

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

**Volume IV
Part 2 of 3**

**Naval Operations
from August to December 1799**

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[October 1799]

Papers concerning the sale of the French Schooner *La Frippon* 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^e Neill. —

Sold said Schooner to Captain P: W ^m 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 Currnt. N ^t proceeds.....	2413. 8 —
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T. TUFTS Agent.

Paramaribo
Octo 1799

Extract from the A/C of Dan^l M^e Neill Esq^r with Turrel Tufts —

"By nett proceeds of prize }.....	14, 981. 15
Goods p ^r Acc ^t }	
"By nett proceeds of <i>La Frippon</i>	2 413. 8
— — Dec ^r 10. 1799 — —	
17395. 3 Guilders @ 40 C ^t d ^r	6958. 06
One Moiety to the U. S.	3479. 03

Accounted for by Cap M^e 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^o 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^a 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^t the other Officers would expect, and even consider themselves [entitled] to similar priviledges 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 27th Sept^r. 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^t Serv^t

[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 21st 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 25th February last — Your Pay before that was 75 Dollars p^r month and 6 rations, and since that period 100 D^{rs} 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^t of the Navy —

I have the honor to be Sir

Your most obed^t Serv^t

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

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

[TRENTON]

Navy Department 1st October 1799

Captⁿ 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^r 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

Captⁿ 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 20th 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 depredate 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^{rs} 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^r obed^t Serv^t

[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^r 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 1st Oct^r 1799.

I kiss your hands &c

TIMOTHY PICKERING Esq^r

[SDA. Spain Notes, Bk. 1-A, 1794-1806.]

CARLOS MRTNZ DE YRUJO

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

[TRENTON]

Navy Department 1st October 1799

WILLIAM CRAFTS Esq^r
Charleston — S. Carolina

SIR If the *Gen^l 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^y on his arrival there

I have the honor &c

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

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

[Trenton]

N Department 1st October 1799

JEREMIAH YELLOTT Esq^r
Baltimore —

SIR M^r 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^{rs} 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^l 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^r obed. Serv^t

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

[1 October 1799]

To Secretary of State from Secretary of the Navy

D^r SIR, The *Montezuma* remains at Balt^o 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^t &c.

B[ENJAMIN] STODDERT.

Col^l 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 calld the deviels as they lay in a Triangular form they are calld 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^t 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^t 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^r in comp^y — at 6 PM Cape Tiburon bore N W b N 5 leagues at 7 in Ster^r 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^r from Jamaica Bound to Porto Rico the other sail in sight was an English Privateer

At Merth 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 2nd 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^{rs} 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^{rs} Higginson & C^o of Boston, who are directed to forward a correct statement thereof to Mess^{rs} 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^r obed^t Serv^t

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

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

[TRENTON]

Navy Department 2^d October 1799

Mess^{rs} 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^o 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^r 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^{rs} a remittance of 12,000 D^{rs} 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^r C^t 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^d 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^r obed. Serv^t

[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^r

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^r 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^t

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

[2 October 1799]

To Robert Thomson, Commander-in-Chief, British Forces, from
Captain Thomas Tingey, U. S. Navy

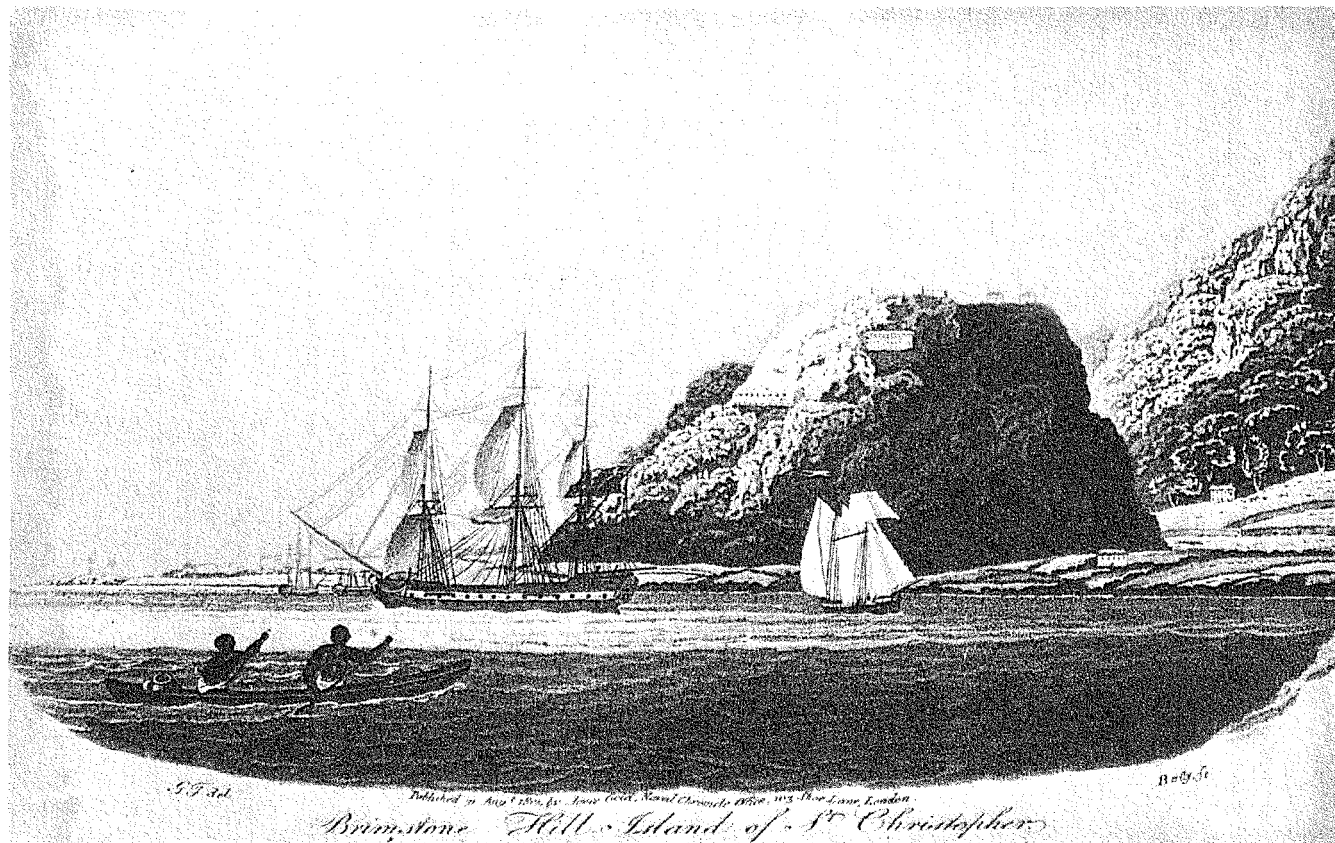
(Copy)

HON^{ble} ROBERT THOMPSON Esq^r

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



S. P. del.

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Brimstone Hill, Island of St. Christopher.

R. G. sculp.

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 Majesty's 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.]

To Secretary of War from Secretary of the Navy

[TRENTON]

The SEC^y AT WAR

Navy Department 2^d 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^r obed S^t

[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 21st Oct^r 1799

SIR Annexed you have an Account of the transactions, which took place on board the Ship *Chesapeake* under my Command on the 2nd Instant, which I forward you agreeable to my instructions.

I Remain Sir

Your Obed^t humb. Serv^t

ANDREW TOMBS

[SDA. MiscL. Jul–Dec. 1799.]

[Enclosure]

Transactions on board the [merchant] Ship *Chesapeake*, the 2nd 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 Cabbin 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 21st Oct^r 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^t 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]

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^d 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^d on a wind

Ends with pleasant weather

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

To Captain James Sever, U. S. Navy, from John Rutledge, Jr.

NEW PORT October 3^d 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^r 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^r 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^a 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^r 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^r

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

To Assistant Surgeon Richard C. Shannon, U. S. Navy from Secretary of the Navy

[TRENTON]

Navy Department 3rd October 1799

Doctor RICH^d C. SHANNON
of the *Scammel* — N York —

SIR I have received your letter of the 29th 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^t Serv^t

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

To Lieutenant William Maley, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 3^d October 1799

Lieutenant W^m 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 ^{rs}	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^r 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^r 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^{rs} first weighing anchor on a Cruise.

You will consult with M^r 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^r 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^r for Settlement —

I have the honor to be

Sir

Y^r obed^t Serv^t

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

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

[TRENTON]

Navy Department 3rd October 1799

Major W. W. BURROWS
of the Marine Corps

SIR The Schooner *Experiment* Lieut^t 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.]

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 Plesent Wether at 2 P M the Pilot Left Hus in Compney with the *Gena^l Pinkney* and 3 Sail Mor At 6 Charlston Light Hous

Bor West Dis^t 4 Leages the Middel Light Variable Wind At ½ Past 3 A M Variable Winds at 7 Set the for Stering Sails at 8 took in the Stering Sails the Wind Einclin^s to the Easterd at 9 taked to the Easterd at 10 Spock the Gen^t 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^t 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^d cloudy w^t @ 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^{ble} 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 am with respect

Yours &c

Signed W^m WINDER

[*Renamed Sloop of War *Patapsco*.]
[NDA. LB, N. Dept. Accts. Of., 1798-1800.]

Extract from journal of the American Merchant Brig *Columba*,
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.]

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^s sails & top Gⁿ 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^s sails

At Mer^{an} the Grand Cayman bore W by N 4 leagues

Ends pleasant

[Latitude Observed 19 21 N]

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

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

U. S. FRIGATE [*Insurgente*] OFF MADEIRA

5th Oct^r 1799

BENJⁿ STODDERT Esq^r

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.]

To Lieutenant Jeremiah Barton, U. S. Navy, from Captain Alexander Murray,
U. S. Navy

U: S: FRIGATE *Insurgente*
Off Madeira 5th Oct^r 1799.

M^r 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^t

P. S. Enquire for news from America & what Vessels are going there soon.

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

To Murdock, Masterson & Company, Madeira, from Captain Alexander Murray,
U. S. Navy

U: S: FRIGATE *Insurgente*
Madeira Road 5th Oct^r 1799.

Mess^{rs} MURDOCK MASTERSON & C^o

SIRS This will be handed you by M^r Barton 1st Lieu^t of the *Insurgente* & am sorry I have not the honor of presenting the inclosed from our worthy Friends of Lisbon M^r 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^t

[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 5th October 1799

Major W^m W. BURROWS

SIR I am honored with your letter of the 4th Ins^t —

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^r obed. Serv^t

[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.]

Extract from journal of the American Merchant Brig *Columba*, 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^d 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.]

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^t 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^t 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^r SIR We arrived here after a Cruize 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 12th Sept. off S^t Marys of an Inflammation of the Liver Accom^d 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 Capⁿ 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^r 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^r 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^t to Command

HENRY A. WILLIAMS
Lieut^t 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^l Chace Esq^r Publick Notary duely admitted and sworn to said office for the Town and County of Providence State of Rhode Island &^s Personally 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 accurie 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^l CHACE
Publick Notary

Protest 9/
 Stamp 1/6

10/6

[RIHS]

Extract from journal of the American Merchant Brig *Columbea*,
 Sunday, 8 October 1799

This 24 Hours beings [begins] with fresh Bresses and Squaley. At 8 P M. Handed the M.Top Mast Stacle and Close Ref^s Both Top sails at 4 A M took in the Tresel and Squar Mainsail Squaley 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^r 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^r 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^r weather

@ 1 the weather appearing Squally In Top Gallantsails @ 2 Light
airs and clear weather Set T G^r 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^r ROBERT GILL

SIR The Brig *Augusta* will want 10 six pound cannon, & the lighter
the better — — Mess^{rs} Lane & Salter and M^r 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^r obed. S^t

[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 woolen, 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^t 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^r Accountant of the Navy Dep^t 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^t

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

To Secretary of State from Timothy Williams

BOSTON Oct^r 7th 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^r 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^o 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^r Obed^t

TIM^o WILLIAMS.

Hon^{ble} TIMOTHY PICKERING Esq^r
Philadelphia.

[SDA. MiscL, Jul-Dec. 1799.] _____

Extract from journal of the American Merchant Brig *Columba* 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 Breeses and Cludey Wether the fleet to Lewerd of Hus at ½ Past 6 Spock the Comoder Brig *Gen^l Pinkney*

The Latter Ends with Light Breeses 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^t 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^t 8 Oct^r 1799

Cap^t 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^t

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

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

[TRENTON]

Navy Dep^t 8th Oct^r 1799

Cap^t SEVER

Portsmouth [N. H.]

