready for delivery, As soon as I am informed, the necessary Communication shall be made to you — As to the steps to be taken for bringing it from Georgia — We are not in want of any more kentledge —

I have the honor to be Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799.]

To Captain James Sever, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 23<sup>rd</sup> December 1799

Capt<sup>n</sup> JAMES SEVER

SIR Enclosed you will receive Duplicate receipts of Captain Josiah for the provisions, shipped on board the Ship *China* for the Frigates *Congress* & *Essex* — one of which be pleased to [give] to Captain Prebble —

I am Sir

Yr obed S<sup>t</sup>

[Enclosures are in NDA, too voluminous to include herein.]

[NDA. OSW, Vol. 3, 1799-1800.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Monday, 23 December 1799

Light airs and cloudy, Employd Whitewashing between decks, @ 4 a breeze sprung up from E N E parted comp<sup>y</sup> with the *Experiment* @ 5 shortnd sail wore to the southward and boarded an American Schooner from Newyork bound to Cape francois, @ half past 5 fild and made sail in towards the Cape @ 7 Tackd to the Northward and shortnd sail Cap francois S S W two leagues Wore and Tackd as nessasary to keep sight of the land during the night. At day light saw two strange sails bearing S by E which we afterwards saw hoist american colours and Anchor In Cape francois Roads, Employd working up Junk and Washing between decks.

At 12 Meredian light airs and variable Cape francois S W 7 Miles and two strange sail E S E which appears to be bound to Cape Francois

[Latitude Observed 19° 50' N.]

[NYHS, NHSC.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding  
U. S. Ship *Ganges*, 23 December 1799

Made a Signal for each vessel to carry light in the Night  
Spoke a Ship from Kennebeck bound for Jamaica. No Sun. —  
[NA.]

To the Speaker of the House of Representatives from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 24<sup>th</sup> December 1799*

*The Speaker of the House of Representatives of the United States —*

The Secretary of the Navy has the honor to report on the reference made to him, on the 18<sup>th</sup> Inst. by the House of Representatives of the United States of the petition of Sundry French officers prisoners at Burlington.

That the person to whose charge the said prisoners were committed has been instructed, and has long since obeyed the instructions to admit to the privileges of parole within reasonable limits, such of them as could produce satisfactory evidence of being commissioned Officers — And that in no instance where application has been made under proper circumstances, has permission to depart from the United States been refused to Prisoners of this description. —

That no specified provision having been made by Law for the sustenance of French Prisoners, they have been allowed in some instances more but never less than one pound of bread, half a pound of meat, and one pound of vegetables each per day. That deeming this allowance sufficient, no discrimination has been made between the Officers and Privates, except that the former have been permitted to draw either the provisions or the whole in money, — And that besides provisions the prisoners have been furnished with coarse but comfortable cloathing, & blankets, and when the season required it with fuel.

The Secretary begs leave further to report — That it is a fact not to be doubted, that the American Citizens who have fallen into the hands of the Agents of the French Government in the West Indies have experienced treatment less indulgent than that of which the French prisoners at Burlington complain, and that in his Opinion neither humanity nor policy require, any change in the conduct heretofore observed towards French prisoners —

All which is Respectfully submitted —

(Signed) BEN STODDERT  
*Sec<sup>y</sup> of the Navy*

[NDA. Cong LB, Vol. 1.]

To Hon. James Watson, Philadelphia, Pa., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 24<sup>th</sup> December 1799*

HON<sup>ble</sup> JAMES WATSON Esq<sup>r</sup>  
*Philad<sup>a</sup>*

SIR I expect we shall be able to spare two Frigates for the Mediterranean, in March and it has been contemplated by the President so to

employ them — We can send none before March indeed if we had any to spare, it would not be prudent to send them to those seas in Winter. The Frigates I mean are the *Philadelphia*, and the *Chesapeake* at Norfolk both launched, and both preparing for Sea

I have the honor to be

Sir

Yr obed Sert

[NDA. GLB, Vol. 3, 1799.]

[24 December 1799]

Extract from a letter from a Gentleman on board the U. S. Ship *John Adams*, concerning her Officers who were taken prisoners and carried by Spanish troops to St. John

[U. S. S. *John Adams*]

*St. Kitts, Jan. 22. [1800]*

We are just arrived at St. Kitts, from a cruise off Porto Rico. The day before Christmas, our second lieutenant Mr. Smith, the lieutenant of Marines, purser, and a midshipman were sent on shore about 25 miles from St. John to buy provisions; the instant they landed they were surrounded by Spanish troops and carried to St. Johns, where they were put in confinement and treated as prisoners of war; their not returning at night, and captain Cross knowing what a jealous set of people the Spaniards are, suspected that something of that sort had happened; — he waited until the next day, and then run down for St. Johns; lieutenant Flagg and a midshipman were sent on shore to demand the prisoners of the governor; they were detained one hour at the Moro Castle, and then an officer was sent to confer with the lieutenant, who demanded an audience with the governor but was refused, upon which he sent word to the governor, that he should return in the morning, and if he was then refused an audience, that they should immediately return to America and make a formal complaint to our government, of which, I suppose, the governor being fearful, not only gave an audience the next day, but invited them both to dine with him and set the prisoners at liberty in the evening — all except Mr. Smith who refused to leave his prison until the boat and every thing which was taken from him were returned into his hands, which being done the next day, all things were settled amicably. A few days after we took a prize and then left the station for St. Kitts, our cruise being out.

To-morrow we shall sail again on a cruise to windward of Guadeloupe where we expect to fall in with a French 20 gun ship which is cruising off there.

Captain Truxtun is just arrived from Philadelphia in the *Constellation*; there are now seven United States vessels in Basseterre harbour, three of which are frigates.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 5 March 1800.]

Extract from log book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes commanding, 24 to 25 December 1799

[Translation]

3rd to 4th Nivose

Took the draught aft [mutilated]

forward [mutilated]

Difference [illegible]

*Height of the gun deck*

Starboard----- 5 feet

Port----- 5 feet

0

Unmoored in the afternoon

[Boston Athenaeum, NDA photostat.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Tuesday and Wednesday, 24 and 25 December 1799

Having resumed the command of the *Constellation*, after a resignation of my appointment, in the Navy of the United States. — Which Resignation was not accepted by the President — but on the contrary — he has directed me to command y<sup>e</sup> Squadron on the Windward Island Station, whoes Rendezvous is S<sup>t</sup> Kitts,

I have this 24<sup>th</sup> day of December at 10 AM Weighed from Hampton Roads and proceeded down the Bay — as did a Store Ship for the Squadron, and Several merchantmen under convoy.

December 25<sup>th</sup> at 2 PM discharged the pilot, being without the light house on Cape Henry about two Leagues. —

at 3 ditto, the Light house bore NW B W, four leagues distance, from which I take my departure. — Pleasant weather and smooth water — all hands employed unbending the cables, stowing the anchors — Repairing rigging and sails, and making top Gallant studding sails, together with putting every article in order — in all the different departments.

at Noon the convoy all in sight, and the weather delightfull for the Season.

[Longitude Account 74°.31' W.]  
[Latitude Observed 35°.10' N.]