SIR I am honored with your letter of the 30th ultimo — M^r 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^r 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^r Sheaff — and what
 you will want at Boston.

I have the honor &c^t

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

To Lieutenant David Porter, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 8th October 1799

M^r 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^r obed^t Serv^t

[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^r

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^{rs} JAMES & EBENEZER WATSON

New York —

GENTLEMEN, I am honored with your letter of the 5th Inst —
The Health Com^r 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 & Pursers — 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^{rs} to be remitted you — The Penn^a 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.]

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

[TRENTON]

Navy Department 8th 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^r obed. Serv^t

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

[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'Espori*

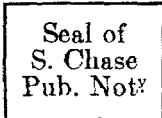
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"By this Public Instrument of Protest be it Known and Manifest, that on the nineteenth day of May A. D. 1800, before me Sam^l Chace Esq^t, Public Notary duly 25 ct. Stamp Rhode Island admitted and sworn to said office, for the Town County & State of Rhode Island &c, Personally cometh Capt Benedict Peckham late Master of the Brigantine *Ranger* belonging to Capt Moses Lippitt & Capt Thomas Jackson Merch^{ts} 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'Espori*, 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."



(Signed) "SAM^l CHACE
Public Notary"

[RIHS, photostat.]

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^d @ 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^d @ half past 10 Saw Merigalante bearing W S W @ $\frac{1}{4}$ p^t 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.]

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

[TRENTON]
Navy Department 9th October 1799

THOMAS TRUXTON Esq^r
Perth Amboy

SEAR SIR: I am honored with your's of the 6. instant, enclosing a letter from M^r 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^r 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 9th October 1799

Mess^{rs} WILLINGS & FRANCIS
Philadelphia —

GENTLEMEN I am honored with your letter of the 8th inst. inclosing M^r 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^r 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^r obed. S^t

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

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

[TRENTON]

Navy Department October 9th 1799

JOSHUA HUMPHREYS Esquire

SIR I am honored with your letters of the 6th & 8th Inst, and have written to Lieu^t M^r Elroy directing him to pay strict attention to your Workmen in your absence —

I am sorry M^r 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^r Marbury, that the Business may be progressing —

I enclose you an extract of a letter from M^r Pennock, Navy Agent at Norfolk, on which I request your opinion

I have the honor to be

Sir

Y^r obed. S^t

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^y

I am Y^r obed S^t

A — THOMAS

[Enclosure]

Extract of a Letter from W^m Pennock dated Sept: 28th 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 Brittanick Majestys Ships supposed 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 Montserrat bearing N by E 14 miles @ 6 Fresh breezes and cloudy hauld to the wind and Set T G^t sails @ 9 came by Bastar roads in Montserrat saw at Anchor 4 small Vessels steerd along the West End of the Island In order to pass between the Montserrat and Rodondo the latter of which we passd Nearly 4 or 5 miles to windward Saw Antigua bearing N E by E and S^t Kitts W N W @ 11 saw a small sail to leward of Rodonda. @ 12 Fresh breezes and clear w^t 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^t 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^r 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^{rs} p^r 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^t 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^r 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^m Winder Esq^r for Settlement — M^r Knapps son Benjⁿ Knapp shall be appointed one of your Midshipmen — You will be pleased to call upon him.

I have the honor to be Sir

Y^r obed^t Serv^t

PS— If any very clever young Men offer for Midshipmen name them to me and they shall be appointed.

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

To Lieutenant Benjamin F. Knapp, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 10th October 1799

M^r Benjⁿ 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^r obed S^t

[NDA. OSW, Vol 2, 1799.]

To Midshipman Benjamin Knapp, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 10th October 1799

M^r 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^r 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^d for supplying this detachment —

I have the honor to be

Sir

&c^s

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

To Robert Gilmore, Chairman of Committee, Baltimore, Md.,
from Secretary of the Navy

[TRENTON]

N. D. 10th Oct 1799

ROBERT GILMOR Esq^r

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^t

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 description, 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^t 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^t Cent to secure the United States from losses, for as this arrangement is made merely to accommodate the Seamen and no profits contemplated, it is proper to guard against loss — The original cost with the addition of 10 p^t 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^t 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 10th 1799

WILLIAM W. BURROWS Esq^t

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. 10th 1799 —

SIR We received your favor of y^e 3^d 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^{lb} — including cost there, drayage & freight, and exclusive of Comm^s & 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^t 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^t the bakers delivering 100^{lb} bread well dried for 112^{lb} 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^r 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^t Bartholemews bearing N W $\frac{1}{4}$ W distance 6 leagues the N W end of S^t Christophers S W $\frac{1}{4}$ W @ Sundown the following bearings was Taken S^t Bartholemews near the middle part of the Island N W $\frac{1}{4}$ W, S^t 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^t Bartholemews during the night, @ 12 Moderate breezes and cloudy Tackd to the Northward.

@ 2 d^o 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 chace @ half past 7 Shortn'd sail and boarded the chace an American Ship from Antigua bound to Newyork @ $\frac{1}{4}$ p^t 8 filld and gave chace to a strange sail bearing East which was standing to the Southward. Tackd as nessasary to chace to windward

At 12 Moderate breezes and cloudy the chace E S E 6 mile S^t Bartholemews W $\frac{1}{2}$ N 10 leagues and S^t 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^cDonough, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 11th October 1799

M^r JAMES M^cDONOUGH

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^t

[* 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 11th Oct. 1799

JEREMIAH YELLOT Esq^t

Baltimore

I am honored with your letter of the 6th ins^t

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 *Enterprize*: It was suggested by Cap^t 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^t Shaw persist in preferring the command of L^t 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 *Enterprize* must be armed as at first contemplated. If caronades 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

11th Oct^r 1799 —

BENJⁿ STODDERT Esq^t

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^t

Hum^t Serv^t

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

To Captain Christopher B. Perry, U. S. Navy, from Edward Stevens, U. S. Consul General at St. Domingo

(Copy)

CAPE FRANCOIS Oct^r 11th 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 S^t 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 S^t 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 Touissaint 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^s

(Signed) EDWARD STEVENS

CHRISTOPHER R PERRY Esq^r
Commander of the U. S. Ship
of War *General Greene*

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

Extract from journal of the American Merchant Brig *Columba*,
Friday, 11 October 1799

The first Part of this Day Beings [begins] with Stedey Breeses and Plesent Wether

at Mer^s taked to the S^o and Easterd

A[t] 9 P M frish Breeses 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^l 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 Suspicuous 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^t 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^t Martins where we boarded her, She was an American Brig from Hudson, bound to S^t Kitts, @ 12 Moderate and clear lying too Examining the chace, the East Extreem of S^t Bartholemews S W $\frac{1}{2}$ W, the East end of S^t 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^m 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^r 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^r 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^r obed^t Serv^t

[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^r 1799

W. W. BURROWS Esq^r

SIR, I had the pleasure of addressing you on the 17 Ulto. dated at Lisbon, since which time we have put into Gibraltar 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^t Marines

[MCA. LR, 1799.]

Extract from journal of the American Merchant Brig *Columbea*,
Saturday, 12 October 1799

The first Part of this Day frish Brees 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.]

To Captain James Sever, U. S. Navy, from Lieutenant Joseph Saunders,
(or Sanders) U. S. Navy

GLOUCESTER Oct^r 13th 1799 —

JAMES SEVER Esqr.

SIR. Agreeable to your Directions on my arrival here I opened A rendezvous at Captⁿ 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^r 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^t Serv^t.

JOSEPH SAUNDERS —

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

To Captain Nicholas Johnson, Navy Agent, Newburyport, Mass., from B. Seymour

PLYMOUTH October 13th 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^s p^t Ton Gross Wt. Double head shot, bars included at 93 Doll^s p^t Ton. Bottoms of Cast iron for Grape 93 Doll^s p^t Ton. Grape and Cannister shot at 103 Doll^s p^t 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^t

B. SEYMOUR

NICHOLAS JOHNSON Esq^t

[HS of Old Newbury, Original.]

Extract from journal of the American Merchant Brig *Columba*,
Sunday, 13 October 1799

Beings [begins] with Light Varible 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 Breeses 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 14th — 1799 —

DEAR SIR, With pleasure I acknowledge the receipt of your letters of the 30th July and 31st 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^r 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^d LITTLE Esq^r

[F. D. Roosevelt Collection.]

To Secretary of State from Francis Edmondson

WILMINGTON October 14th 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 & Storage 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^d 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^d after paying warfage & Storage will proceed to Philadelphia with the *Sophia* — —

Yr Ob^d S^t

FRANCIS EDMONDSON,

HON^{ble} TIMOTHY PICKERING
Sec^y 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.]

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^r all Sails set the fleet out of Sight

[Latitude Observed 28.08 N.]

[MSB. New London, Conn.]

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 $\frac{1}{2}$ 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 Mereridian observation we find By Bishops charts port cavally to bear S W by S distance 6 leagues and Red point S by E $\frac{1}{4}$ 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^t 15 October 1799

Cap^t C. C RUSSELL
of the *Herald*

Boston —

SIR To my surprize & mortification I have yet rec^d 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^y under the Command of Lieut^t Davidson.

I have the honor to be

Sir

Y^t obed^t Serv^t

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

To Lieutenant Mark Fernald, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 15th October 1799

Lieu^t 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^t obed^t Serv^t

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

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

[TRENTON]

Navy Dep^t 15th Oct^r 1799

Mess^{rs} J & E WATSON

GENTL^d I have this day sent orders for the *Scammel* to proceed instantly to Sea — Pray see that the Cap^t gets the letter — He may not call at the Post Office. He can take no Vessels under convoy

I am

Gen^t

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

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

[TRENTON]

Navy Department 15th October 1799

Captⁿ RICH^d 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^d 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^t 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^r obed^t Serv^t

B[ENJAMIN] S[TODDERT].

P. S. — I expect you will be shortly joined by the *Connecticut* Capt Tryon — The *Scammel*, Lieu^t 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, 15th Oct^r 1799.

SIR I have received your two letters of 14th and [space] Sept^r 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^t Servant

TIMOTHY PICKERING.

B H PHILLIPS Esq^r

[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^d CAMPBELL Esq^r
Baltimore —

DEAR SIR I believe it is the intention of M^r 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^r 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^rs 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^r 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^t Cent Commⁿ & the same on all expenditures for the Navy — I am now very much engaged, but will soon write you more fully —

I am D^r Sir with great Esteem

Y^r obed. Serv^t

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.]

Extract from journal of the American Merchant Brig *Columba*,
Tuesday, 15 October 1799

The first Part of this Day Beings [begins] Light Brees and Clear Plesent Wether all Sails Set

The Middel Part Light Varibel Winds Einclin^s 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.]

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 chace 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.]

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.]

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

[TRENTON]

Navy Department October 16th 1799

Captⁿ 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^{rs} 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^r obed^t Serv^t

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^r 16th 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^r 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^r
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^{rs} STEPHEN HIGGINSON & C^o
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^s 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^s sails & reef'd topsails at 8 in T G Sails & Courses took 3rd reef in the topsails. sounded but got no bottom at 9 Wore Ship to the North^s 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^s & W^d from 8 to 10 took in the T Sails, down T G Y^s & hous'd the T G Masts

at 10 hove to with our head to the S & West^s under the F & Miz^s 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^r 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^d 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 18th Oct^r 1799

JOHN BARRY Esq^r

Comm^r of the Frigate *United States*

New Port Rhode Island —

SIR, I have written to Mess^{rs} 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^{rs} 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^{rs} Gibbs & Channing that the son of M^r 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 1st of Nov^r.