[HS of Pa. NDA photostat.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 24 December 1799

Moderate breezes and cloudy, emloyd working up Junk @ 2 the wind wore round to N N W bore up and steerd towards Cape Francois the two strange [sail] mentiond bearing E S E made sail to the Eastward towards Monte a christo @ 5 shortnd sail and came to the wind, Cape francois SW by S two leagues @ 6 saw two strange sail bearing N N E steering in for the Cape @ 7 Calm ships head to the eastward, Sent an officer and an Armd Boat to Review

and Reconitre the Enemys ship which was hourly expected to sail from cape francois @ 9 the Boat anchord in 10 fathoms water two miles to the eastward of the fort, wore and Tackd as nessasary during the night to keep within communication of signal with the Boat which was orderd on that service

At 6 in the Morning the Boat returnd saw two strange sail bearing E N E made sail and gave chace, @ 8 made the private signal to the chace answ<sup>d</sup> by one of the U S Ships saw the other sail hoist American colours, @ 9 shortnd sail, and brout too and Joind company with the U S ship *Boston* In company with the Schooner *Experiment* N N W 7 miles Made the *Bostons* Signal for a Captain,

Supplyd the United States Ship *General Greene* with some carpenters stores @ 12 light airs and variable *Boston* and *Experiment* in company Cape francois S S W four leagues

[NYHS, NHSC.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of the U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, 24 December 1799

Wind SSE to NW fresh gales & rain, ordered fires between decks, the humidity of the Air being dangerous to the health of the people, sounded from 35 to 60 fath<sup>s</sup> in passing out the Channel, Course W S W 127 Distance

Latitude Obs<sup>d</sup> at noon 39° 42' N<sup>o</sup> Long DR 71° 43' W<sup>t</sup>

[LC, EPP, 1799-1800.]

Extract from journal of Lieutenant John Mulowny, U. S. Navy, commanding U. S. Ship *Ganges*, 24 December 1799

At ½ past M. a Man was washed from the head, M<sup>r</sup> Love 3<sup>d</sup> Lieu<sup>t</sup> M<sup>r</sup> Lewis & John Weir fell from the Jolly boat M<sup>r</sup> Love was saved by the brig *Sally*, M<sup>r</sup> Lewis & John Weir by the Cutter, Jonas Kindburg Seaman was drowned — Lost the Jolly boat. —

Strong Gales hand the Topsails —

None but the *Harry* in Sight. —

[NA.]

To Naval Constructor Joshua Humphreys, U. S. Navy, from Abishai Thomas for Secretary of the Navy

[PHILADELPHIA]

Navy Department 25<sup>th</sup> December 1799

JOSHUA HUMPHREYS Esq<sup>r</sup>

SIR In your estimate of rigging you say, For the largest Frigate Main Shrouds 10½ Cable Laid, second size 9 Inch full ditto —

36 Gun Frigates 8½ Inch ————— Ditto

32 Ditto ————— 8 Inch ————— ditto

For standing rigging for small Vessels and for running rigging for large and small — Coils of 7½ Inch *Hauser laid* 7d<sup>o</sup> 6½ Inch do. 6, 5½, 5, 4½, 4 — 3½ 3 — 2½, & 2 — 2d<sup>o</sup>

The Gentleman who is about to contract to furnish the Cordage suggests that the Cable laid Cordage should be expressed "*4 Strand Cable Laid*" and that the smaller ropes for the small vessels should not be expressed as hauser laid — Will you be so good as to shew me where to draw the line of distinction in respect to the latter if any is necessary or proper, and whether the distinction suggested by the Gentleman in question as to the Cable laid be necessary —

I am Sir &c

AB THOMAS

[NDA. GLB, Vol. 3, 1799.]

Extract from log-book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis Andre Senes commanding, 25 to 26 December 1799

[Translation]

4th to 5th Nivose

In the evening I weighed anchor and We anchored at the entrance and within the Channel. Not being able to go out on account of calm.

[Boston Athenaeum, NDA photostat.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 25 December 1799

Light airs from N N W At 2 Bore up and steer'd down for cape francois employ'd as nessasary. @ 4 shortn'd sail and brought too Squadron in company, Cape francois S S W three leagues @ 7 light airs from N W, parted with the squadron as there orders lead them to different bearings and different stations, @ half past 7 sent an officer and an Arm'd boat to reconeitre the harbour of Cape francois @ 10 Calm and cloudy ships head to the Northward, @ 12 Cape francois S W by W two or three leagues, from 12 Midnight till day light light airs and variable Ships head from N by W to N by E @ day light saw Cape francois S W 7 or 8 leagues the wind being light during the night and a current running to the eastward prevented us from communication by signal with the Boat which was ordered away in the evening, @ 10 the wind came round to N W made sail in towards the cape, @ 12 light airs and variable the Cape S W 6 leagues, *Boston* and *Experiment* South three leagues.

[NYHS, NHSC.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, 25 December 1799

Made Signals to the *Harry*

N<sup>os</sup> 6, 18, 52 —

[NA.]



Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Thursday, 26 December 1799

Throughout the whole of these twenty four hours Moderate Breezes and pleasant weather.

Employed all hands at doing the necessary duty of the Ship.

at Noon the Convoy all in Sight. — find the Gulph Stream to have Set very Strong — The Ship having made 36' Southing less than the courses and distance by log would give her. —

The Masters of the Merchantmen are found to be very inattentive to the course, and very remiss in making Sail. —

I have therefore repeatedly been obliged to repeat the Signal to make more Sail and to keep in close order. —

[Longitude Account  $72^{\circ}.39'$  W.]  
[Latitude Observed  $34^{\circ}.07'$  N.]

[HS. of Pa. NDA photostat.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Thursday, 26 December 1799

Light airs and variable, @ 1 a fresh breeze sprung up from the E N E, @ 2 Shortnd sail Squadron in company the Boat Return'd from the cape, @ 3 saw two strange sail bearing E by N, made sail and Gave chace, @ 4 answerd the private signal of the chace @ half past 4 answerd private signal of a sail N N E, @ 5 shortn'd sail and Joind company with the U S Ship *Herald* and Brig *Agusta* made the signal for a Captain from the *Herald* and Brig *Agusta* @ 7 parted company with the *Agusta* and *Herald* the former being ordered to S<sup>t</sup> Thoma<sup>s</sup> and the latter to Cape Nichola Mole @ half past 7 wore and ran in towards the cape, *Boston* in company and *Experiment* Wore and Tackd as nessasary to keep clear of the land and in sight of the cape during the night, @ daylight saw two strange sail bearing N E apparently bound to the cape.

@ 9 saw seven sail comeing out of Cape francois bore up and brought them too. American Vessels bound to different ports in America

At 12 fresh breezes and cloudy, Cape francois bearing S by W two leagues, Squ[a]dron in company

[NYHS, NHSC.]

Extract from log-book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes commanding, 26 to 27 December 1799

[Translation]

5th to 6th NIVOSE Year 8

In the [after ?] noon two English frigates appeared off the entrance to the Port [mutilated] evening there came alongside all the boats of the [mutilated] to tow at the same hour got under way slowly [?] to the ENE. The [Port ?] Officer had a light placed on the buoys to guide us in the channel [mutilated] we were outside of the channel, I had the ship hove to in order to [wait for ?] our boats. Shortly after we set our course for Basse Terre. light breeze from the NE. at midnight being apprehensive [mutilated] and South of [?] Point Sainte Marie, we sighted the two English frigates to windward, follow-

ing the same course as we were, and at a distance of about  $\frac{1}{4}$  of a league, I observed them carefully seeing that they did not change course, I [thought ?] they did not sight me I continued on my course, at [mutilated] after midnight I lost sight of them having changed course in order to stand for Cabesterre at 2 in the morning we anchored at Basse Terre

at 6.30 we moored with two anchors ahead. Shore anchor dropped in 8 fathoms and the sea anchor in 30 fathoms, with 50 fathoms [chain ?] to seaward and 40 fathoms toward the shore. fair weather. East winds. 2 cable lengths from shore

[Boston Athenaeum, NDA photostat.]

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Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, 26 December 1799

Spoke the *Harry* & hove to. —  
Made Sail the *Harry* in sight. —

[NA.]

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To Secretary of State from Edward Stevens, U. S. Consul General, Santo Domingo  
(Private)

On board the U. States armed Schooner  
*Experiment* off CAPE FRANCOIS Dec<sup>r</sup> 27. 1799

DEAR SIR I have just had the Honor of receiving your Dispatches by the U. S. Brig *Augusta*. They were deliver'd to Cap<sup>t</sup> Maley Yesterday & he has this Instant deliver'd them to me. —

Observing a Ship in Sight bound for Boston I could not refuse myself the Pleasure of acquainting you with the Reception of these Letters as well as with your Favor by the *Experiment*. In a few Days I shall have an opportunity of answering very fully to the contents of your several Dispatches. —

I am at present bound to Leogane to have a conference with Gen<sup>l</sup> T——t on the various arrangements made with him for protecting & continuing the commerce between this colony & the U. States. He is detained in the West with the Army & has written me several pressing Letters requesting me to come down. I find an Interview with him absolutely necessary. Much Intrigue has been used and every Engine set at work by the Enemies of the U. States to detach him from our Government but in vain. I have no doubt that I shall arrange every Thing with him in the most amicable manner as soon as I can see him. —

I have had several Interviews with Cap<sup>t</sup> Talbot since I wrote you last. I find him so candid — so prudent & liberal that I am convinced that he will do every Thing that can contribute to the good of the Service & for supporting the Dignity & Interest of the U. States. It is a happy Circumstance for me to have a man of his Character to cooperate with. I shall see him again as soon as I return from the West & shall do every Thing in my Power to assist him in his operations during his Continuance on this Station. —

With Respect to the condemnation of M<sup>r</sup> Gray's Vessel & that of the Crew I must beg you to excuse me for not answering you particularly at present Not having my Papers on board I cannot send you

the necessary Documents to shew you that so far from neglecting these two particular Cases I did every Thing in my Power to procure a Reversal of the Sentences (for they were condemned even before I knew that they had been libelled). When I have a little Leisure I think I shall be able to shew you Sir that this is a fresh Instance of that Calumny and determined Resolution to misinterpret every Thing which has been for some Time pursued by a certain Description of People here who from their connection with the Government of the U. States ought to cooperate with me more liberally than they do. — I esteem M<sup>r</sup> Gray. The character I have heard of him entitles him to Respect. But depend upon it Sir in the History he has received of this Business he has been most grosly imposed upon. I shall however reserve this Subject for another occassion when I shall write you more fully respecting it. —

This Part of the Colony still continues tranquil. One column of the Army has penetrated as far as Jackamel under the command of Christophe. Another is between that Place & Sal Tren [?] under the Direction of General Desselinus. Together they amount to about 10,000 Men. Jackamel is compleatly invested & would have been captured ere this had not the English taken a Squadron of Toussaint's armed Vessels which he had sent with military stores to cooperate with Christophe in the Reduction of this Place. — What the Cause of this Capture is I do not really know. It has however much deranged Toussaint's Plans and will inevitably prolong the War. He has just [sent] down a Flag of Truce to Jamaica to claim their Release. If the English should refuse & should continue to capture his Vessels the consequences are evident — a Rupture between him & them — & a tedious contest w<sup>th</sup> Rigaud. —

The *Constitution* and *Boston* are in sight. The *General Greene* is at the Cape repairing. She will not be ready for Sea under 10 Days. I remain D<sup>r</sup> Sir

With the highest Esteem & Respect

Your most obed<sup>t</sup> Serv<sup>t</sup>

EDWARD STEVENS

The Hon<sup>le</sup> T. PICKERING

&<sup>e</sup> &<sup>e</sup> &<sup>e</sup>

[Mass. HS Pickering Papers, Vol. 42.]

[27 December 1799]

To Secretary of the Navy from Lieutenant Benjamin Hillar, U. S. Navy

[U. S. R. C. Brig] *Pickering*, at sea, 27th Dec. '99.

SIR, Having this day fell in with, and captured a French privateer of 10 guns and 61 men, an occasion offering to inform you of the same, I pray you to excuse my not being so particular as I otherwise should be.

I have the honor to remain, Sir, Your most obedient servant,

BENJAMIN HILLAR.

HON. BENJAMIN STODDERT.

[LC, "Connecticut Courant", (Conn.), 3 February 1800.]

To Robert Oliver & Brothers, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 27th December 1799*

ROBERT OLIVER & Brothers

*Baltimore—*

GENTLEMEN I am honored with Your Letter of the 24<sup>th</sup> — The two Frigates are to cruise in the Streights of Sunda until towards May when it is expected the vessels at Batavia will be ready to return, and they are then to return with them to the United States — I suppose the Frigates have by this time sailed from Rhode Island, tho I have no advices to that effect I cannot give you any information about signals

I have the honor to be

Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799.]

To William Marbury, Navy Agent, Georgetown & Washington, D. C., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 27th December 1799*

WILLIAM MARBURY Esq<sup>r</sup>

*George Town —*

SIR M<sup>r</sup> Prout tells me that Maffit & Nismith of the City are good Wharf builders, & that labour & Carts are to be had almost for nothing this Winter — Every kind of labour will be immensely high next summer — I wish therefore on this account as well as to have the business progressing that you would begin the Wharf as quickly as possible —

I am Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799.]

Extract from log-book of the French Ship *Le Berceau* Master Commandant (Capitaine de frégate) Louis André Senes commanding, 27 to 28 December 1799

[Translation]

6th to 7th Nivose

Finished the caulking during the day. moderate gale

[Boston Athenaeum, NDA photostat.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Friday, 27 December 1799

Cloudy — dull, heavy weather — threatening Rain and a change of wind to the Westward. —

Employed Repairing various articles in every department.

at Noon the Convoy all in Sight. Overhauled and Corrected the log line and glasses. —

[Longitude Account 70°.52' W.]  
[Latitude Observed 33°.03' N.]

[HS of Pa. NDA photostat.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Friday, 27 December 1799

Fresh breezes and cloudy, lying too examining thre[e] american Schooners from Cape francois bound to Plymouth and Boston, sent away two french prisoners one to Boston the other to Plymouth @ 3 fill'd and made sail squadron in C<sup>o</sup> @ 5 squally with light showers, Reef'd the courses and sent down Top Gallant Yards, Wore and tack'd as nessasary to keep in sight of Cape francois.

@ 12 Midnight more moderate, @ 4 AM light airs and cloudy, let out reefs of the courses up Top Gallant Y<sup>d</sup>s employd setting up the lower Rigging

Punishd Thomas Williams, Thomas Moody and William Cooper seamen with 6 lashes for Neglect of duty

@ 12 light airs from the N E Cape francois S S W three leagues Boston in company

[NYHS, NHSC.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding  
U. S. Ship *Ganges*, 27 December 1799

Spoke Ship *Rachael* from Londonderry for Philad<sup>a</sup> gave him 2 lbs. twine & 2 bottles Lamp oil. —

Harry in Sight. —

[NA.]

To Stephen Higginson & Company, Navy Agents, Boston, Mass., from Secretary  
of the Navy

[PHILADELPHIA]

Navy Department 28<sup>th</sup> December 1799

Mess<sup>rs</sup> STEPHEN HIGGINSON & Co

Boston —

GENTLEMEN I am this day honored with yours of the 21 Instant — We have no other Frigates besides the *Congress* & the *Essex* to spare for Batavia — The West India Trade is too important to be neglected — We ought to have two large Frigates at Cape Francois, two at Guadeloupe, — Our force will admit of but one such vessel at each place neither can be spared for Batavia — if either could be, the mischief would be done, before they could arrive there, first returning to this Country to prepare for so long a voyage — I hope and believe the *Congress* & the *Essex* will be quite sufficient to meet all the force the French will have at the Isle of France, — At all events we can do no more —

I have the honor to be

Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799.]