I have the honor to be

&c^r —

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

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

[TRENTON]

Navy Department 18th October 1799

Mess^{rs} 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^r 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^r obed. Serv^t

[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^r
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^cFadon — 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^cFADON
MARIUS M^cCAUSLAND

[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^r W^m Amory Lieu^s 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 ½ 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^s 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^{rs} Gibbs & Channing who have a letter for you and Money for the Purser —

I have the honor to be

Sir

Y^r obed^t Serv^t

[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^d M^cELROY
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^r obed^t Serv^t

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

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

[TRENTON]

Navy Department 19th October 1799

JEREMIAH YELLOT Esq^r
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^r Maley on the 8th 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^t will be waited for — Young Porter is appointed to be the 2^d 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^d November — and there is time enough between this & then to send me the name of the first Lieu^t & 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^r obed. Serv^t

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^d 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^r obed. Serv^t

[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^t Serv^t

HENRY CALDWELL
L^t 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^{rs} WILLINGS & FRANCIS *Philad^a*

GENTLEMEN I have told the Agent of Cap^t *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^t Cent on the first 10,000\$ & a Quarter p^t Ct. on all sums imported, by the same person above 10,000 D^{rs}, — 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^{rs} should pay on 10,000 D^{rs} a half p^t Cent on 90,000 D^{rs} a Quarter — But the Importer of any Sum not exceeding 10,000 D^{rs} should pay an Half p^t Cent

I have the honor to be

Gentlemen

Y^r Obed. Serv^t

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

300 NAVAL OPERATIONS; AUGUST 1799—DECEMBER 1799

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 chace to the N by E @ 3 the chace 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 chacing to windw^d 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^t too double reefd the topsails, @ ½ p^t 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 @ ¼ p^t 11 Saw a strange sail N by W Made all plane sail and Gave chace @ 12 the chace N N W 12 or 14 miles the Monte S E ¼ S 5 or 6 leagues

[Latitude Obs^d 20. 10 N.]

[NYHS. NHSC.]

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 ½ 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^s Muddy Bottom — sent up T. G. Y^{d^s} at 4 A M had 40 fath^s at ½ 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.]

To Secretary of State from George Washington

MOUNT VERNON Oct^r 20th 1799

Private

DEAR SIR, Your letters of the 29th Ult, and 9th instant, have been duly received; and for the information given in them, I feel myself obliged. —

In a note which I have just rec^d from M^r 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^o WASHINGTON

Col^o PICKERING. —

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

[20 October 1799]

Letter to Joseph Forman, from Joseph Myrick, Captain of *Fair Columbian*

PORTO RICO 29th October 1799.

M^r JOSEPH FORMAN

DEAR SIR — I am sorry to informe you, that I had the Misfortune to be taken the 20th Oct^r 1799 in the Latitude 28. 32 [N.] Long^o 65.40 W; I was taken by the Schooner *Biannas* of 12 Guns and one Hundred Men, they took M^r 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 27th 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^r 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 Copyy of the condemnation, or come without it —

I Remain

your most Obed^t
Humble Servant

(Signed) JOSEPH MYRICK

a true Copy from the Original

CHA^o 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 7th 1799 —

M^r 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^r 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^t

JOSEPH MYRICK

a true copy
from the original }
CHA^s CROOK

[SDA. Spol. Disallowed Cl. SC 1819, Vol. 19.]

To Mrs. Elizabeth Henley, near Williamsburg, Va., from George Washington

MOUNT VERNON 20th Oct^r 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^o

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^o^le Servant

G^o WASHINGTON

P S. If your Son John can write a tolerable hand, the Letter to the Sec^r of the Navy had better be written by himself than any other; taking care to spell his words well. —

M^{rs} 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 *Chesapeak* 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^r 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^r JOHN HENLEY

care of

GEN^l 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 16th 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^t and
Very Humble Servant

JOHN HENLEY. —

☞ The place, and date at the time of writing, must be given to the above letter. —

BENJ^s STODDERT Esq^r

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 appeard 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^t 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^s Majestys ships Suppos'd

to be the *Aquilon* Frigate, @ 12 Shortn^d 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.]

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^s water muddy Bottom, — the Capt^s went on shore at 6 Moor'd Ship with both Bower Anchors.

Middle part D^o 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.]

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

[TRENTON]

Navy Department 21st October 1799

Capt^s 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^{rs} 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 elegeble 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 immidiately 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

Captⁿ 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^r obed^t Serv^t

[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^m 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^r obed. Serv^t

[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^m 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 & 5th 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^r ob^{es}

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^r) 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^t Sebastian immediately on coming on shore from on board S^t 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^t Sebastian on the sixteenth day of November one thousand seven hundred and ninety nine John B. Hodgson, Captain of the American Ship *Wooddrop*¹, 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 }^{ss}

I George Taylor J^r 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 15th Feb^y 1800

GE^o TAYLOR J^r

[*On some papers, not included herein, this word was spelled *Woodrop*.]
[Ct. of Cl. French Spol. Case No. 1428.]

To Secretary of War from Secretary of the Navy

[TRENTON]

Navy Department. 21st October 1799

The SEC^y 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.

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 Francois S S E 8 leagues

[Lattitude Obs^d 20 . 17 N.]

[NYHS, NHSC.]

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^d

Middle part D^o 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.]

To W. R. Davie, U. S. Envoy to France, from Secretary of the Navy

[TRENTON]

Navy Department 22nd 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 15th 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^t obed. Serv^t

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

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

[TRENTON]

Navy Dep^t 22nd October 1799

Captⁿ 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^t obed^t Serv^t

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

To Archibald Campbell, Navy Agent, Baltimore, Md., from Secretary of the Navy

[TRENTON]

Navy Department 22nd October 1799

ARCH^d 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^t obed. Serv^t

[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[f] 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^d in Gardelupe and Sent down here they are fill^d 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^d 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^d 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^d and if you apply to the Guvener he tells us that he has nothing to do with it that it will be Condem^d 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^d 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 intarpert 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^a 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^t

WILLIAM DUER

Extract from journal of the American Merchant Brig *Columba*,
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^d Mayaguana Bore W N W Dis^t 4 or 5 Le^{gs} 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 23rd October 1799

Captⁿ 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 10th of Nov^r, & that you should proceed to your old station where you will have the command of a considerable part of our Force — Captⁿ

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^r 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^o 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^r obed^t Serv^t

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

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

[TRENTON]

Navy Department 23^d October 1799

Capt^o 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^{rs} 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^r obed^t Serv^t

[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^t Kitts & sent her to this Port — she has 40 Puncheons Rum, 8 bbls Sugar & 255 bushels salt. He wrote yesterday to M^r Barns to libel her, but we are informed by Col Peck he is in Taunton; as Cap^t 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^r 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^e BENJ^s BARN [Presumably STODDERT] Esq —
[Newport, H S. Gibbs & Channing LB.]

Extract from journal of the American Merchant Brig *Columba*,
Wednesday, 23 October 1799

Beings [begins] with Modret Breeses 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[ging] to the United States She Told Hus that Henager Bor S b E of Hus Whent Under] Top Sail all Night A[t] 6 A M Saw Littel Henager Bering West Dis^t 4 Leages Gret D^e Bore S S W 4 Leages 3 Sails to Wenderd Set all the Sails whe could Modret Breeses Runing A Long the Iland

[MSB. New London, Conn.]

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^d 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^t too with the Main top sail to the Mast. @ 8 the North extrem of Tortudas bore W N W 7 leagues, @ 12 Moderate and cloudy, @ 4 d^e 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
[Lattitude Obs^d 20.00 N.]

[INYHS, NHSC.]

To President John Adams from Secretary of the Navy

[TRENTON]

Navy Depart. 24. Oct^r 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^s insurrection, the begining of that business

being better understood by Col Pickering, & the conclusion, by M^r M^rHenry, than by me. I have forborne any observations about spoliations 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^r most obed Serv^t

BEN STODDERT

[NDA. photostat]

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

[TRENTON]

Navy Department 24th October 1799

Captⁿ 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^d CAMPBELL Esq^r
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^r obed. Serv^t

[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 unremitting 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.]

Extract from journal of the American Merchant Brig *Columba*, Thursday, 24 October 1799

Beings [begins] with Stedey Breeses & Plesent Weth[er] all Sails at 6 P M the S E Part of Grat Haneagua Bore N W b N Dis^t 4 or 5 Leages

The Midel Part frish Breeses and Cludy At 6 A M Cap Nazes Bore N W b W Dis^t 5 or 6 Leages

the Latter Light Winds Plesent Wether at Mer^d the platform Bore East Dis^t 12 or 14 Leages and the East End of Cube Bore North all Sails Set

[Latitude Observed 19. 56 N.]

[MSB. New London, Conn.]

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 appeared 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^t 10 brou^t 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.]

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^{da} hove up the other anchor but the wind coming in to the North^d could not get out. run out a hauser to the Spanish Frigate & hung by her

Latter part D^e Weather

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

To William Gray, Chairman of Committee, Salem, Mass. from Secretary of the Navy

[TRENTON]
Navy Department 25th October 1799

W^m GRAY Esq^t
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^r obed. Serv^t

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

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

[TRENTON]
Navy Department 25th October 1799

Captain EDW^d 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^m 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 25th October 1799

Lieu^t W^m MALEY
of the *Experiment*,
Baltimore

SIR I have received your Letter of the 22nd 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^r Yellot —

I am Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

To General Wilkinson from Secretary of the Navy

[TRENTON]
Navy Department 25th October 1799

General WILKINSON
New York

D^r 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^r Sir

Y^r obed. Serv^t

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

To TENCH FRANCIS, Purveyor from Secretary of the Navy

[TRENTON]
Navy Dept 25th October 1799

TENCH FRANCIS Esq^r

SIR You will be pleased to take measures immediately to secure the delivery at Philad^a 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^a 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^o whether the Bread can certainly be procured in Philad^a 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^r obed. Serv^t

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

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

[TRENTON]
Navy Department 25th October 1799

Mess^{rs} 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^t of sickness ought to be supported at the Expence of the Public until they are sufficiently recovered to support themselves

I am Gentlemen

Y^r obedient Serv^t

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

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

[TRENTON]
Navy Department 25th October 1799

W^m MARBURY Esq^r
George Town Potomack

SIR I have just received a letter containing the following paragraph

“D. Carroll told me that the exch^o
“of property between him & the Comm^{rs} 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^o 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^r obed. Serv^t

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

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

[TRENTON]

Navy Department 25th October 1799

The Commissioners of
The City of Washington

GENTLEMEN I have just received a letter dated the 21st Ins^t from which the following is an Extract

“I spent some days last week in the Federal City In a conversation with M^r Carroll I found the Exch^e 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^r obed. Serv^t

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

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

[TRENTON]

Navy Department 25th 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 25th October 1799

The Hon^{ble}

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 8th 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 25th ult^o 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^{rs} 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^r obe^d 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^r 25th 1799

SIR This will inform you of my Arrival here, after having been off Laguirra & 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 Laguirra 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 Laguirra fell in with a french privateer Sch^t 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^t Serv^t

SAM^l DERBY

ELIAS H — DERBY Esq^r

Sugar----- 66/
Coffee----- 29 @ 30 Sols
Cotton----- 30 Dollars
Molasses-- 4/ p^t Vett [Vat]

[Essex Institute. Vol. 19, Ships Papers, 1782–1828.]

To Secretary of State from John Culnan, U. S. Consul, Teneriffe

(Copy)

TENERIFFE 25th October 1799.

TIMOTHY PICKERING Esq^r

I confirm foregoing repetition of my last respects. — have now to request you will be pleased to forward a Diploma of my appoint^t to our Minister M^r Humphreys at Madrid, wth 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 wth much inconvenience — I retain one of my s^d Comissions as I could not venture it out of my hands, from the precariousness of the times these three years past. —

Capⁿ Kennedy of the American Brig *Belisar*^s lately arrived here from Greenoch, reports that he spoke the 11th Curr^t off the harbour of S^{ta} Cruz (on this Island) the *Insurgent*, frigate, Capⁿ Murray, last from Madeira, who informed him that he intended calling in for Refreshm^{ts} but he has not Since appeared.

The *Volney* french privateer, Capⁿ 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^{ta} Cruz.

TENERIFFE the 13th 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^t

1799

Decem^r 14th — 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^t [?] — Brig *Rover*, Thom^s Pattin, from Virginia, bound to Havana wth tobacco & staves, sent to this Island by the *Sans Façon*, Clement Roup, fitted 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 &^s

Respectfully saluting you, I remain

Sir

Your most hble Serv^t

JOHN CULNAN

TIMOTHY PICKERING Esq^t

[SDA. CL Teneriffe. Vol. 1, 1795-1839.]