To Captain Moses Brown, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 28<sup>th</sup> December 1799

Captain MOSES BROWN  
of the *Merrimack* Boston

SIR I am honored with your Letter of the 12<sup>th</sup> Instant —

The sum of 1312<sup>5</sup>/<sub>100</sub> Dollars which you paid into the hands of Mess<sup>rs</sup> Stephen Higginson & C<sup>o</sup>, having accrued for Salvage on a recaptured Merchant Vessel, belongs wholly to yourself and Crew actually on board at the time of the Capture, this sum therefore will be repaid to you to be distributed as the Law directs —

The *Magicienne* late the [U.S.S.] *Retaliation*, being a [French] National Vessel when Captured became the property of the United States — a Bounty therefore of 40 Dollars for each Officer & Men and 50 Dollars for each Cannon mounted taken on board became due to the Captors — It appears there were 63 men and 6 Guns on board when She was taken. Consequently the sum of 2,820 Dollars is payable to you as Agent for the Crew of the *Merrimack* to be distributed agreeably to the Act of the 2<sup>nd</sup> March last —

As the Government is entitled to one half of the proceeds of the *Buonaparte*, and as the Bills are in your hands you may deduct out of the Sales of the half belonging to Government the above 4132<sup>5</sup>/<sub>100</sub> Dollars sending as soon as you can, an account of your proceedings herein to the Accountant of the Navy —

As to M<sup>r</sup> Clarkson, he appears to have remitted agreeably to his Account rendered you, & which is now returned in Government Bills meaning Bills on the British Government — No doubt there will be a loss, which he must have known I see not how it is to be remedied — If indeed he has acted contrary to Contract, you may claim of him the loss sustained —

The Accountant of this Department informs me that you have charged the Department with upwards of 4,000 Dollars advanced to the Crew of the *Merrimack* for which no vouchers have been produced, and if even Vouchers had been produced, they could not have been admitted to your credit until you had shewn the money to be accounted for in settling the pay accounts of that Vessel — This is a business which requires attention, & I trust you will be prompt in setting it right — You must render new accounts from the first of your appointment — Your recommendation of officers shall be attended to —

As soon as the *Merrimack* is in a situation that you can leave her with propriety you may take leave of absence, until she will be again ready for Service, taking care however to leave her in charge of a carefull & vigilant officer — M<sup>r</sup> Jonathan Titcomb, Jun<sup>r</sup> Acting Lieutenant has asked leave of absence for such time as you may deem expedient —

I have the honor to be Sir  
Yr obed Serv<sup>t</sup>

To Stephen Higginson & Co., Navy Agents, Boston, Mass.,  
from Secretary of the Navy

[PHILADELPHIA]  
NAVY DEPARTMENT  
28th December 1799

STEPHEN HIGGINSON & C<sup>o</sup>  
Boston —

GENTLEMEN I am honored with your letter of the 11<sup>th</sup> Instant —

The *Magicienne* late the *Retaliation* being a National Vessel when Captured by the *Merrimack*, became of course the property of the United States, and a bounty of 40 Dollars for each man, and 50 dollars for each Gun taken on board is due to the Captors — The sum of 1312<sup>5</sup>/<sub>100</sub> D<sup>rs</sup> paid into your hands by Captain Brown appears to have accrued for salvage on the Brig *Harmony* of Baltimore, recaptured by the *Merrimack*, which sum Capt<sup>n</sup> Brown reserved under an impression that one moiety of the Salvage belonged to the United States — As this opinion was unfounded this money must be repaid to Captain Brown — You need not however take any steps concerning it — This with the bounty in question, Captain Brown will retain in his hands out of the proceeds of the prize Schooner *Bounaparte* —

Your letters of the 13<sup>th</sup> & 14<sup>th</sup> are also received — Thanking you for the communications and advice as to the method of putting up provisions &<sup>e</sup> &<sup>e</sup> for long voyages, and your offers to Ship any articles which might be wanting at Batavia — I have the satisfaction to inform you that the necessary Shipments had been previously directed at this place and Newyork and I presume the whole are completed — A remittance of 15,000 Dollars is this day ordered

I have the honor to be

Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799.]

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[28 December 1799]

Extract from log book of the American Ship *Commerce*, Captain Whippley, commanding, concerning her capture by a French privateer, and re-capture by the U. S. Frigate *Insurgente*, Captain Alexander Murray, U. S. Navy, commanding

“Sailed the 14th Oct. from Liverpool and after experiencing several severe gales, was obliged to bare away for the West-Indies on the 10th Dec. having lost our bowsprit and being much shattered in our rigging. Dec. 28, in sight of Antigua, was bro’t too by a French privateer, who ordered us to send our boat on board, we assured them that our boat was so leaky she would not swim; they again insisted on the boats coming; at this we hoisted out our boat, and sent her with two hands to bail, in order to keep her from sinking; it was with great difficulty they reached the privateer — they immediately sent back the boat with two armed men, who ordered the boat to return with several of our crew, they did not reach the privateer the second time before the boat sunk, and it was with great difficulty that we saved the people in the boat.

"The privateersmen then boarded us with pistols, drawn cutlasses, &c. and drove all our crew on board the privateer, except the capt. two mates and one seaman, and ordered the ship for Guadaloupe, leaving a prize master and 8 men on board; at dark the prize master ordered the captain and mates into the cabin, not allowing us to have a light; at 7 in the evening discovered a ship to windward; the prize master immediately hauled to port; and kept the ship before the wind; we got a light in the cabin, and held it to the window in order that the ship in chase might keep sight of us; they soon after fired a gun and brought us too — she proved to be the U. S. frigate *l'Insurgent*, captain Murray who ordered us for St. Kitts, where we arrived the day following. The privateer made her escape."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 15 February 1800.]

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Extract from log-book of the French Ship *Le Berceau* Master Commandant (Capitaine de frégate) Louis André Senes commanding, 28 December 1799 to 1 January 1800

[Translation]

7th to 11th Nivose

Nothing to report for the 7th, 8th, 9th, 10th and 11th [Nivose] the caulkers continued to work on the outboard side of the Corvette.

[Boston Athenaeum, NDA photostat.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Saturday, 28 December 1799

Pleasant weather and smooth water.

All the convoy in sight at noon.

People employed at doing the Various duties of the Ship.

Exercised the great guns and small arms.—

Longitude Account	69°.43' W.
Latitude Observed	32°.50' N.

[HS of Pa. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Saturday, 28 December 1799

Light airs with a heavy swell from the Northward @ 4 Calm and cloudy received an Officer with dispatches from the United States Ship *General Greene* which was Refitting in Cape francois, @ the Close of the evening it being a dead calm the North part of the Cape South 5 or 6 miles, Bent the cables and Unstowd the small Bower @ 10 a breeze sprung up from S S W, wore and parted company with the United States Schooner *Experiment* she being orderd to Cape Nichola Mole wore and Tackd as nessasary to keep in sight of the Cape, @ daylight saw a strange sail bearing North, bore up and Boarded the american ——— from Newyork bound to Cape francois Employd as Nessasary

At 12 Moderate and clear

[NYHS, NHSC.]



Extract from journal of Sailing Master Rufus Low, U. S. Navy, of the U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, 28 December 1799

At 4 pm saw the *Congress* Frigate at anchor in the harbour, made the *Essex* private signal Wind ENE at 7 pm passed the Light house at 8 Anchor'd in the entrance of the Harbor about 1 Mile above the light house in 25 fath<sup>s</sup> Water good bottom, our dis<sup>t</sup> from the Eastern shore half a mile, at 7 am a harbour Pilot came on board from New-Port, weigh'd and made sail up the harbor at 8 am passed the *Congress* manned ship & Cheered which was return'd by the *Congress* at ½ pas<sup>t</sup> 8 anch<sup>d</sup> in 7 fath<sup>s</sup> muddy bottom & moored ship the Long Wharf bearing E b S dis<sup>t</sup> half a League. —

[LC, EPP, 1799–1800.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, 28 December 1799

the *Harry* in Sight.  
Light breezes & clear

[NA.]

[29 December 1799]

Extract from letter to a Gentleman in Middletown, Conn., from Captain Moses Tryon, U. S. Navy, commanding U. S. S. *Connecticut*

UNITED STATES Ship *Connecticut*,  
10 leagues ENE, from Descade,  
Jan 10, 1800

"I have been able to reduce it to a certainty that the *Connecticut* is perhaps the fastest sailing ship in these seas. I have had a fair trial with several British men of war; I likewise had an opportunity to try her sailing with the *Insurgent*, Capt. Murray, and the *Adams*, Capt. Morris, both of which I have fairly beaten by the wind, and I think I can say she sails equally well from the wind. On the whole, I am not afraid to have a fair look at any thing that floats on the ocean I have had the good fortune to fall in with the French privateer brig *Conqueror of Italy*, mounting 12 guns and 62 men (having manned 6 prizes in the course of her cruise) which I captured the 29th ult. on her return to Point Petre. She has done more injury to our commerce than any other privateer out of Guadaloupe, having by accounts taken 200 American vessels. She had bid defiance to all British frigates.

[LC, "The Daily Advertiser", (N. Y.), 4 March 1800.]

[29 December 1799]

Extract from a letter from Captain Richard V. Morris, U. S. Navy, commanding the U. S. S. *Adams*, concerning capture by Captain Moses Tryon, U. S. Navy, commanding the U. S. S. *Connecticut*, of the French privateer Brig *Italic Conquest*

(OFFICIAL.)

[U. S. S. *Adams*] BASSETERRE ROADS, ST. KITTS,  
Jan. 20, 1800.

"The French privateer brig *Italic Conquest* has been captured by the *Connecticut*, capt. Tryon—she struck after receiving the second

broadside which carried away her main-topmast, stove her boat, and wounded the Capt. and two of the men, one mortally."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 14 February 1800.]

[29 December 1799]

To Major Commandant William W. Burrows, U. S. Marine Corps, from Second Lieutenant Newton Keene, U. S. Marine Corps

BASSATERRE ST. KITTS 1<sup>st</sup> January 1800

Major BURROWS

SIR On Sunday Night last the 29<sup>th</sup> Dec<sup>r</sup> off Gaudaloupe we discovered a sail standing for us. As soon as she discovered our Force, Tackd & stood off. We crowded all Sail & stood after her & came with in Gunshot about 1 Oclock when I was directed by Capt. Tryon to make the Marines Fire which I accordingly did & which was rec'd with great Spirit in consequence of which we Immediately gave her Two Broad Sides of Grape Shot from the Ship which damaged her Rigging & Sails so much that the Captain called for Quarters. She proved to be the Copper bottomd Brig *L'Italia Conqueste*, Laurent Langlais Commander Carrying Twelve Guns Two of which are Twelves & Having on Board Sixty Men & fourteen American Prisoners taken a few days previous to her being taken when she first set out on the Cruise she had on Board 130 men but has reduced the Number to 60 by putting them on board of Prises. The above Brig was one of the Fastest Sailing Privateers from Guadulope & has taken more American vessels than any other. We had no men on Board the *Connecticut* either killed or wounded, none on board the Brig killed, Three wounded one of whom was the Captain Slightly.

I beg leave to observe to you that the Conduct of my men in the above action would have done Honor to Veteran Soldiers having fired One Hundred and Eighty rounds. We arrived here yesterday morning and shall leave here again this evening on a Cruise. I have the Honour to be

Your Ob Servt

NEWTON KEENE  
Lt of Marines on Board  
The U. S. Ship *Connecticut*

[MCA, LR, 1800.]

To Secretary of the Navy from Captain Edward Preble, U. S. Navy

Essex, NEWPORT HARBOR,  
Dec. 29, 1799.

SIR: — I have the honor to acquaint you I arrived here the 27th inst. The ship proves a good sea boat and sails very fast. I have received your letter of instructions (of the 11th inst.) for my government during my absence and shall pay proper attention to it. I have also received the order on Capt. Josiah for the flour, and the list of provisions to be shipped on board the different merchant vessels for our supplies home; the Bills of Lading you mention in your letter of the 12th, I have not yet received. I feel truly sensible

of the high honor conferred on me by the confidence of the President and your good wishes for my success and honor, and beg leave to assure you that you may rely with confidence on my every exertion to promote the good of the service and support the honor of the flag of the United States.

Capt. Sever expects we shall sail next Wednesday. My accounts and other returns will be forwarded previous to sailing.

With great respect I have the honor to be Sir,

Your most obedient servant,

EDWARD PREBLE.

Hon. Sec'y of the Navy.

[NR&L, Nr: P922-14, *Essex* by G. H. Preble.]

To Captain James Sever, U. S. Navy, from Captain Edward Preble, U. S. Navy

*Essex* Frigate NEW PORT  
harbour Dec<sup>r</sup> 29<sup>th</sup> 1799

SIR The United States Frigate *Essex* which I have the honor to command will want a supply of fresh provisions and Vegetables for the Officers and Crew while in this harbour, you will oblige me by issuing a warrant to the Navy Agent for that purpose.

I have the honor to be with great respect Sir your obedient Serv<sup>t</sup>

EDWARD PREBLE

JAMES SEAVER Esq<sup>r</sup>

Captain of the United States  
Frigate *Congress*, and commander  
of the squadron destined for Batavia

[LC, J. Sever Papers, NDA photostat.]

To Joseph Waters, U. S. Navy Agent, Salem, Mass., from Captain Edward Preble,  
U. S. Navy

*Essex*, NEWPORT HARBOR,  
December 29, 1799.

SIR: — I am honored with your letter of the 24th inst., in answer to which I beg leave to acquaint you that the *Essex*, with two reefs in each topsail and foresail sailed as fast as the *Belisaurias* with top and top gallant studding sails set. Capt. West's ship was so far astern that I could not so well judge of her sailing, but it appeared to me this ship with the same sail set with either of the two would sail six miles to their four.

I arrive here the 27th, experienced some blustering and much moderate weather on my passage, the wind generally contrary. The *Essex* is a good sea-boat, and sails remarkably fast. She went eleven miles per hour, with top gallant sail set and within six points of the wind.

I shall sail from this in five or six days at farthest.

I remain with respect and esteem,

Your obedient servant,

EDW. PREBLE.

JOSEPH WATERS, Esq.

[NR&L, Nr: P922-14, *Essex* by G. H. Preble.]

[29 December 1799]

To Captain Edward Preble, U. S. Navy, from Officers of U. S. frigate *Essex*

We the Subscribers, of the United States frigate *Essex*, viewing the Conduct of Lieu<sup>t</sup> Geddes of the marines while on board as unbecoming a gentleman & an officer feel ourselves compelled to express our disapprobation of his behaviour, & forming our opinion from his conversation and manners, presume he was intoxicated & incapable of performing the duties of his office —

RICH<sup>d</sup> C. BEALE Lieu<sup>t</sup>,  
DAVID PHIPPS do  
GEO G LEE Lieu<sup>t</sup>  
RUFUS LOW Master  
HECTOR ORR Surgeon

*Essex* Frigate — 29<sup>th</sup> Dec<sup>r</sup> 1799 —

[LC, EPP, 1799–1800, Vol. 2.]

To Major Commandant William W. Burrows, U. S. Marine Corps, from Captain James McKnight, U. S. Marine Corps

108 Miles from Phil:a.

HANOVER, Dec. 29, 1799,

8 o'clock A.M.

DEAR SIR: — I arrived at this place last evening after a very fatiguing march of 18 miles, the roads being very soft.

Boyle and James Brown were ill with the pleurisy and I thought it most advisable to leave them (until my return) at the Infantry Barracks in York.

There are 29 prisoners in the Waggon, unable to walk.

I am confident it will afford pleasure when I inform I have not had occasion to punish one of our men and I flatter myself no troop made a more cleanly or better appearance on entering the different small towns on our route.

Lt. Gale is very hearty & begs me to make his respect to you, please make our compliments to our brother officers at Headquarters. Tonight I shall quarter at Tawneytown 18 miles from here for Monday by 12 o'clock shall be at Frederick — I am Sir,

Very respectfully,

J. MCKNIGHT.

(P. S.) Since writing the enclosed I have reached Tawneytown, 25 miles from Frederick, we are in the same state as mentioned in mine of this morning.

[USMC Recruiters' Bulletin, April 1916, p. 15]

Extract from Captain Thomas Truxtun's Journal, U. S. Frigate *Constellation*, Sunday, 29 December 1799

Fresh breezes and hazy weather, with a head sea. All the convoy in sight at Noon: they however pay no attention to Steering, or to Signals.