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^t 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^d Anchor again —

Middle part D^o 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^t
 [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^l 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^r 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 26th October 1799

Capt^r 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^r Lane or M^r 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^r 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 &^r

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^r 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^r obed. Serv^t

AB: THOMAS

P. S. On shewing this letter to M^r 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^r 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^m PENNOCK Esq^r
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^r obed. Serv^t

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

Captⁿ 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^{rs} Lane & Salter & M^r 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^r obed. Serv^t

[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 26th October 1799

THEOPHILUS BROWER Esq^r
New York

SIR I am honored with yours of the 22nd 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 Neuvitas 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^r most obed. Serv^t

[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 26th 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 2nd 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^r obed. Serv^t

(Sign^d) 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^e 18 Ins^t Your request for a supply of Sea stores for the ministers & y^e 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^t Barry. —

The *George Washington* has arrived here; Cap^t 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^t F. communications to us respecting her. Cap^t F. proposes getting her stores out, & hauling her into dock — for which use we have engaged M^r Bartons Wharf & Stores — Cap^t F. intends paying his Crew this week, retaining only a sufficient number to unlade & deposit her stores. — We have not rec^d 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^t 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^t 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^o 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.]

Extract from journal of the American Merchant Brig *Columba*, Saturday,
26 October 1799

Light Breeses 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^t

The Midel Part Light Ares of Wind and A Havey Swell from the Easterd

The Latter Part frish Breeses at Mer^d Navas Bore East Dis^t 7 or 8 Leages

[Latitude Observed 18.33 N.]

[MSB. New London, Conn.]

To Captain James Sever, U. S. Navy, from Lieutenant Joseph Saunders
(or Sanders) U. S. Navy

BOSTON October 27th 1799

SIR I have this Moment rec^d yours of the 24th Inst. & but yesterday yours of the 16th 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^r Elwel which Letter I Presume you have rec^d with him & 13 Able Seamen all of them Robust in constitution & Belonging to Gloucester to Procure which Induc^d 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 Obtaind them they were no Doubt Influenc^d 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^d & signd Your rec^{pts} for the same but I did not receive it in 8 Days after I left Portsmouth[h] which rather Detaind 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^{nt} Strothor of the Marine choir & shall Inform him of your Oders — M^r Higginson tells me the Anchors were sent on Last thursday

I am Sir Your Obedient Serv^t

JOSEPH SAUNDERS —

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

To Major Commandant William W. Burrows, U. S. Marine Corps, from
First Lieutenant Philip Edwards, U. S. Marine Corps

BALTIMORE, October 27th, 1799

SIR, Your letters dated the 21st & 24th 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 surpris'd 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 confirm'd. — 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 12th 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.]

Extract from journal of the American Merchant Brig *Columba*,
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^t 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.]

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^d saw a strange sail bearing E N E, up Top G^t Mast & Yards and Gave chace @ 9 Moderate & Cloudy tackd to the Southw^d @ 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^r SIR I am honored with your Letter of the 25th 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^t 28th Oct^r 1799

Lieut^t JOHN SHAW
Phila^s

SIR Your services are immediately required at Balt^o, 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^t Shaw at Wilmington & another to him at New Castle

[NDA. OSW, Vol. 3, 1799–1800.]

To Secretary of State from Secretary of the Navy

NAVY DEPARTMENT
Trenton — 28th Octo^r 1799 —

Col^o PICKERING

DEAR SIR It will save you and myself trouble and perhaps the business will be better done, by ordering Cap^t Mallowny to proceed from Philadelphia to Baltimore with Cap^t Smith — in order to deliver over to him the *Montezuma* and her stores — or such of them as Cap^t 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.]

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

PHIL^a October 28th 1799.

Lt. S. W. GEDDES

SIR You will immediately proceed to New Port, relieve L^t 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^r Detachment, and the Amount of Pay due them that the Money may be remitted as soon as possible.

Y^r obed Sev^t

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 Octr 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^o Barry wants five or Six thousand to take with him, besides the supplies rec^d 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^e 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^s 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 Octo. 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^t Kitts bound to Newport [?] to the address of Gouverneur & Kimble — This Vessel Cap^t Brown, writes us was eleven days in possession of the French, which entitles them to half her & Cargo — Cap^t Brown directs us to settle the salvage & remit the part belonging to the officers & Crew to M^r 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^o 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^t 28th Oct^r 1799

JAMES SIMONS Esq^r

SIR, I am honored with your's of the 11th inst and now enclose a Commⁿ for Lieut^t O Driscoll, whose appointment was confirmed the 26th Ap^l last, and rank given him from that date; earlier rank could not be given him as the Gen^l 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.]

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 chace to the Eastward Tackd as nessesary to pursue the chace, @ 4 shortnd sail and spoke with the chace an American Schooner from S^t 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^d 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.]

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^{as}
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^r Commander

1799 Novr 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. 16.			
	Cance to attend..... 3. 10—			
	My Commission on £1780 }..... 133. 10—	162	4	
	@ 7½ p ^r Cent.}			
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Errors Excepted
Saint Kitts Nov^r 30th 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^r
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^d Ins^t 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^r Yellot who will take any or all of them for the use of the Vessels fitting under his direction Should M^r 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^r 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^d in your Care, that the Books of the Ship may be finally settled.

I have the Honor to be

Sir

Y^r obed. Serv^t

[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^r
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^r 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^r Campbell several days ago —

I have the honor to be

Sir

Y^r obed. S^t

[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^r

Philad^a —

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 12th November you may be pretty certain of a sufficient Convoy —

I have the honor to be

Sir

Y^r obed. S^t

[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^{rs} STEPHEN HIGGINSON & Co

Boston —

GENTLEMEN I am honored with your letter of the 17th Ins^t —

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^r 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^r Hart so as to allow him a just reward for his services during the time they are required by the Public —

M^r Hart or any man acquainted with Ship building can tell you at a word whether proper pieces for her Keel, Kelsons &^r 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^r obed. S^t

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

To Elias Hasket Derby, Sr., Salem, Mass., from Elias Hasket Derby, Jr.

NAPLES 29 Oct^r 1799

Hon^d SIR That this may find you in better health than when I left you is my sincer 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 mannfactred 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^t 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^f pound. expecting them to be as good a return as almost any thing. Allso 65 Boxes Manna cont^d abo^t 8332 lb at $\frac{1}{2}$ Doll^{rs} p^f lb or thereabouts & 8770 lb Liquorice @ 8^d lawf^l Mon^y 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^{rs} contracted for princpaly in Ormazine Silks, some Maha Breches patterns, some Black, White & Coul^d Sattins about seven Hundred Casks of Wine in 58 Gall^{ns} 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^d 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^t 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^{rs} & By means of the Brass Guns & others bought with them they mount 12 & 14 Sixes. — Wages 9 Doll^{rs} p^f month — I think if I have the good fortune to bring them safe home you will allow either of them to eequal the *Mount Vernon* — My present intentions is to make all the disp^{ts} 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^s 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^r Bruce takes the *Lucy* & M^r Dana the *Nancy* named for my Sister Peckman — They

are both well off for Officers & I trust with M^r 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^t 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^r 1799 —

The news of Buonaparts victory is not to be depended 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.]

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 nessary @ 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^d 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.]

To Captain John Barry, U. S. Navy from Captain Amos Stoddard, U. S. Army

FORT WOLCOTT 30th 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^t 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^o Serv^t

AMOS STODDARD, Cap^t
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, &^s &^s as will be necessary provided

I have written to Mess^{rs} 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^d 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^{rs} 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^r obed. Serv^t

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

To Master Commandant Timothy Newman, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 31st October 1799

Captⁿ TIMOTHY NEWMAN

Of the Warren —

Newberry Port —

SIR I have received yours of the 22^d 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 31st 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 10th 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^r obed. Serv^t

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

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

[TRENTON]

Navy Department 31st October 1799

W^m MARBURY Esq^r
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^r 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^{rs} p^r Barrell but prefer giving 13 D^{rs} 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^d p^r 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^r obed. Serv^t

[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 29th Ult^o

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 31st October 1799

ABRAHAM HUNT Esq^t
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^a for 3000 D^{rs} 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 nessary 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^o 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^t 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 Plenipontentiary of United States to France

NEWPORT, November 1st 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^{ts}

OLIV^r 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 Lattitude 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 *Diomede* 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^y 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 Diomede*

Capture of the
American Sch
Spartan

By the Letter
of Marque
La Diomede

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
session of the 22^d Brumaire 8th Year of the French Republic, one and
indivisible.

Having seen the verbal process of the Capture made at sea on the 1st November 1799, of the American Schooner *Spartan* of Baltimore, Captain Thomas Charles Howe, by the Schooner Letter of Marque *La Diomedé*, Captain Joseph Colong, the examination made on the 18th Brumaire 8th 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, 1st Article 12 of the law concerning Prizes of October 21st 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^d, Article 4th of the decree of the 12th Ventose 5th Year, as follows: "In conformity to the law of the 14th February 1793, the provisions of the law of the 21st October 1744 and of the 26th 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 6th 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 Diomedé*, 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 @ ½ p^t 1 filld and made sail to the Northward Employd working 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^t too the Cape S S W 2 or 3 leagues @ 12 Wore to the Southward and brou^t too AM @ ½ past 4 wore to the Northward. @ Daylight made sail and Gave chace, @ ½ p^t 8 Answerd the private Signal of the chace which we soon discoverd to be the *Boston* Cap^t 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 proportiön 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^d Nov^r 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^t Hood a british 74. I accompanied him on board the Ev^t of the 21st 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 26th 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^l Cuyler & several other passengers went in the *Zealous*.

Two days ago arriv'd here in distress the *Washington*, Cap^t Williamson, 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 &^r

I have Letters from O'Brien to the 13th Sep^r — he is much in want of funds, & is very apprehensive of a war with Tunis, unless the stipulated presents &^s arrive soon; Eaton is of the same opinion. No time sho^d be lost in forwarding the requisite supplies to those Regencies, accompan^d 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^r well, but in Swiss^t 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.]

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^t 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^o 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.]

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^e 22^d 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^r 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 cruize. —

HON BENJAMIN STODDERT Esq

[Newport HS. Gibbs & Channing LB.]

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

CAP FRANCOIS Nov^r 3th 1799. —

DEAR SIR I had the Pleasure of writing you on the 26th ult^o by the Ship *Sally* Cap^t 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^r 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^r C^t on the Am^t 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 practis'd 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 flow'd from it had it been carried into Execution. The English would have made it a Plea for capturing & detaining all Vessels bound from S^t Domingo alledging that if their Business was done by a french House there must be french Property on board. Upon much more frivolous Pretex'ts have many hundred american Vessels been condemn'd in the Admiralty Court of Jamaica. —

Viewing the Law I have mentioned in this unfavourable Light & being applied to by several Persons who deem'd 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 oblig'd 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 answer'd them yet. The Subject is of too interesting a Nature to be determin'd before I have a Conference with Cap^t 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^t 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 S^t Domingo. Our armed Vessels have hitherto been treated with the utmost Hospitality in the several Ports of the Island & every Disposition shewn by Gen^l 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^t Serv^t

EDWARD STEVENS

Hon^s T. PICKERING
&^s &^s &^s

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

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^t 12 Shortnd sail and brou^t too for the *Boston* and Brig with her to Join company @ ½ p^t 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^t 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* pursueing 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.]

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

NAVY DEPARTMENT
Philad^a 4th November 1799

JEREMIAH YELLOT Esq^t
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^r obed. Serv^t

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

Captⁿ THOMAS TRUXTUN

Perth Amboy —

SIR The last two or three days having been occupied in moving the Office &^t 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^t

[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 chace to the NNW, @ 1 calm ships head to the Northward, @ 2 a light breeze sprung up from NNE In studdingsails and gave over chace, @ 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^t 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 appeared to be bound to the Cape Bore up made all sail and Gave chace @ 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 chace 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^{ds}

At Midnight sounded but got no bottom with 70 fath^s of line —

Middle part D^o 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^{ds} & set the T G Sls & steer^s Sails —

Ends moderate and cloudy. at Mer^{dn} 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 5th November 1799

Lieut ARCH^d M^eELROY
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 ^o	&	3	rations	pr	day
1 Sailing Master	40	"	"	"	2	d ^o	"	"	"
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									

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 &^r &^s 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.]

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

[PHILADELPHIA]

Navy Department 5th Nov^r 1799

Major W. W. BURROWS
Philad^a —

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 5th 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 m ^o	& 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 receive 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 &^r 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.]

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

[PHILADELPHIA]

Navy Department 5th November 1799

Captⁿ HENRY GEDDES
of the *Patapsco*, Baltimore

SIR I am honored with your letter of the 28th Ult^o 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.]