Carpenters employed making half ports, Sail Maker repairing Sails — and the most of the remainder of the crew, at sundries.

[Longitude Account 68°.25' W.]  
[Latitude Observed 32°.38' N.]

[HS of Pa. NDA photostat.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 29 December 1799

Moderate Breezes and clear weather, Employd as nessasary Sailmakers and Carpenters as occasion required At 4 Bore up and steerd down for Cape Francois made and Shortnd sail as nessasary, @ half past 6 wore to the Northward and hauld to the wind the Cape S S W 5 or 6 leagues, Wore and tackd as often as requisite during the night.

At daylight saw the *Boston* S S E four miles and a strange sail bearing N N E made sail and Gave chace. @ 9 Boarded the chase an American Brig from Philadelphia bound to Cape francois filld and stood in for the Cape.

@ 11 saw a strange sail bearing W by S Bore up and gave chace Assembled the ships company and performd divine service

@ 12 moderate and clear the chase West 7 miles the Cap S by W four leagues

[NYHS, NHSC]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, 29 December 1799

Light breezes & clear, in Top Gallant Sail & back'd the Mizen Top Sail to wait for the Ship.

Fresh breezes and Squally. —

Passed a strange sail Standing to the Northw<sup>d</sup> & East ward the *Harry* in Company. —

[NA.]

To Captain Samuel Barron, U. S. Navy from Secretary of the Navy

[PHILADELPHIA]

Navy Department 30<sup>th</sup> December 1799

Capt<sup>n</sup> SAMUEL BARRON  
of the *Chesapeake* —

SIR Solicitous that the *Chesapeake* should be got to sea as soon as possible, I have to request that you will immidiately on receipt of this take a thorough survey of her, examine particularly what is done, and what remains to be done to compleat her, what articles yet wanting can be supplied at Norfolk and what will depend on me, together with your *own opinion*, without relying on that of others, as to the shortest time in which she may be brought into actual service —

I have the honor to be

Sir

Y<sup>r</sup> obed Serv<sup>t</sup>

[NDA. OSW, Vol. 3, 1799-1800.]

To Secretary of State from Isaac Cox Barnet, U. S. Consul, Bourdeaux

Copy

BORDEAUX Dec<sup>r</sup> 30<sup>th</sup> 1799 —

SIR Since I had the honour of writing to you on the 22<sup>d</sup> Ins<sup>t</sup> I have had the satisfaction of obtaining the release of all the American Prisoners detained here and have now about one Hundred at the expence of the U. S. and am much at a loss how to dispose of them, except in the following way:

The Brig *Benjamin & Nancy*, Capt<sup>n</sup> Williams arrived three days ago from Boston and Corrunna with forty four french passengers. She will return directly to Boston (having come as a flag of Truce). The Captain has no orders respecting American Seamen and to prevail on him to take those now here, I believe I shall be obliged to lay in their provisions and either pay their passage or draw on the Department of State for the same — however neither the Captain of said Vessel nor his consignees have yet come to any decision on the subject. This vessel will probably Sail the captain says in about fifteen days — but as the river is very full of ice and the Season severe, being in want of repairs, she may probably remain long enough for me to receive the honour of an answer from you, Sir, in which I beg you will have the goodness to advise me how you think I ought to arrange in this case so as to dispose of our seamen to the satisfaction of our Government If however, as is probable I cannot wait your reply to this on the subject, I will make the best agreement in my power. If I send them into Spain they would require considerable advance and I should have no assurance of their returning to America before they should create much more expence for the U. S. by remaining on the hands of our Consuls there — Many of them would, besides, by becoming again possessed of their protections (which I retain while here) be liable to enter on board Privateers.

I have not yet had it in my power to dispose of the Bill 1000 [?] advised by my last and have been obliged to borrow. I have expended more than its amount as you will observe by the short statement enclosed and would be glad you should think proper to open me another credit for a like sum or up to 1500 [?].

The various wants, representations, and dispositions, or distributions of the Seamen & Lodgers, takes up so much of my time that it has been impossible for me to make out yet the statement you wish & I crave your indulgence in this respect.

Accounts from Lisbon say that your Colleagues Mess<sup>rs</sup> Davie & Ellsworth have reembarked for the Bay of Biscay or Holland — I have myself no letters from said place.

I this moment learn that the crews of two more American captured ships arrived last night at the prison of this place. I have the honour to be &c

(Signed) I. C. BARNET

To Archibald Campbell, Navy Agent, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 30<sup>th</sup> December 1799

ARCHIBALD CAMPBELL Esq<sup>r</sup>

Baltimore —

SIR I send you the power solicited in respect to the *Montezuma*, not because I consider it necessary, your power before being ample, but to remove doubts —

I am Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799.]

[Enclosure]

Benjamin Stoddert, Secretary of the Navy of the United States to Archibald Campbell Esq.

Having heretofore by command of the President of the United States, authorized you to sell the Ship of War, the *Montezuma*, you are hereby empowered to execute and deliver to the person or persons who have purchased her, a Bill of Sale, or other Instrument of writing so as to vest in him or them a complete title to the same, which said Bill or Instrument of writing shall be binding, and obligatory on the part of the United States —

Given at the Navy Department, Philad<sup>a</sup> December 30<sup>th</sup> 1799

(Signed)

BEN: STODDERT

Sec<sup>y</sup> of the Navy

[NDA. GLB, Vol. 3, 1799]

Extract from Captain Thomas Truxton's journal, U. S. Frigate *Constellation*,  
Monday, 30 December 1799

A very disagreeable head Sea, accompanied by a Fresh Southerly wind and hazy weather, Employed at Squaring the Ratlines, mending of Service, repairing Rigging and Sails, and doing the various necessary duties of the Ship.

Died Willis Hedgberth a Marine, who had long been confined with a common hospital fever. at 8 A M, committed his body to the deep, with the usual ceremony.

at Noon all the convoy in Sight, except a Sloop of M<sup>r</sup> Clarkson of S<sup>t</sup> Kitts — which Vessel has parted company through her masters negligence, in not keeping his wind — for a Schooner much inferior in sailing, has remained near me, without any difficulty by paying due attention. —

[Longitude Account 67°.55' W.]  
[Latitude Observed 32°.36' N.]

[HS of Pa. NDA photostat.]

Extract from Journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Monday, 30 December 1799

Monday Moderate Breezes and cloudy, In chase to the S W, @ 3 shortn'd sail and boarded the chase an american arm'd Schooner from Baltimore bound to Cape Francois filld and Gave chase to S S E. @ 5 shortn'd sail and boarded the chase @ a quarter past 6 made sail in chase to windward @ 7 lost sight of the chase, continued pursuing her till 9 in the evening under a press of sail.  $\frac{3}{4}$  after 9 shortnd sail and wore to the Northw<sup>d</sup> *Boston* in company, wore and Tackd as nessasary during the night. @ daylight saw the *Boston* 4 leagues S W and a strange sail N N E made sail and Gave chase, Employd washing and fumigating Between decks @ 10 Shortnd sail and Boarded the chase an american Schooner from Philadelphia with Stores and provisions for the United States Ships on the St Domingo Station, Employd Receiveing provisions

@ 12 Calm Cape francois SW by S 7 leagues *Boston* S W 16 miles  
[NYHS, NHSC.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding  
U. S. Ship *Ganges*, 30 December 1799

Fresh breezes & Clear. —

Fired a gun as a Signal for the Ship

Fir'd a gun as a Signal for the *Harry*

Clear & pleasant the *Harry* in sight.

[NA.]

Extract from a letter to Secretary of State from Rufus King, U. S. Minister, London, England, with a Translation of the Ordinance of the King of France, concerning the Navigation of Neutral Ships in time of war

LONDON, 31st December 1799.