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^r obed. S^t

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

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

[PHILADELPHIA]

Navy Department 5th November 1799

Captⁿ 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^r 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 5th November 1799

JACOB SHEAFFE Esq^r

SIR I am honored with your letter of the 27th 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 5th November 1799

WILLIAM MARBURY Esq^r

George Town Potomack

SIR I am honored with your letter of the 1st 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 Comnd —

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^t 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 appear 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 S^t Thomas^s bound to Cape francois, Employd working to Windward Washing and fumigating Between decks & @ 12 Cape Francois South 8 leagues

[Latitude Observed 20°23' N.]

[NYHS, NHSC.]

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 6th Nov^r 1799 —

CITIZEN AGENT

I had the honor of receiving your letter of the 14th 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 6th 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 S^t 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 S^t 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^t humble Serv^t

signed EDW^d STEVENS

Citizen ROUME

*Particular Agent of the Executive Directory
at St Domingo.*

[SDA. CL, Cape Haytien, Vol. 2, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 6th November 1799

Captⁿ THOMAS TRUXTUN
Perth Amboy —

SIR I am honored with yours of yesterday, and now enclose you a Warrant for M^t Samuel Angus, Midshipman —

I shall send on your final Instructions to Norfolk, under cover to
M^r Pennock —

I have the honor to be

Sir

Your obed Servt

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

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

[PHILADELPHIA]

Navy Department 6th November 1799

Captⁿ 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 Captⁿ 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.]

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

[PHILADELPHIA]

Navy Department 6th November 1799

WILLIAM PENNOCK, Esq^r
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 —
Captⁿ [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^t

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

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

[PHILADELPHIA]

Navy Department 6th November 1799

The Commissioners of the City of Washington

GENTLEMEN I am honored with your letter of the 30th Ult^o — 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 25th Ult^o if I had not feared that even this was not in your power —

M^r Marbury had sent me your letter to him of the 18 September wherein you say “ We will reserve the Squares N^o 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^o settled with the Proprietors to enable you to fulfil your promise to M^r Marbury — Judge then my surprize when I understood from a quarter entitled to credit that it was uncertain whether M^r Carroll would relinquish his right to part of one of the Squares —

I percieve by your letter to M^r Marbury of the 1st Inst as well as by the enclosures sent to me, that you consider M^r Carroll and M^r 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^r obed Serv^t

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

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^d @ 2 d^o 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 nessary 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 nessary

At 12 Moderate breezes and clear weather Monte a christo S by E 9 or 10 leagues —

[Latitude Observed 20° 17' N.]

[NYHS, NHSC.]

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^o wind & Weather

[Latitude Observed 21. 24 N.]
[Longitude Observed 96. 02 W.]

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

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

SALEM Nov^r 7th 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^r Tho^s Randal who arrived at Boston too late for the *Herald*, and twenty seamen, The Committe have not appointed a 2^d Lieu^t 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^r Waters & the Committe are disposed to render me every assistance in their power &c.

EP.

[EDWARD PREBLE]

SEC^y NAVY,

P.S. Since my return from the Ship this day I rec^d your letter of the 25th and shall attend to it.

[LC, EPP, 1799—1800, Vol. 2.]

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

[PHILADELPHIA]

Navy Department 7th 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^{rs} 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^t 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 &^t &^c all of which you will have kept with the utmost exactness —

Jeremiah Yellot Esq^t 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 ^t	50 D ^r	and	4 rations
Two Lieut ^t	40	"	3 d ^o
1 Surgeon	50	"	2 d ^o
1 Gunner	20 D ^{rs} per m ^o		2 rations per day
1 Boatswain	20 "	"	2 d ^o d ^o
1 Sailing Master	40		2 d ^o d ^o
1 Purser to act also as } Capt ^t Clerk	40 d ^{rs} —		2 rations
2 Midshipmen	19 \$		1 d ^o
1 Steward	18		1 d ^o
1 Cook	18		1 d ^o

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^r 7th [17]99

Maj^r BURROWS

SIR I beg leave to inform you that we arrived off this Island on the 28th Octob^r 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 employd in cruizing round the Island & have the pleasure of informing you that we have this day Released from French Piracy Cap^t 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 Obdt Serv^t

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 7th 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 chace of the Sloop, and Barge; at ½ past two the *Boston* gave chace, 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^r Bertrand, a french Merchant at Jeremie and a M^r 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^r Raimond master, he was a Spaniard and had a Spanish crew on board. M^r Shinnot a frenchman was Supercargo, that in Jeremie she was loaded by a M^r Bertrand, Merchant there; and from the Conversation that took place, between M^r Shinnot and M^r Bertrand in the Port of Jeremie, just before the Sloop sailed, She believes the property to be M^r 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.]

To Secretary of War from Secretary of the Navy

[PHILADELPHIA]
Navy Department 7th Nov^r 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^t 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.]

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-taine 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 S^t 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^t 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 6th Ins^t that you have received of the Ship *Galen* from London, on acco^t 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^l Very respectfully
Your Ob^t Serv^t

(Signed) WILLIAM WINDER

Mess^{rs} STEPHEN HIGGINSON & C^o
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.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 7 November 1799

Moderate breezes and cloudy, @ ½ p^h 12 Tackd to the southward @ 3 saw a strange sail bearing S S E made sail and gave chace @ 5 fresh breezes and Squally Split the Jib Unbent the Jib and bent another @ 6 shortnd sail and spoke with the chace 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 chace @ half past 4 shortnd sail and boarded the chace an american Armd Ship from S^t Thomas^s 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.]

370 NAVAL OPERATIONS; AUGUST 1799—DECEMBER 1799

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 31st 1799. I rec^d a letter at Portland from the Sec^y of the Navy dated the 21st Ins^t ordering me to repair to Salem and take command of the *Essex* and equip her for sea as soon as possible, Nov^r 4th I sett off for Salem and arrived there the 6th the 7th in comp^y with the Navy Agent, I went on board the *Essex* and took the Command of her, Mustered the Ships comp^y consisting of M^r Tho^s Randal Midshipⁿ 17 Able & 3 Ordinary seamen, M^r Randal inform^d me that James Mitchel, A. S. deserted the 1st Ins^t I found the Ship moored between her two bowers in 5 fath^s water muddy bottom about half a league from the town, the flag staff on Fort Pickering bearing NE b E 3 Cables length dis^t Our dis^t 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 7th Nov^r 1799

Captⁿ THOMAS SKELLY
of the Brig *Morning Star* —

SIR I enclose you a letter for Silas Talbot Esq^r of the Frigate *Constitution*, Commanding officer on the S^t 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^l Levy Esq^r 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 8th November 1799

Captⁿ SILAS TALBOT
of the *Constitution* —

Cape Francois —

SIR Referring to my letter of the 24th 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^r 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.]

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

[PHILADELPHIA]

Navy Department 8th November 1799

Lieut JOHN SHAW

of the *Enterprize* Baltimore

SIR I am honored with your Letter of the 4th 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^r W^m C. Jencks who will act as one of your Lieutenants M^r 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 immediately — I hope M^r 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.]

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 wind^d to the Eastward of Monte a christo, wore and tackd as nessary @ 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^d @ 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^d 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] supposed 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.]

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^d 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.]

To Lieutenant Jeremiah Barton, U. S. Navy, from Captain Alexander Murray,
U. S. Navy

Insurgent 9th Nov^r [1799]

Lieu^t 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^a 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^t Serv^t

U. S. FRIGATE *Insurgente*
9th Nov^r 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^r 9th 1799.

BENJⁿ STODDERT Esq^r

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 14th 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^r the 1st) 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 13th Sept^r where we lay till the 17th 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^d 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 24th we arrived at Gibralter bay & lay off Algeiras till the 28th 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 5th of Octob^r 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 13th & 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 30th 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 4th of Nov^r 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 5th 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^t 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 resolv'd 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^r 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 20th or 25th

I know not whether I shall have time to write to M^{rs} 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^t Dan^l Rouaix has been purchased from American Citizens in this Port & has been fitted out by her present owner M^r 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 S^t 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^t Dan^t 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^t 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^s & 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^t Domingo to be hereto affixed at Cape Francois the Ninth Day of Nov^r 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^r 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^t S^t

THOMAS TRUXTUN.

PERTH AMBOY 9th Nov^r 1799.

ISAAC GOVERNEUR 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 chace to the westward employd trimming Ship and Sails, @ 4 the chace W by S 12 or 13 miles @ 5 saw another strange sail WNW, @ ½ p^t 5 the strange sail wore and Gave chace to the Sail we were chaceing observd them to change Signals shortn sail and bring too as it being near the station of his Brittanick Majestys Ship *Hannibal* we supposd 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^d 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^d 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.]

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

[PHILADELPHIA]

Navy Department 10th November 1799

Captⁿ JAMES SEVER
of the Congress. Boston

SIR This Letter I presume will meet you at Boston with the Frigate — M^r 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 25th 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.]

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^t 12 filld made sail and Gave chase to a strange sail bearing N N E @ ½ p^t 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^l Greene*. AM at 6 saw a strange sail bearing S S E Made sail in chace, @ 10 Assembled the ships company and performd divine service @ ½ p^t 11 fir'd a gun to bring too the strange sail brou^t 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.]

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^e 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^tward

at 4 Saw a Sloop to y^e Eth & a Brig to the WBN, who apparently bore down towards us

Middle part pleasant fine breezes & flying Clouds

in all small Sails h^d T. G^t sails & stay sails & Clued Down the S [or T] sails &c, at ½ past D^o made Sail again occasionally

at 7 Saw a Schooner to the N E Standing to y^e Wth

Latter part Gentle breezes & Cloudy weather Came up with the above Schooner fast —

Lat^d Obs^d 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 receive from Captain Barron, the Circular Instructions of 29th December, 16th January 12th 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^o 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 impertunity 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 Latitude —

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^d 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* —

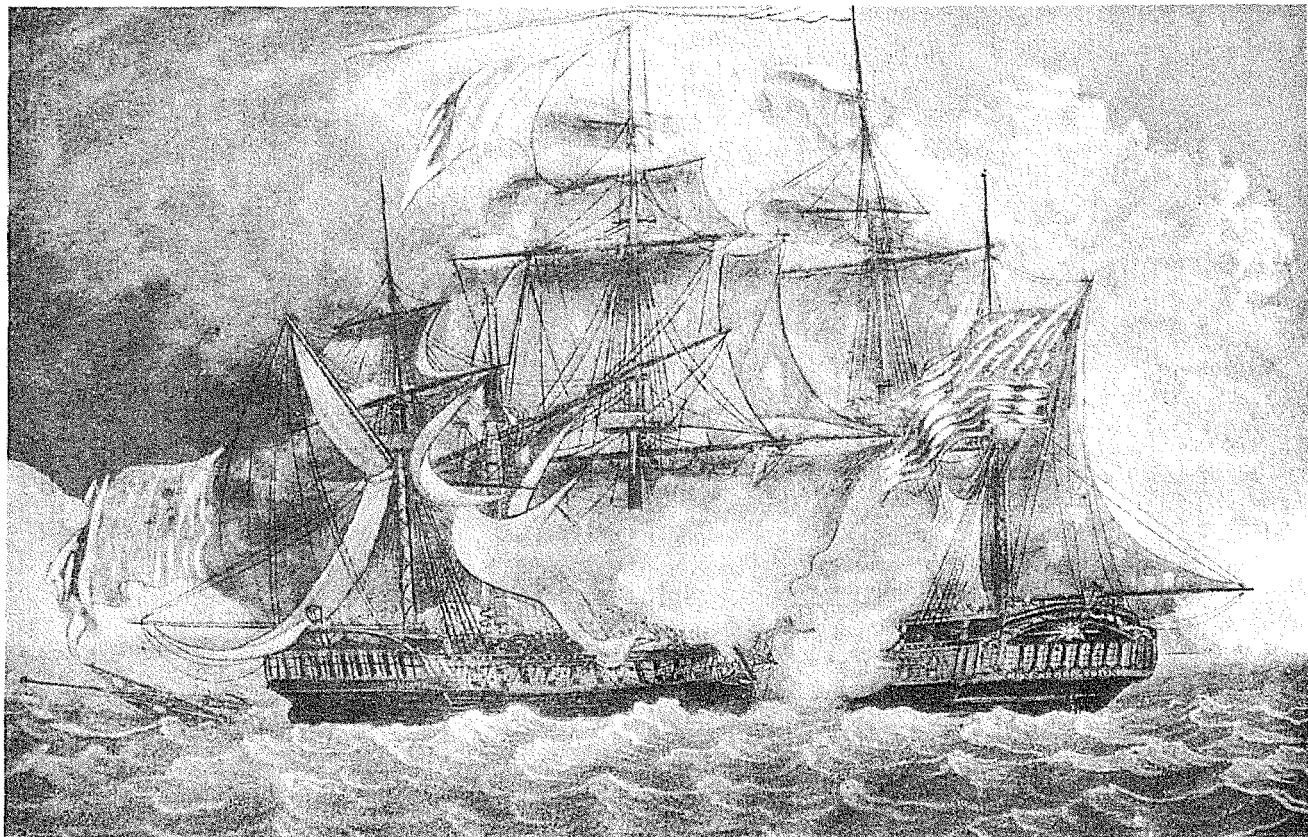
Should it so happen that you are driven from the station assigned you, by a superior force, which however is far from being probable, you will endeavor to join our Squadron at S^t Domingo, where the force with the addition of yours will be too powerfull for any thing the French can now spare for the 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^r of Bassaterre 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 necessaries 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 15th October to send two of the Vessels under his command to Curracoa to consult with M^r 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 11th 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 7th 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 17th 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 11th November 1799

JEREMIAH YELLOT Esq^r
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 17th & 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 17th the Schooner must go — But as there were 90 men engaged by Captain Geddes on the 7th & 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^r 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^e 31 Octo & 4 Novem. —

In consequence of your directions Cap^t 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^t 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^d the remittance you referred too, in your favor of the 4th and which we have passed to the credit of the United States in our acc^t 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 ^d 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 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^t 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. Filled and made sail to the Northward

[Latitude Observed 20° 06' N.]

[NYHS, NHSC.]

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^s h^d T. G^t 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^d Obs^d 30°.27' North

[Essex Institute.]

To Edward Stevens, U. S. Consul General, St. Domingo,
from Captain George Little, U. S. Navy

U STATES FRIGATE *Boston*

12th Nov^r 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^t

GEO^d LITTLE

EDWARD STEVENS Esq^r
Consul General of the U. States
at Cape Francois.

To Master Commandant Timothy Newman, U. S. Navy,
from Secretary of the Navy

[PHILADELPHIA]

Navy Department 12th November 1799

Captⁿ TIMOTHY NEWMAN
of the *Warren* —

Newbury Port

SIR In your letter of the 22nd 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 3rd 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^r EBENEZAR BUSHNELL

Lebanon, Connecticut

SIR Your presence is indispensibly necessary on board the *Warren* — You will therefore, on receipt of this, proceed imm^{dy} 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 12th November 1799

Captⁿ 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^r 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 12th November 1799

Major W. W. BURROWS

SIR The *Patapsco* is ordered to sail at farthest by the 17th Inst —
You will please to take the necessary measures to furnish the Marines
I am Sir

Yr obed Servt

By order of Sec^y

JO. PARROTT

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

To Archibald Campbell, Navy Agent, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 12th November 1799

ARCH^d CAMPBELL Esquire

Baltimore

D^r SIR I received only this day your favor of the 8th Ins^t — 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^r 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 12th November 1799

Captⁿ ALEX^t MURRAY

Of the *Insurgente* —

3 Copies of this
Letter per Captⁿ
TRUXTON and the
same number sent
per Captain M^r
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 12th November 1799

WILLIAM MARBURY Esquire
George Town —

SIR M^r 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 4th 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^{dy} to W^m Pennock Esq^r 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 wind^d to the Northward of Monte a christo. @ 4 fresh breezes and squally double reef'd the Topsails and stow'd the Jib. @ 6 Moderate breezes and clear weather, the Monte S by W 6 or 7 leagues, the East extrem of the land to the Eastward E by S 6 or 7 leagues. We wore and Tack'd 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^o 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^d per order from the Gunner 70 fathoms of 8 inch rope for Brace Backstays Sailmakers employ'd Repairing a Main Topsail, Carpenters employ'd 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^d Ship to the N & W^d 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.]

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

[PHILADELPHIA]

Navy Department 13th November 1799

Capt^r THOMAS TRUXTUN
Norfolk —

D^r SIR Captain Tingey just arrived from S^t Kitts informs me the Squadron there will want Bread

I Have desired M^r 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.]

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

[PHILADELPHIA]

Navy Department 13th November 1799

WILLIAM PENNOCK Esq^r
Norfolk —

SIR I request you will immidiately 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^t Bread
80 Bbl. Beef
80 d^o Pork
50 C^t Rice
3750 L^b Cheese
200 — Candles
500 Gals. Vinegar
200 Bushels Beans or peas
400 lb. Soap
20 Bbl^s Flour
20 d^o 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^r 13th 1799

Cap^t 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^t —

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

To Lieutenant Archibald McElroy, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 13th November 1799

Lieu^t ARCH^d M^rELROY

of the *Augusta*

SIR You will be pleased imm^r 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^r 1799

SIR Mess^{rs} 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_x voyage from

this City to Havana, and carried to Porto Rico, where she arrived on the 5th of Sept^r last. The capture was made by a privateer, called *La Bayonnaise*, under French colours, but, as Mess^{rs} Read and Forde have been informed, without a legal commission. As it is a duty evidently resulting from the law of nations, and the 6th and 9th 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 obe^d Serv^t

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^e 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 RUSSEL CHAPMAN The mark X of THOMAS WHIPPLE	}	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.
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[SEAL]

D^d KELLY Not^y 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^r 13. 1799

DEAR SIR A few days ago I rec^d your private letters of Aug. 9th & Sep^r 4th I am happy to find that my idea about going to Eng^d pleased you; I remark that the Presid^t still proposes the Mission to Const^s [Constantinople]; but as it appears to depend on M^r 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^t Hood, with Gen^l Cuyler about the 25th last month; I shall forw^d your letter to him by the next packet. —

The *Washington*, Cap^t Williamson from London to Philad. has put in here after an hon^{bl}^e action with the *Balance*, a Privat^t from Bordeaux of 30 guns, which was obliged to put in to Corunna to refit, with the loss of 30 killed; the *Wash*ⁿ had only one killed, but is much crippled. you will hear particulars from the passengers; M^r Bulk^y writes to you about M^r 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^t all circum^s^{es}. 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^r King & putting in here in distress, in conseq^t of the action, destitute & with^t 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^d have reflected disgrace on us. —

We have had disag^{bl}^e news respect^t Swiss^d & Holland for some time past; but Massena's progress appears checked; the Archduke [?] & Survanen were approach^t him with powerful armies & if they form a junction must drive him out of Swiss^d — indeed that country is so exhausted that I think the theatre of the War will be removed to Suabia: Some grand expedⁿ 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 negotⁿ 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 evacuatⁿ — Bonapartes return is yet unexplain'd he is talked of for the com^d of the expedⁿ —

With reg^d & esteem I am D^r 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^t whereby my brother in law, M^r George Izard, whom I have applied to to be my Secretary, might leave Am^s 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^t
Sec^r 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^r Obed. Servt

[NDA. Req. 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 chace an American Ship from Curracoa bound to Cape Francois, @ 5 filld and bore up in chace to the WNW @ half past 5 observed the chace 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 Informd 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^d 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 chace At 12 Moderate and Variable all sail set the chace S by W 4 miles the Monte South 12 Miles

Latitude observed 20.11 North

[NYHS, NHSC.]

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^d

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.]

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

[PHILADELPHIA]

Navy Department 14th November 1799

Capⁿ SILAS TALBOT
of the *Constitution*

Cape Francois

SIR I am honored with your letter of the 16th 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^d 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^r 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 3rd & 24th September, originals of which I suppose you have before received —

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 14th November 1799

Captⁿ HENRY GEDDES
of the *Patapsco* —

Copy of this
Letter forwarded
at same time to
Lieut W^m 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*, Captⁿ 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^d 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^a 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 14th 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^o 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 Talbots letter in the one N^o 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^o 1, and send back N^o 2, for him and so as to Maleys letter should yo[u] go with him —

Wishing you a Safe voyage &^e I remain

D^r Sir

Yr obed Servt

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

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

[PHILADELPHIA]

Navy Department 14th November 1799

JEREMIAH YELLOT Esq^r

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^l Wilkinson to New Orleans must go to Cape Francois & may take Merch^t 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

14th Novem^r 1799

BENJⁿ STODDERT Esq^r

SIR The inclosed is a copy of my respects to you of the 9th since then I have been cruising on this Station.

On the 12th 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 Barbadoes 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

14th Nov^r 1799

M^r 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^r 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 25th 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^t—

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

To Master Commandant Timothy Newman, U. S. Navy,
from Secretary of the Navy

[PHILADELPHIA]

Navy Department 14th November 1799

Captⁿ TIMOTHY NEWMAN
of the *Warren*—

SIR Herewith you will receive circulars of the 29th July, 29 December, 16 January 12th March & 5th 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.]

To Secretary of State from William Smith, U. S. Minister, Lisbon, Portugal

(Private)

LISBON, Nov. 14th 1799

D^r SIR I wrote you yesterday via Norfolk & now add a few lines because M^r Wilson, mentioned in my letter of yest^r 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^r King, I have nothing to add but my wishes that our gov^t may be able to ensure success to his Claim. M^r Bulkeley is uneasy at the advances he has made on acco^t of the U. States, but they were absol^y unav^ble — 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^r King advised their return to the U. S. & that M^r Williams defrayed their passage expences from London. —

Mr Wilson will give you the particulars of the Action & I now add information I have rec^d from Spain on the subject; a letter from Corunna of the 30th 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^a) 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^t Williamson merits the attention of our gov^t for his skill & bravery.

Another expedⁿ from Brest again excites our specul^{ns} — 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^l viewed as the Conquest contemp^d under the auspices of Bonaparte, whose Name would certainly raise more Volunteers than a Decree of the Council.

We have only french acco^{ts} respecting the actual state of Egypt which is therein represented to be in a good & tranquil situation; B. is said to have opened a Negotⁿ with the Porte — I should not be surprized if he is soon sent there as Ambass^r — 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^d 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^d of the Alps may yet continue for some time the Theatre of War. Many persons apprehend the Emp^r 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^t having lost their *fleet*, have abolished the Department of *Marine*. — Spain is only a depart^t of France. Holl^d & Swiss^d 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.]

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 christo, @ 1 fir'd a gun to bring too the chace, At ½ p^t 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, Confind 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^d 20.17 North]

[NYHS, NHSC.]

To Lieutenant F. H. Ellison, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 15th 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.]

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

[PHILADELPHIA]

Navy Department 15th 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 15th 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^d Lieutenant, Mean time recieve him and employ him in that character — A purser M^r Mumford of New Port has been ordered on as to the other Officers I must refer you to my letter of the 25th October — Such as are selected, you may call immediately into service relying that their Comm^{ns} 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.]

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

[PHILADELPHIA]

Navy Department 15th November 1799

Captⁿ 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^{rs} per m^o 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 &^s 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^m 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 15th 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 15th 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 15th 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 15th 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 12th Dec^r

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.]

[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 Scrider, “ “
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.]

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

CAP FRANCOIS Nov^r 15th 1799. —

SIR I had the Honor of writing you a few Days ago by the *Polly*, Cap^t Jones, and enclosed you a Letter from Gen^l Toussaint LOuver-ture 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^t 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^t 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^t 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^t 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^t Serv^t

EDWARD STEVENS

The Hon^o T. PICKERING
&^c &^s &^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 15th 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.]

To Major Commandant William W. Burrows, U. S. Marine Corps, from Lieutenant
William Maley, U. S. Navy

BALTIMORE Nov^r 15th 1799.

Sir: In consequence of the treatment I received from Cap^t 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^r 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^t. 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^r Sheredin made out his return for you, and refusing to enter James Hawking in lieu of

the Man taken from us, Cap^t Edwards entered him without M^r Sheredins permission on the return forwarded to you, which you will find by referring 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.]

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 10th instant, & enter'd the Harbor on the 11th & 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^t Serv^t

M^r BRUCE

M^r SAUNDERS, Capⁿ Schooner [?] *Nancy*

M^r 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.]

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 *Norfolkes* prize with 20 Gallons of water. @ 3 Joind comp^y 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^y 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.]

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 Itally — the follow^g names compose the ships company —

G. Bradford	George Wadsworth	John Jones
Gershom Bradford	Amos Ames	John Bayler
Will ^m Prior	Stanton James	Jo. Brown
Andrew McIntire	Stepney Johnson	Peter T. Miner
Southworth Bradford	Will ^m Wadsworth	Marquis Fenno
Calvin Homes	George Soul	John Vose
John Scholtz	Tim. Drew	Bell
Henry	Mayo	M ^r Charles Henly
Lem ^l 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.]

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.]