"The provisional Government of France repealed on the 20th instant the law of the 29th Nivose, 6th year [18th Jan. 1798]—and declared that the regulations of 1778 in respect to the rights of belligerents and neutrals should in future be strictly observed."

*We have procured a faithful translation of the ordinance of the King of France alluded to above, which is as follows:—*

## REGULATION

*Concerning the navigation of neutral ships in time of war.*

Published by order of the French King July 26, '78.

The king having caused the ancient regulations concerning the navigation of neutral ships in time of war to be laid before him, has judged it proper to renew the same, and to add thereto whatever to him appeared necessary for the preservation of the rights of neutral powers, and the interests of their subjects without authorizing any abuse that may be made of the neutral flag. In consequence whereof his majesty has ordered, and does hereby order, as follows:



1st. His majesty forbids all privateers to take and carry into the ports of his kingdom any ships belonging to neutral powers, even though they should have sailed from an enemy's port or be bound thither; unless such ships shall be carrying succours to places belonging to an enemy, then blockaded, invested, or besieged. In case the ships of neutral states shall be laden with contraband articles for the use of the enemy, such ships may be stopped, and the said articles seized and confiscated; but the vessel and remainder of the cargo, shall be released, unless the said contraband articles compose three fourths of the value of the cargo; in which case the ships and cargo shall be entirely confiscated. His majesty, however, reserves the power of revoking the liberty given by this article if the belligerent powers do not grant the same within six months from the day of the publication of this regulation.

2nd. The masters of neutral ships shall be obliged, when at sea, to prove their neutral property, by passports, bills of lading, invoices, and other papers on board; one of which at least must incontestibly prove the neutral property, or must contain a precise enumeration of it. As to charter parties, and other papers which shall not be signed, it is his majesty's pleasure that such shall be considered as null and of no effect.

3d. All vessels taken, of what nation soever, neutral or allied, upon its being proved, that papers have been thrown overboard from such vessels, or otherwise suppressed or withdrawn shall with their cargoes be declared good prize, upon the simple proof of the papers being thrown overboard, and without the necessity of enquiring what those papers were, by whom they were thrown overboard, or whether the others remaining on board are sufficient to prove that the ship and cargo belonged to friends or allies.

4th. A passport or clearance, can serve but for one voyage only; and it shall be considered as null, if it be proved, that the vessel was not, at the time of preparing for such voyage, in one of the ports of the prince who granted such passport.

5th. No regard shall be paid to passports of neutral powers, when those who shall have obtained them shall be found to have acted contrary thereto, or when a passport expresses the name of a ship different from that it bears in the other papers on board, unless due proofs of the change of name, and the identity of the ship, are expressed in the said papers, and that they have been allowed by the public officers of the place from whence they came and registered by the principal public officer of the place.

6th. No regard shall be paid to passports granted by neutral or allied powers, either to owners or masters of ships, who are subjects of his majesty's enemies, unless they have been naturalized, or have moved their dwelling into the dominions of the said powers, three months before the first of September of the present year; nor shall the said owners and masters of ships, subjects of his majesty's enemies, who shall have obtained letters of naturalization enjoy the benefit thereof, if after they have obtained them, they shall return into the states at war with his majesty, and there continue their commerce.

7th. Vessels built by an enemy, or whose owner shall be an enemy, cannot be reputed neutral or allied, unless there are found on board some authentic papers executed before some public officers, which may ascertain the date, and prove that the sale or cession of such

vessels has been made to some of the subjects of allied or neutral powers before the commencement of hostilities; and if the said act of transfer of the property of the enemy to neutral or allied subjects has not been duly registered before the principal officer of the place, whence such vessels departed, and signed by the owner or his agent.

8th. With respect to vessels built by an enemy, which shall have been taken by his majesty's ships, or those of his allies or subjects, during the war, and which shall afterwards be sold to the subjects of allied or neutral states, such vessels shall not be considered as good prizes, if there shall be found on board documents in due form executed before competent public officers, proving as well the capture as the sale or adjudication which shall afterwards have been made to the subjects of the said allies or neutral states whether in France, or in the ports of any allied power; but in default of such papers, proving as well the capture as the sale, the said vessels shall be good prize.

9th. All foreign ships shall be deemed good prize, on board which shall be found a supercargo, clerk or other superior officer, subjects of his majesty's enemies; or whose crews shall be composed of more than one third subjects of his majesty's enemies, or who shall not have on board a proper list of the ship's company [role d'equipage] authenticated by the public officers of the neutral places from whence the vessels shall have sailed.

10th. His majesty, however, does not intend to comprehend, within the meaning of the preceding article, such ships whose captains or masters shall prove, from authentic vouchers on board, that they were obliged to take such officers or seamen in the ports they shall have been in order to replace those of neutral countries who died in the course of the voyage.

11th. It is his majesty's pleasure, that, in no case, papers produced after the capture of any ship, shall have any credit given to them, or be productive of any avail either of the owners of the said ships, or of their cargoes: his majesty, willing that on all occasions, regard shall be had only to the papers, found on board.

12th. No vessels of neutral powers, departing from the ports of France, and having on board no other commodities or merchandises than what they received in such ports, and which shall be furnished with a passport from the admiral of France, shall be stopped by any French privateers or brought into any of the ports of France under any pretence whatever.

13th. In case any French privateer shall contravene the provisions of the present regulation, such vessels and their cargoes, except what is liable to confiscation shall be delivered up, and the said privateer shall be condemned to pay such damages and interest as shall be thought just.

14th. His majesty orders, that this present regulation shall hold good with respect to ships running aground on any of the coasts dependent on his possessions.

15th. It is his majesty's further pleasure that the provisions, under the title of *prizes* in the ordinance of marine, of the month of August 1681 be executed according to their form and tenor, as far as they are not derogatory to the present regulation; which shall be read, published, and registered in all the courts of admiralty.

His Majesty orders and commands the Duke de Penthièvre, admiral of France, strictly to attend to the execution hereof.

Given at Versailles, the twenty-sixth day of July, one thousand seven hundred and seventy-eight.

(Signed) LOUIS,  
(Countersigned) DE SARTINE.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 19 April 1800.]

To Captain Edward Preble, U. S. Navy, from First Lieutenant S. W. Geddes, U. S. Marine Corps

FORT ADAMS  
December 31<sup>st</sup> 1799

Captain PREBLE

Commander of the U. S. Ship of War the *Essex* —

SIR I have the honor to inform you that the Commandant of the Marine Corps ordered me to take the Command of the detachment of Marines, who lately served on board the [*George*] *Washington* frigate, and with them repair on board the *Essex* to receive your orders.

It is with extreme regret however, that I am obliged to State my inability to perform the duties assigned to me in Consequence of indisposition which is of a nature that gives me little hopes of speedy recovery. To satisfy you further on this subject, I inclose a certificate from the Surgeon who attends the troops at the Garrison where I am stationed.

Lieutenant Porter who is under my Command and destined to the same service will receive your commands at Fort Adams, & I will do every thing in my power to further your wishes. A particular return of the detachment and every other information will be communicated by him when it shall please you to take the detachment on board. —

S. W. GEDDES  
Lt. M. C.

Captain EDWARD PREBLE

[LC, EPP, 1799-1800, Vol. 2.]

[Enclosure]

I certify that Lieutenant S. W. Geddes is rendered unfit for duty by having a scalded Leg, & I consider that his situation demands that he should remain on shore till a cure be effected —

THO<sup>s</sup> TILLINGHAST S. M.  
at Garrison of Fort Adams

31 DEC. 1799

[LC, EPP, 1799-1800, Vol. 2.]

To Captain Edward Preble, U. S. Navy, from Captain James Sever, U. S. Navy

Frigate *Congress*,  
Dec. 31, 1799.

Capt. Sever has the honor to request that Capt. Preble will be pleased to turn over from the Frigate *Essex* under his command a seaman by the name of John Williamson, alias John Richardson, he

having previously entered on board the latter ship [*Congress*] from which vessel he had deserted.

I am sir, with great esteem and regard,  
Your humble servant,

JAMES SEVER, *Capt. Navy U. S.*

EDWARD PREBLE, Esq.

[NR&L, Nr: P922-14, *Essex* by G. H. Preble.]

To Captain James Sever, U. S. Navy, from Captain Edward Preble, U. S. Navy

*Frigate Essex*, Dec. 31, 1799.

SIR: — Agreeably to your request of this date I send you John Williamson who entered on the *Essex's* books as an able seaman on the 17th inst. He received thirty-four dollars (two months) advance wages but no slops.

I have the honor to be,

With great respect and esteem Sir.

Your obedient servant,

EDWARD PREBLE.

JAMES SEVER, Esq.,  
etc., etc.

[NR&L, Nr: P922-14, *Essex* by G. H. Preble.]

[31 December 1799]

Seamen and Marines discharged from U. S. Frigate *Essex*.

You NB having entered yourself as an Able Seaman in the navy of the US to serve twelve month on board the Frigate *Essex* under my command and it having been represented to me by the Surgeon of the said ship that you are unfit for service by reason of bodily infirmities, and were so at the time of your entry. you are hereby discharged from the service, Dated on board the *Essex* Frigate NP harb<sup>r</sup> the 31<sup>st</sup> Dec<sup>r</sup> 1799

[NB] William Perkins AS  
Richard Greece OS  
John Rennar AS  
George Stevens AS  
Eben<sup>t</sup> Grover OS

Sam<sup>t</sup> Newell Carp<sup>t</sup>  
Tho<sup>e</sup> Ferrel OS

[In addition to the above Hector Orr, Surgeon, stated that

Nathan Wheeler Marine  
Joseph Alexander "  
John Henry "  
Phillip Boulton "  
Job Phinney "  
Wilks Holland "

"are in my opinion unfit for Service, and the Seamen excepting Samuel Newal, were so at the time of their enlistment."]

[LC, EPP, 1799-1800, Vol. 2.]

To Master Commandant Richard Law (Junior), U. S. Navy from Secretary of the Navy

[PHILADELPHIA]

Navy Department 31st December 1799

Master Comm<sup>t</sup> RICH<sup>d</sup> LAW JUN<sup>r</sup>  
of the Brig *Richmond* —

SIR To complete your quota of Commissioned & Warrant Officers you require

- 1 Lieutenant
- 1 Surgeon
- 1 surgeons Mate
- 1 Boatswain
- 1 Gunner
- 1 Sail Maker
- 1 Carpenter
- 2 Midshipmen

I will provide you the Lieutenant, Surgeon, Surgeons Mate & Midshipmen and you will be pleased to select suitable characters for the Boatswain, Gunner, Sailmaker & Carpenter & name them to me & they shall be appointed

Lieu<sup>t</sup> Talbot will deliver over to you all the Circulars containing instructions for Your Government — the sheets discriptive of our private Signals, and such Laws & regulations as he has received from this Office —

I have the honor to be

Sir

Y<sup>r</sup> obed Serv<sup>t</sup>

L<sup>t</sup> Zachariah Rhodes will join you in a few days as your first Lieutenant

[NDA. OSW, Vol. 3, 1799–1800.]

---

List of vessels taken by the U. S. R. C. Brig *Pickering*, Lieutenant Benjamin Hillar, U. S. Navy commanding, from 2 August to 31 December 1799

[News Item]

Schr. *Cynthia*, Asa Forsett, from New-York to Martinique—retaken.

Sloop ———, an English sloop, re-captured.

Schr. *Helen*, Douglas, a French vessel — cargo valuable.

Brig. *Helen*, Peter Shiel. from Altona, bound to St. Domingo, a Danish vessel — recaptured from the French.

Brig *Brothers*, George Prince, from Savannah to Martinique — recaptured.

Schr. *Voltiguese*, P. Hazard, French privateer, from Guadaloupe on a cruise.

Schr. *Harriet*, Sears, from Newbern, N. C. to Antigua — re-captured.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 14 February 1800.]

To Captain Nicholas Johnson, Navy Agent, Newburyport, Mass., from Master  
Commandant Timothy Newman, U. S. Navy

NANTASKETT ROADS, Ship *Warren*  
31 Dec<sup>r</sup> 1799.

SIR I informed you that previous to Sailing Should write you a line, I have been waiting several days for a Wind. The Ship is Manned with all Included, 145, in Number, and from every Appearance a Good Crew, we have been Obliged to break up part of the Fore Hould, & taken up a considerable of Kentledge & Shingle Ballast to bring the Ship by the Stern, the Differance is now two feet three Inches by the Stern, *but in using the Water &c which is filled up Forward, if necessary,* may Soon bring her more by the Stern. I have Inclosed all your Accounts Signed by the different Officers and attested to by Myself. to the Navy Department and Deliverd them to Mr. Higginson, who will forward them on with his own Accounts. Should you know of any Opportunity of Conveying Letters to the Havannah I shall esteem it a favour if you will Inform my Wife, and Shall be happy to render any Services to my Country Men that may have Vessells, coming to that Quarter,

I am Sir, with respect &c<sup>r</sup>

TIMOTHY NEWMAN.

Cap<sup>t</sup> NICHOLAS JOHNSON.

[HS of Old Newbury, Original.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Tuesday, 31 December 1799

Fresh Gales and dirty disagreeable weather — at A M, the wind Shifted of a sudden from the Southward into the Western board, and blew fresh. — From 8 P M, untill day light — kept on our tacks by the wind; in order to spend the night; so as to pass Bermuda's Latitude, when its dangers could be seen in good time, to avoid them — tho' by my calculation, I was two degree's to the westward of their most western limits at Noon; The currents however, between this and the coast, are so strong and often deceiveing, that I should have considered it extreemly hazardous and wrong, to have passed this Island in the night, after being at sea a week, beating about and in the way of being set beyond all calculation. —

All the convoy in Sight except the Sloop belonging to M<sup>r</sup> Clarkson — as mentioned yesterday.

[Longitude Account 67°. 2' W.]  
[Latitude Observed 32°. 2' N.]

[HS of Pa. NDA photostat.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy,  
commanding, Tuesday, 31 December 1799

Moderate Breezes and cloudy lying too, Employd dischargeing the Schooner *Elizabeth* from which we rec<sup>d</sup> the following provisions Viz<sup>t</sup>

			Wt. in bbl				Wt. in bbl
260 barrels of bread				4 Tierces of Rice			1800 <sup>lb</sup>
Rec <sup>d</sup> 75	d <sup>o</sup> of beef	----	1500 <sup>lb</sup>	8 Barrels of cheese			<sup>lb</sup>
d <sup>o</sup> 75	d <sup>o</sup> of Pork	----	1500 <sup>lb</sup>	1 Tierce of Pease 7 Bushels			
d <sup>o</sup> 15	d <sup>o</sup> Indian meal			1 small cask of d <sup>o</sup> 3 Bush.			
d <sup>o</sup> d 10	d <sup>o</sup> of flour	----	2000 <sup>lb</sup>	6 Keggs of Butter			<sup>lb</sup>
d <sup>o</sup> 30	d <sup>o</sup> of Potatoes		<sup>lb</sup>				

At 10 in the evening calm with a heavy swell from the northward which prevented discharging the Stores in the Boats @ 11 a light breeze sprung up from the Southward wore and came to the wind to the Eastward, Kept the Store ship in tow till 3 AM at which time was a dead calm.

At Daylight bore up and took the store ship in tow, Employd Receiveing provisions. @ 12 the Cape S by W six leagues

[NYHS, NHSC.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Tuesday, 31 December 1799

Dec<sup>br</sup> 31 1799

Saild from Nantasket Road in Company with *Trio*, Capt Silsby under our Convoy in the Schooner Loaded with Continental Stores bound to the Havanah with the Wind from the Westward God Send us Safe to our Orders End in our Lawfull Ways in Supporting our Independence

[HS of Old Newbury, Mass. NDA photostat.]





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