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

[PHILADELPHIA]

Navy Department 16th November 1799

Captⁿ 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^y 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^t DAVID JEWETT
of the *Trumbull* —

SIR The [U. S. Ship] *Trumbull* under your Command is allowed —

	Master Comm ^t	60	dollars	pr	m ^o	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 ^o	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 & 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 —

Mr 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^{rs} STEPHEN HIGGINSON & C^o

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 Pennock at Norfolk & the same quantity to Captain Gill Navy Storekeeper 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^r 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 15th Dec^r 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 Muskets 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 Prisoners 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^a Nov^r 16th 1799.

L^t S. W. GEDDES

SIR The Secretary of the Navy having ordered the *Essex* round to Newport, she will accordingly be there by the 15th Dec^r 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^t 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^r obed^t Serv^t

W. W. BURROWS
M[ajor] C[ommandant]
M[arine] C[orps]

In future 2%₀₀ will be deducted from each Marine p^r 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 1st Sept^r last.

[MCA, LR, 1799.]

To William Gray, Chairman of Committee, Salem, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 16th November 1799

WILLIAM GRAY Esq^r

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 12th December, say the 15th, 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^r 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 16th November 1799

Mess^{rs} 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 12th 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^{rs} Gibbs & Channing New
 Port & Arch^d Campbell Esq^r Baltimore
 [NDA. GLB, Vol. 3, 1799.]

To William Montgomery, Philadelphia, Pa., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 16th November 1799

WILLIAM MONTGOMERY Esq^r
 Philad^a

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 12th December, and proceed from thence Wind permitting
 about the 15th — Permit me to request that you will take the trouble
 to mention this to the Merchants of Philad^a 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 16th November 1799

Captⁿ 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 15th
 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 occasiond
 by a complication of diseases at 4 committed the body of the deceac'd
 to the deep @ 6 shortnd sail and brou^t 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^t 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^t too and Spoke his Bt^s Majestys

Ship *Quebec* Captain Bingham, @ 10 Filld and parted company with the *Quebec* @ 11 brou^t 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 chace to the strange sail, @ 9 shortnd sail and spoke with the chace an american armed Brig from S^t 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 passd 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 Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, 16 November 1799

Philadelphia }
 1799 Nov^r 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^s sails —

8. am past a brigg belonging to S^t Croix. Stand^s on wind N.Ward pleasant Weather

Latt Obs^d 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. Sheredine, 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, E. 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^t 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^t 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^r 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^t Perry respecting her —

HON BENJAMIN STODDERT Esq. —

[Newport HS. Gibbs & Channing LB.]

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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^o 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 reefed *Herald* in company, @ 4 Moderate and clear *Herald* in comp^y @ 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^s 7.405.000 which was the product of the year ending Sept^r 30. 1798. to Doll^s 6.437.000. being the product of the year ending Sept. 30th 1799: — the internal Revenues have increased during the same period from Doll^s 585.000. to Doll^s 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 completed 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 S^t 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 S^t 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 13th 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^r 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^r Bunel appeared as the Agent of Gen^l 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 privilidges; — 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 Vessells 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^o 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^y 9th 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^r 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^r Bunel remained in the United States, he continued to represent the urgent wants of Gen^l 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^y 9th 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^o Domingo in the Vessell in which the Consul General is to proceed, our opinions have been requested on the expediency of the measure.”

“The Law of the 9th instant expressly excepts from the restraints imposed on Vessells in general such Vessells “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 consistant 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^d or admitted in the Ports of the United States, until the President, shall have previously published a proclamation opening the Trade.”

FEB^y 20th 1799.

On the same day the Attorney General delivered the following opinion in a Letter addressed to the Sec^y 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^t 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^t Domingo, till they actually refrain from depredateions 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^y of State.

The beginning of March M^r Stevens sailed, with instructions to acquaint Gen^l Toussaint that the Commerce would be renewed on the following conditions.

“1st All privateering from the Island, must be absolutely restrained.”

“2^d All French armed Vessells commissioned elsewhere must be refused an asylum in the Ports of S^t Domingo.”

“3^d The armed Vessells of the United States, public & private, being necessary for the protection of our Commerce with S^t 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^d and treated as friends.”

“4th 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^t relative to the trade of the two nations with S^t 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^{ts} 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 S^t 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^r 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 S^t 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 S^t 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 S^t 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^l 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^d 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 S^t 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^d explicit assurances from the French Gov^t 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 6th & 7th Articles of the Treaty with Great Britain, and the proceedings proper to be adopted on the part of the United States the Sec^y 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 6th 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 6th Article, has induced his Britannic Majesty to direct the two Com^{rs} named on his part in pursuance of the 7th Article of the said Treaty to decline attending the meetings of the Board sitting in London untill the obstacles to the execution of the 6th 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 7th Article. — That the President will cause such explanations of the meaning of the parties in forming the 6th 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^y 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 18th November 1799

Captⁿ SAM^l 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 Mulloony, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 18th November 1799

Captⁿ JOHN MULLOWNY

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^o 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 &^r 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^r 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^t

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^r
Baltimore —

SIR Lieu^t 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^r
George Town —

SIR M^r 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 desirable to get them — Will you let me hear from you immediately 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 12th 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 18th 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^d 18th 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 Deponent & 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 S^t Christophers, where she arrived on the 22 November & set sail from thence on the 24th bound for New York, that they arrived & cast Anchor in Holms Hole Vineyard sound on the 21st December Ins^t, That he the Deponent left said Schooner at Holms Hole aforesaid on the 23rd Inst & proceeded to Boston, by land & now desires a Protest

Signed NATH^l 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*

[Ct. of Cl., French Spol., Case No. 365.]

[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^t Domingo) bound to Baltimore.— That on the 18th 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^d he was recaptured by the United States Frigate *General Green*, Cap^t Perry, then cruising in company with the U. S. Frigate *Boston*, Capt. 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 15th 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^r Doten one of the Prize Masters (notwithstanding the Remonstrances of the deponent) which as he believes were sold there. That on the 16th having got a Pilot, they set sail for this port, where they arrived on the 20th Decem^r 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^s 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 —

[SEAL] In Testimony whereof I the said Notary have hereto set 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 Tortudas 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 Joint 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^h 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^d sounded — no bottom, at 5 tack^d as p^r log

At mer^{an} saw a sail to the South^d 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

Captⁿ EDWARD PREBBLE
of the *Essex*, Salem —

SIR I have the honor to enclose the Circulars of the 29th July, 29th December, 16th January 12th March & 5th 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^r 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^r 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^t 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^{rs} STEPHEN HIGGINSON & C^o
Boston —

GENTLEMEN I am honored with yours of the 11th Ult^o — On conversing with M^r 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^d by British Ships of War and
Ships of the United States. On Meeting

Day of the Week	Signals made and Answered	First Light made Royal F.	Answered by	Ships of War	Ships of the U.S.
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	Blue & Yellow / Red, White, Blue	 	Red / White & Red	 
Sunday	First Signal made / Answered by	Blue / Red	 	Blue White Red / Red & White	 

Hoaling by Night

Day of the Week	Ships first made it	Ships first hoaled it	Ships to appear to
Evening	London	Philadelphia	Five Ships that receive hoaled
Monday	Baltimore	New York	Ships that receive hoaled with
Tuesday	London	Philadelphia	a light of the first or second
Wednesday	Plymouth	Boston	light made signal - which
Thursday	London	Philadelphia	shall be suspended with
Friday	Baltimore	New York	hoaled Blue Answered
Saturday	Plymouth	Boston	the same Place

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 Expence of transporting such heavy pieces will be enormous, and it is understood that the British make their Keels, &^s 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^t Kitts Station, that a Cruiser was sent to that Island — I ordered the *Connecticut* which sailed the 21st 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 20th 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 19th 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^d your favor of y^e 18 — in reply advise that the amount which shall be awarded for Salvage on the *Charming Nancy* we shall remit in conformity to Cap^t Browns directions to Mess^{rs} Higginson & C^o for the Captors — valuing for our reimbursement on Mess^{rs} Gouverneur, Kemble & C^o — That the Decree can be entered on the appraisement. —

[Newport HS. Gibbs & Channing LB.]

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 manœuvres, 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 Athenæum, NDA photostat.]

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^d 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^t 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^d 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^e sail M. T. M^t stay sail. 6. hand T. G^t sails —
10 reef Miz T sail — 9. am reef Fore T S. sent dow[n] F. T. G^t yard —
11. sent down M F G^t yard, in doing which a man fell from M. T. M^t
head overboard, bro't the ship too — and lowered down jolly boat &
sent two people after the man, who kept swim^e 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 eminent 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 Obsⁿ

[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

20th Nov^r 1799

Gen^l 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^r Murray one of our Midshipmen, to
notify to you, that the Privateer Prize *Vendemi[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^t

Citizen Gen^l PARIS

Governor of *Guadalupe &c &c* —

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

To Edward Stevens, U. S. Consul General at St. Domingo from Captain George Little,
U. S. Navy

NOVEMBER 20th 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^l 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^l 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^l 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^d 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^t Servant

GEO^s LITTLE

Make my respects to M^r 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 necessaries, — 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^r 20th 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^s 20th Novem^r 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^t Bartholomews to Point Petre in Guadaloupe on board of which were 3 Cases of Dry Goods marked L N^o 1 a 3 and 3 Cases of Paper marked D C D bona fide belonging to Citizens of S^t 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^t Servant

RICH^d SÖDERSTRÖM

The Honorable [BENJAMIN] STODDARD
Secretary of the Navy &^s &^s

[NDA, XZ.]

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

[PHILADELPHIA]

Navy Department 20th November 1799

Capt^s HENRY GEDDES
of the *Palapso* —

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^r

SIR I have the honor to request that you will immediately procure 125 Barrels of Beef as much Pork, 40 C^w 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 Berceau*, 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^s @ 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 francois S by W 7 leagues the *Herald* N N W 4 or 5 leagues
[Latitude Observed 20° 14' N.]

[NYHS, NHSC.]

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 Obsⁿ

[Col. of G. & E. W. Bradford.]

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^o weather under short sail

at 4 A M sounded in 95 fath^s water light grey sand at 6 D^o 90 fath^s out reefs & sent up T G Yards & set T G Sails at 7 set M Sail at 8 saw a sail to the west^d at 9 exchang'd signals with her she was an English Frigate set F T M steer^s sail

[Latitude Observed 24 . 54 N.]
[Longitude Observed 82 . 53 W.]

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

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

[PHILADELPHIA]

Navy Department 21st November 1799

RICHARD SODERSTROM Esq^r
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^t Christophers & there sold together with her Cargo —

Captain Brown informs me by letter that the Invoices &^s 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^t obed Servt

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

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

SALEM Nov^r 21st 1799

SIR, I have the honor to inform you that Lieu^t Beale join'd the *Essex* the 8th Ins^t since which he has been uniformly attentive to the duties of his Office, Doc^t Orr, arrived here 19th Ins^t I have ordered him to Boston to attend to the Medicine chest preparing there, I have consulted the Committe 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 Lieut^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^t and Sailing Master which the Committe wish to have appointed, and whose appointment will be very agreeable to me. I wish you would order a 2^d Lieu^t 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^t 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 25th Ul^o 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^{lb}s 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.]

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

[PHILADELPHIA]

Navy Department 21st November 1799

Captⁿ 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.]

To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

Navy Department 21st November 1799

OLIVER WOLCOTT — Esq^r
Secretary of the Treasury

SIR The *South Carolina*, Cap Payne not being required, or fit for the Navy Service, I instructed W^m Craft, Esq^r, Navy Agent at Charleston on the 20th 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^r Obed^t Serv^t —

[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.]

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 cruize 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^{rs} FRANKLIN ROBINSON & C^o

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 Athenæum, 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 Mizⁿ 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^r 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^{bl} 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^{at} 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^s 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 22nd 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^{rs} 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^t on your arrival furnish Mess^{rs} 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^{rs} Higginson will furnish your Purser with an Account of any money which may have been paid by Nicholas Johnson Esq^r 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.]

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

[PHILADELPHIA]

Navy Department 22nd November 1799

Mess^{rs} STEPHEN HIGGINSON & C^o

Boston—

GENTLEMEN The *Merrimack*, Cap^t 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.]

To Captain Nicholas Johnson, Navy Agent, Newburyport, Mass.,
from Secretary of the Navy

[PHILADELPHIA]

Navy Department 22nd Nov^r 1799

NICHOLAS JOHNSON Esq^r

Newbury Port —

SIR The *Merrimack* Cap^t 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^{rs} 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^{ble} TIMOTHY PICKERING DATED
22^d NOVEM^r 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^t 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^t 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 14th 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^d SODERSTROM

[NDA, XZ.]

To Major Commandant William W. Burrows, U. S. Marine Corps, from Second Lieutenant Joseph Neale, U. S. Marine Corps

PARAMARIBO 22nd Nov^r 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^t Rodgers Informed Me yesterday that, Cap^t McNeale heard that there was three French Frigates on the Coast We are under the Command of Cap^t McNeale at present

Cap^t 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^t Rankin on board the *Insurgent* at Sea. I dined with the Officers. Some of the Marines were Sick belonging to the *Insurgent*. L^t 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^s with respect,

JOS. NEALE
2^d 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^d by Cap^t CLARKE
Brig *Hope*

If Cap^t 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 22nd November 1799

JEREMIAH YELLOT Esq^r
Baltimore —

SIR The *Enterprise* will sail for S^t 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 22nd November 1799

JOSEPH WATERS Esquire
Salem —

SIR I am honored with your letter of 14th Inst and have in consequence directed a remittance this day of 15,000 D^r — 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 15th December if not by the 12th — 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 153⁵/₁₀₀ 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 22nd November 1799

ALEX^r WHITE Esq^r
City of Washington —

SIR I am honored with your letter of the 13th Inst which I beg you to compare with the Comm^{rs} letter to M^r Marbury of the 18th Sept signed by the whole Board — If you were then under the impression as stated in your letter, now before me that the Comm^{rs} 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^o 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^{rs}, 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^o 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 supposed 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^d & stream anchor to S & E^d

Middle part Ditto Weather at 3 A M 2 lighters came along side with water, took onboard 50 Cask of D^o

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 st 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 ^d		
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 st Septemb settled.....		Mr R may drawn on the Secy of the Navy for the balance due him previous to the 1 st Sept
Levin Winder.....	do.....	15 Sept Settled	51	"
Dana.....	ditto.....	6 April accepted		
Folsom.....	Do.....	13 Sept ^r do		
Barrel [or Bawl].....	Do.....	27 August do		
Cushing.....	Do.....	12 September do		
Homes.....	Do.....	10 September do		
Woodward.....	Do.....	6 Septemb.....do		
Wadsworth.....	Do.....	12 Sept ^rdo		

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^t their Emoluments subsequent to those periods, they should inform you —

I am Gentlemen &^s

Wth WINDER.

[NDA. LB, N.Dept.Accts. of., 1798-1800.]

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

SALEM 23^d Nov^r 1799

SIR, I have this day been honored with your dispatches of the 15th Ins^t 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 15th 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^d doll^r for recruiting I have rec^d from the Treasurers Office and shall forward

the proper rec^{ts} and immediately commence recruiting at Boston under the direction of M^r George Gardiner Lee, of this town, the gentleman whom I wish to be appointed 3^d Lieu^t 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^r Mountford[?] Joind the ship this day, I beg leave to recommend M^r [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 21st Ins^t 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^d 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^r to be with great respect

Sir your most obed^t humble
Ser^t

EP.—

[EDWARD PREBLE]

Hon^r SEC^y NAVY

[LC, EPP, 1799–1800, Vol. 2.]

To Tench Francis, Purveyor, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 23rd Nov^r 1799

TENCH FRANCIS Esq^t

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^t 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.]

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^o 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.]

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^o weather *General Greene* and *Herald* in Company, @ half past 4 Captain Perry and Lieu^t Russel waited on the Commodore on service @ 5 Down Top Gallanty^{4s} and in 3^d reef in the Top-sails, @ 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^d @ 12 Moderate and cloudy *Gen^l 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^l 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^t 8 we pass'd the rear of the convoy and made the private signal to the leading Ships which was answ^d by one of his B^t 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^t 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

orderd on board the U S. Ship *General Greene*, @ 12, Moderate breezes and clear W^t Squadron in company.

[Cruising to the Northward between Cape Francois and Tortudas.]

[NYHS, NHSC.]

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.]

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^o 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^{dn} the Moro Castle bore S by E 2 leagues

Ends pleasant —

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

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

[PHILADELPHIA]

Navy Department 25th November 1799

Captⁿ DANIEL M^cNEILL
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^{rs} 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^{rs} 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^{rs} Higginson & Co will furnish your Purser with an account of any money that may have been paid by Jacob

Sheaffe Esq^r 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.]

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

[PHILADELPHIA]

Navy Department 25th November 1799

Mess^{rs} STEPHEN HIGGINSON & C^o

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 22nd to the *Merrimack* —

I have written to Jacob Sheaffe Esq^r 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.]

To Lieutenant Archibald McElroy, U. S. Navy, from Charles W. Goldsborough,
for Secretary of the Navy

[PHILADELPHIA]

Navy Department 25th Nov^r 1799

Lieut ARCH^d M^oELROY

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^r

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

To General Samuel Smith, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 25th November 1799 —

General SAMUEL SMITH

Baltimore —

D^r 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^{rs} 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^r 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^r 25th 1799 REC^d 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^s *Fair American* & Schoo^r *Francis* in April last.

PAT^r 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^e East end of Tortudas SW by W 2 or 3 leagues tackd as nessary 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.]

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^d 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^{dn} 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.]

[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.]

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.]

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^s 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^r *Sally* from Havanna James Johnston
Master

Middle part fresh breezes & clear weather. at 6 A M saw a Brig
standing to N & E^d

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 27th 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 &c 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^r
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 27th Nov^r 1799.

BENJ^r STODDERT Esq^r

SIR I arrived here on the 25th 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^r 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^t 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 separate, 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 21st Inst I collected all the prisoners that were on board our respective ships being 54 in number & ran close in, with Bassatterre under a flag of truce, while the *Adams* cruised in the offing When near enough I sent M^r Murray One of our Midshipmen (and a very intelligent young man) on shore in my boat with the inclosed letter to Gen^l 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 dreadful desperadoes all blacks but four; a french Officer came on board with M^r 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^l 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 Bassatterre to reply to my letter, & upon this presumption I have advised Cap^t Morris to send up all the prisoners from Bassatterre 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^r 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^r & if I get no information from you I presume I shall be obliged to go to Norfolk.

Your Most Ob^t

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

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.]

To Captain George Little, U. S. Navy, from Nathan Levy, Navy Agent,
Cape Francois

CAPE FRANCOIS Nov^r 27. 1799 —

SIR The Owner of the Schooner *La Serena*, M^r Chaves, requests me, as he does not understand the english language, to reply to your Letter to him of the 28th Ins^t — 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^r Sir Yours —
N. LEVY.

[F. D. Roosevelt Collection.]

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^d 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^l 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^d 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^d 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 28th November 1799

Captⁿ JAMES SEVER
of the Congress

SIR I am honored with your Letter of the 20th 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 12th at latest the 15th 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^r Higginson was requested to furnish you with Muskits — Seventy five Stand however shall be sent to Mess^{rs} 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 15th 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 *Philadelphtia* (*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.]

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.]

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^o Weather

At 7 AM set steering Sails Unbent the Cables & put them below.

Ends with fresh breezes & cloudy weather —

[Latitude Observed 28. 26 N.]

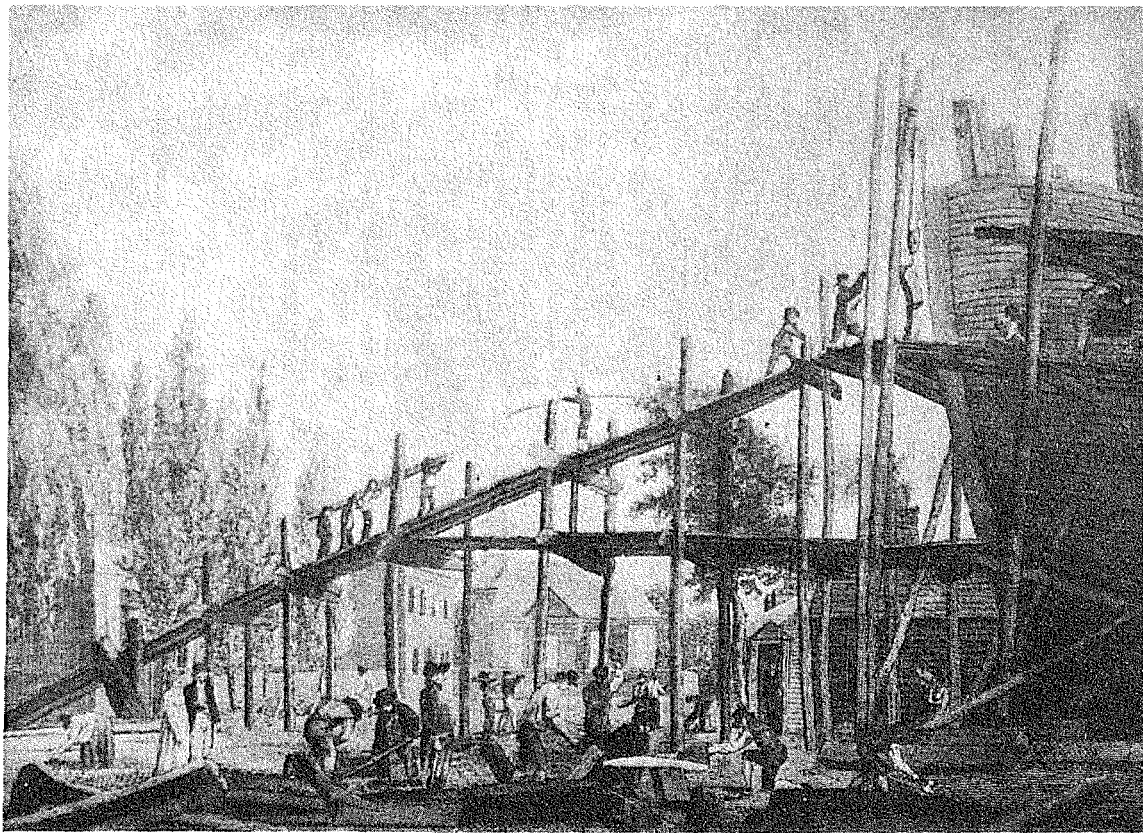
[Longitude Observed 79. 03 W.]

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

To Captain George Little, U. S. Navy from Nathan Levy, Navy Agent, Cape Francois

CAPE FRANCOIS Nov^r 29. 1799 —

DEAR SIR/ Since you Wrote Yours to me of the 28th 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^{ts} to Your Officers. —

I am D^r 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^r 1799

W. W. BURROWS Esq^r

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^t he was inlisted by L^t 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^t Morris, and have taken a French privateer of 4 Guns and 50 Men, & retaken an English Brig^t & a schooner.

We are now heaving up our Anchor for another Cruise and expect to return to America in Feb^r next, before which time, I hope we shall catch some more Frenchmen.

Meantime I am Sir Your obt hu S^t

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^{rs} FRANKLIN ROBINSON & C^o

New York —

GENTLEMEN I am honored with your letter of the 25th 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 22nd 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 lotts — 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^{rs} for all the Lotts 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 Lotts — I mean all the Lotts not sold to M & N [Maffit & Nismith] for the Int of 200,000 D^{rs} of the 300,000 D^{rs} you have borrowed — Will it not be best for me to pay you at once 4000 D^{rs} 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 orderd to attend him ashore. at half past 6 the Consul left the *Constitution* duly honourd 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 reefd the Topsails Cape Francois bore S ½ E 7 or 8 miles, @ 12 d^o weather Wore and Tackd as nessasary 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 Meredian 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 Hauld 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^d Acc^t 5°35' N]
[Long^d 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^d 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^s Sails

Middle part D^o 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^r 30th 1799

SIR I have the honor to acknowledge the rec^t of your letters of the 19 & 21st Ins^t 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^d from the Agent here, Lieu^t Phipps joined the Ship the 28th Ins^t and yesterday I rec^d a Sergeant Corporal & eight marines sent on by Cap^t 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 successful, I am confident I shall not be completely ready for sea by the 10th Dec^r but I can sail and you may rely on my endeavour to reach Newport by the 15th 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^t hum^l Serv^t

E P.

[EDWARD PREBLE]

Hon^{ble} SEC^y 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^rPhilad^a —

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^r 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 cruising 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^r 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^s 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^{dn} more moderat set Close R^c [Reefed] F & M Tops^{rs}

[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^o* 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 M^cNeill; 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-